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The City of Denver

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DELIVERABLES:
1.3 A planning context review summary
2.1 (a,b,c) Existing Conditions Report
2.2 Existing Market Study
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chapter 1: introduction
I-25 & Broadway Station Area (referred to as Station Area) is a significant urban infill/ brownfield redevelopment for the City of Denver. It is the second most important multi-modal facility behind Denver Union Station. This is a unique, albeit, challenging opportunity to knit the urban fabric and communities together in 2015.

Civitas was contracted by the City of Denver to draft the Station Area Plan (SAP) for I-25 & Broadway. Civitas is supported by a highly qualified team that includes urban designers, landscape architects, planners, civil engineers, transportation planners, economists and public/private funding experts.

The intent of the SAP process is to create a community and stakeholder supported plan that is forward thinking and implementable.

Given the complexity of this site and the numerous stakeholders, the consultant team has embarked on an extensive public outreach process and existing conditions analysis.

This report summarizes those findings and will serve as the basis for making plan recommendations.
2 existing plans
EXISTING PLANS

There are many existing plans that overlap or are adjacent to the I-25 & Broadway Station Area. A literature review was performed to understand previous thinking and recommendations for the Station Area.

City-Wide Plans:
Strategic Transportation Plan (2008). (STP)
Transit Oriented Denver (2014)

Neighborhood Plans:
Athmar Park Neighborhood Perimeter Plan (2000)
Overland Neighborhood Plan (2003)
Overland Neighborhood Assessment (2005)

Other Small Area Plans:
Louisiana Pearl Station Area Plan (2007)
The River South Greenway Master Plan (2010)
South Platte River Corridor Study (2013)
Alameda Station Area Plan (2009)
Broadway Corridor Plan (Underway)

Development Plans:
Cherokee GDP (2005)
**Comprehensive Plan 2000**

The Denver Comprehensive Plan identifies this area as promoting transit oriented development (TOD) as urban design framework for urban centers and development areas. It explains that development at transit stations should provide both higher ridership to the transit system and viability and walkability in the area. The plan highlights the importance of the RTD starter line including the I-25 & Broadway Station and identifies future expansion of lines south and west, including preliminary engineering that was underway at the time for the Southeast Corridor. The plan also identifies major objectives that include continuing commitment to major transportation corridors and recognizing the importance of the Southeast Corridor as a priority for regional investment.

**Blueprint Denver**

Blueprint Denver is adopted as an appendix to Plan 2000 and is a first step for creating an integrated land-use and transportation strategy for the City. In Blueprint Denver, the I-25 & Broadway Station Area is designated as an Area of Change, where growth should be channelized and where development or redevelopment would be beneficial. The I-25 & Broadway Station Area is described as a “largely out-moded industrial site” which holds the potential for high density housing, employment, and publicly accessible open space and describes the Station Area as a ‘missing link’ in the land use and bicycle network.

**Denver Parks and Recreation Game Plan**

Denver Parks and Recreation Game Plan establishes a fifty year strategic framework to transform Denver into a “City in a Park”.

Recommendations for the I-25 & Broadway Station Area:

- Connect neighborhoods to open spaces
- Use east-west green streets to connect Washington Park to Broadway and Virginia Avenues and Florida to Zuni Streets, as well as a north-south green street on Logan
- Create a variety of sizes and types of open space
**Denver Strategic Transportation Plan | 2008**

*The Denver Strategic Transportation Plan* (STP) divided the city of Denver into 12 Travel Sheds with specific recommendations for each travel shed based on analysis of person-trip demand compared to person-trip capacity. The projects and strategies within the recommendations were broken down by the form of improvement (behavioral, operational, or physical) and were given an implementation time frame (2015 or the future). The Broadway/I-25 Station and surrounding area do not fall within the STP Travel Sheds; however, the Station Area is indicated to be undergoing separate major studies. The plan indicates that the sub-geography that includes the Station Area is addressed in the I-25 Valley Highway Logan to U.S. 6 EIS.

**I-25 Valley Highway Logan to U.S. 6 EIS | 2009**

The FHWA and CDOT examined alternatives for the Valley Highway corridor and identified a Preferred Alternative on portions of I-25 that include the I-25 & Broadway Station Area. The improvements correct geometric deficiencies, increase safety, and replace deteriorating structures. The improvements recommended for the Station Area are identified in Phase 6 of the Environmental Impact Statement (EIS). The project objectives that impact the Station Area include:

- Optimize highway system operations as measured in reduced delay of vehicle hours/day, reduced hours of congestion, and/or levels of service.
- Preserve existing or provide improved facilities for automobile, bus, and pedestrian connections. Upgrade bicycle/pedestrian facilities within and across the project corridor and provide better linkages between transportation modes.
- Increase safety and decrease the likelihood of accidents within the project corridor by improving the geometric design of the roadway.

**Denver Moves | 2011**

*Denver Moves* builds upon the Bicycle Master Plan Update, Denver Parks and Recreation Game Plan, Pedestrian Master Plan, and TOD plans. It translates citywide policy from Blueprint Denver and Greenprint Denver for multi-modal transportation and sustainability into specific projects to improve the multi-use trail and bicycle infrastructure.
Recommendations for the I-25 & Broadway Station Area:

- Broadway, adjacent to I-25/ Broadway Station, is designated as a future on-street bicycle facility to be implemented in phase 3 of the Denver Moves Implementation section.
- A proposed trail connects the station to existing on- and off-street facilities to the north.
- Exhibition is identified as a Green Street and key neighborhood connection
- Further evaluate the feasibility of non-motorized transportation
- Identify design considerations and facility types for the bike network along with implementation strategies

River South Greenway Master Plan | 2010
The River South Greenway Master Plan is designed to enhance the user experience and environmental conditions along the South Platter River. The plan proposes connections via recreational amenities to neighborhoods, transit, and commercial developments. The plan identifies future amenities for future developments planned around I-25 & Broadway Station.

TOD: Transit Oriented Denver | 2014
In Transit Oriented Denver, the I-25 & Broadway Station is identified as having high development potential, high market readiness, and good transit oriented development (TOD) characteristics. The Station typology is described as an Urban Center (mixed use, high density, grid and alley block pattern, high pedestrian activity, and multi modal) and identifies the former Gates rubber factory site as an ideal TOD.
NEIGHBORHOOD PLANS:

West Washington Park Neighborhood Plan | 1991
The West Washington Park Neighborhood is bound by Broadway to the west, Speer to the north, Downing to the east & I-25 to the south. The plan is a general land use plan which includes a series of overlay land use and zoning recommendations that focus on creation of pedestrian-oriented streets. Although this plan was written before the determination of the I-25 & Broadway Station; concern was expressed that future light rail facilities should tie into the existing uses.

The Plan identifies a view shed height limit which overlays the entire Station Area Plan planning area. The height limit is equal to 5,323.9 feet above sea level, plus one foot in height for every 100’ west of the reference point.

Athmar Park Neighborhood Perimeter Plan | 2000
The Athmar Park Neighborhood Perimeter Plan is focused on the neighborhood located west of the Platte River; is bound by S. Federal Boulevard to the west, Alameda Avenue to the north, South Platte River Drive to the east, and Mississippi Avenue to the south. Alameda and Mississippi Avenues are the only through streets from the neighborhood to the I-25 & Broadway Station Area. The plan was developed primarily to promote stability and growth in Athmar Park and provide a guide for commercial development at its edges. The plan mentions very little about industrial uses. The plan identifies Broadway as a transit corridor, but does not indicate objectives to connect to the Station Area.

Baker Neighborhood Plan | 2003
The Baker neighborhood is bounded by Broadway to the east and the South Platte River to the west. The southern boundary (Mississippi) includes the I-25 & Broadway Station and the northern boundary is 6th Street. The plan addresses transportation and circulation issues and cites the TOD and light rail connections as strengths.

The Baker Neighborhood Plan supports increased density at light rail stations while reinforcing traditional retail, commercial and housing mix along major corridors. New and improved parks and pocket parks should be incorporated into future development, particularly at the former Gates redevelopment site. The Plan identifies heavy rush hour traffic, poor access to the South Platte River with various transit boundaries, and that the I-25 expansion could lead to congestion. The Plan states that direct pedestrian and

existing plans

existing conditions report
bicycle access should be provided to transit stations and park-n-rides and mountain views from public vantage points should be preserved through building height limitations.

Recommendations for the I-25 & Broadway Station Area:

**TOD Subarea**

**Land Use**
- Provide High density housing and jobs, complimentary public uses, retail and services in a mixed use, pedestrian friendly development pattern.
- Integrate new parks into the development for a variety of users.
- Connect Alameda and Broadway Stations with landscaped bicycle/pedestrian greenways.
- Encourage a mix of uses including residential, office, commercial, and neighborhood centers and shared parking opportunities.
- Provide a common, usable open space of mutual benefit for surrounding property owners, businesses and residents.
- Create more retail opportunities for businesses.
- Increase light rail ridership.
- Complete environmental remediation
- Provide better access to South Platte River Greenway

**Urban Form**
- Much of the urban form recommendations are still relevant today.
- Building heights range from 4-12 stories, taller buildings should step back above 4 stories.
- Provide high quality materiality in architecture, (however materials described reflects traditional Denver architecture and may not be conducive to contemporary, innovative architectural styles and materials.) High quality materials should be encouraged, but allow for flexibility.

The Plan makes note of the Cherokee and Gates East GDPs, citing that connections across I-25 and the railroads tracks are safe and include crossing points for pedestrians and bicycles.
CITY PLANNING DOCUMENT SUMMARY:

Overland Neighborhood Assessment | 2005

The *Overland Neighborhood Assessment* is generally bound by Santa Fe to the west, Mississippi Ave to the north, Broadway to the east and Hampden Ave to the south. The Assessment recommends that the Gates site reinforce the Broadway commercial corridor, increase the use of adjacent parks and parkways and expand and improve the multimodal aspects of the neighborhood through increased pedestrian connections.

Louisiana Pearl Station Area Plan | 2007

The *Louisiana Pearl Station Area Plan* is focused on an area located roughly within ¼ mile southeast of the I-25 & Broadway Station. This plan included: Data Resource, Reinvestment Guidance, Zoning Amendments, Capital Improvements, and Funding/Partnership Opportunities. The land use typology surrounding the Station Area is a mix of commercial corridors surrounded by single-family residential. Mobility through the Station Area includes bike routes and bus lines and the RTD light rail. Proposed Land Use Concepts for the Station Area include two overlays (Urban Neighborhood Station Transition and Urban Neighborhood Station) suggesting a transitional density in use from station to neighborhood.

Alameda Station Area Plan | 2009

The *Alameda Station Area Plan* establishes objectives and provides strategies to implement the vision which includes incorporating mobility, land use and urban design, infrastructure, and economic opportunities. The plan ties into the existing Denver Design District GDP which indicates that transit supportive land uses are a “must-have”. The Alameda Station is within a ¼ mile of the I-25 & Broadway Station.
chapter 2: existing plans

DEVELOPMENT PLANS:


The Denver Design District General Development Plan (GDP) covers a series of 8 parcels (80.18 acres), then owned by the Denver Design District, directly north of the I-25 & Broadway Station. The plan calls for development of roughly three to four million square feet of commercial, four to six million square feet of residential, as well as 105,000 to 203,000 square feet of educational uses. These proposed uses would accompany the existing 89,000 square feet of industrial. The proposed development would be connected to the Alameda and Broadway Light Rail Stations. The plan also identifies the Alameda to Broadway pedestrian/bicycle trail to follow the light rail tracks along the western edge of the site.

Gates East GDP | 2006

The Gates East site is east of Broadway across the street from the I-25 & Broadway Station. The GDP includes infill and redevelopment of existing structures of the former Gates Rubber Company. The site was rezoned to a variety of residential and transit oriented mixed-use classifications to encourage TOD of varying use, character and density. The northern tip of this development is the primary connection point to the station and enhanced pedestrian crossings at Tennessee Avenue has been identified as a priority.

Cherokee Redevelopment GDP | 2005

The Cherokee Redevelopment GDP of the former Gates Rubber Factory is a proposed 72 acre in-fill site rezoned as Transit Mixed-Use in 2003, The site is intended to connect and feed off of the transit activity from the I-25 & Broadway Station. The RTD portion of the site (approximately 19 acres) is intended to serve as a major multi-modal transit facility. The preliminary concept of land uses consists of a mix of retail, office, residential and commercial buildings adjacent to the transit facility with a maximum FAR of 5:1

Development Program:

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The following section includes a series of urban framework diagrams and observations that describe how the study area relates to the urban fabric of Denver. The diagrams are represented at three scales:

REGIONAL FRAMEWORK
NEIGHBORHOOD FRAMEWORK
SITE FRAMEWORK
ACCESS AND DESTINATIONS

The Station Area is located at the nexus of multiple regional transportation systems that include I-25, Highway 85 (Santa Fe), five light rail routes, four bus routes and the S. Platte Regional Greenway System.

The I-25 & Broadway Station provides direct light rail access to Littleton, Denver Tech Center (DTC), and Downtown Denver (at Denver Union Station and California Street).

Denver Union Station, six stops away, provides access to Golden, Federal Center, Stapleton, Boulder (BRT) and DIA (2016).

Direct access to I-25 provides easy automobile access to the entire Front Range including Boulder, Fort Collins and Colorado Springs.

Observations:

- Great transit access to employment centers as well as residential communities.
- I-25 & Broadway Station is well situated to become both an origin and destination.
- Proximity to a Light Rail Station is becoming an increasingly important asset for attracting innovative companies and workforce.
The I-25 & Broadway Station Area is served by five light rail lines: C, D, E, F, and H. The light rail provides transit connectivity to Littleton, Denver Tech Center, Downtown and residential communities, however the rail corridor is a significant barrier to local east/west connectivity.

Observations:
- The light rail and Central Main Line separate the Station Area.
- Station Area could be an origin and destination.
EXISTING PRIMARY STREET NETWORK

Observations:
- The primary north/south streets through the Station Area are commuting corridors between the southern suburbs and downtown.
- Wide streets are designed to move traffic and create significant barriers at the ground level, effectively separating the train station from the adjacent communities it serves.
- Mississippi is the only east/west connection though the Station Area and it dead ends at I-25 to the east.
- Alameda and Evans are the only continuous east/west connections in proximity to the Station Area.
- Proximity to the freeway and highway network is a highly valuable attribute for offices users.
- Additional continuous east/west streets through the Station Area are unlikely.

Opportunities:
- Create stronger east/west pedestrian connections between station and adjacent communities to mitigate impact of roadway barriers.
- Turn the Station Area challenges (disconnectedness) into assets through creative urban design and connectivity solutions.
WASHINGTON PARK VIEW PLANE

Observations:

- The view plane is set at 5,323.9’ plus one foot for every 100’ from the origin point.
- Entire Core Area and Area of Influence is within the Wash Park View Plan.
EXISTING NEIGHBORHOOD AMENITIES

Observations:
- The Broadway corridor functions as both a neighborhood commercial corridor as well as a regional shopping/dining destination.
- Commercial uses found on this corridor include, but are not limited to sit-down restaurants, quick service restaurants, specialty merchants, bars, antique dealers, medical offices, grocery stores, post offices, etc.
- Streetscape improvements south of the Station Area have encouraged more commercial redevelopment in recent years.
- Lack of cultural facilities within the Station Area likely due to the industrial history of the site.
- Neighborhoods east of the Station Area have greater access to grocery stores the western neighborhoods.

Opportunities:
- Bridge the gap along Broadway with additional neighborhood amenities.
The Station Area includes several open space amenities including Vanderbilt Park, Vanderbilt Park East and Johnson Habitat Park (June 2015) and the South Platte River Greenway.

The South Platte River Greenway provides trail connectivity to Confluence Park and Commons Park Downtown and regional connectivity north to Thornton, south to Englewood, and west to Golden.

Observations:
- Ruby Hill Park, Sanderson Gulch, Washington Park (Wash Park) and Huston Park are within a half mile of the Station Area boundary.
- S. Platte River Trail provides good north/south connectivity to parks and open spaces.
- Good east/west connections between open spaces do not exist.
- Washington Park has good connections north to the Cherry Creek Trail.
- Vanderbilt Park is difficult to access from the S. Platte River Trail.
Opportunities:

- Encourage east/west connections through the Station Area that link the overall open space network.
- Connect Station Area to Vanderbilt Park.
- Provide greater connectivity between S. Platte River Greenway and Vanderbilt and Johnson Habitat Park.

EXISTING OPEN SPACE FRAMEWORK

- Alameda
- Mississippi
- I-25
- Evans
- Federal
- Ruby Hill Park
- Athmar Park
- Santa Fe
- Broadway
- Downing
- Washington Park
- Vanderbilt Park
- Valverde Park

Core Station Area
Area of Influence
I-25 & Broadway Station
EXISTING BICYCLE NETWORK

The bicycle network is consists of off-street bike trails, on street bike lanes and designated routes.

Observations:
- The S. Platte River Trail provides excellent regional connectivity.
- Designated routes are on street routes marked only by signs. These routes can be difficult to navigate and are often used only by experienced cyclists.
- Sanderson Gulch Trail connects Ruby Hill neighborhood to the S. Platte Trail.
- Washington Park connects to Cherry Creek Trail.
- Bike lanes exist on southbound Washington Street and northbound Emerson Street.
- Mississippi is the only east/west bicycle connection near the Station Area.
- The City of Denver is currently studying the possibility of bicycle connection between Civic Center Station and I-25 & Broadway Station.
EXISTING BICYCLE NETWORK

Opportunities:

- Integrate Broadway bicycle facility planning into Station Area planning.
- Explore possibilities to connect regional trail network through Station Area ultimately linking S. Platte Trail and Cherry Creek Trail.
- Explore possibilities to provide bicycle connections to the north and south of the station.
The Area of Influence of this Station Area Plan encompasses parts of six different neighborhood organizations: Athmar, Baker, West Wash Park, Ruby Hill, Overland, and Platt Park.

Observations:
- Each neighborhood has a strong neighborhood organization and each is very active in the community.
- Understanding and balancing the needs and aspirations of each neighborhood will be critical to a successful plan.
- Much of the core Station Area and vacant land is located within the Baker Neighborhood boundary.

Opportunities:
- Engage in an extensive outreach process to garner input and support from neighborhoods.
- Identify champions from each neighborhood who will carry the plan vision forward and continuing to educate the community.
- The I-25 & Broadway Station can act as a ‘center’ among all neighborhoods.
GENERAL LAND USE

Observations:

▪ Much of the land within the Core Area is vacant or industrial uses.
▪ The Station Area is located between two significant residential neighborhoods.
▪ A large swath of industrial land uses separate neighborhoods to the west from the Station Area.
▪ Broadway is a neighborhood serving retail corridor extending from Civic Center Park to Englewood.
▪ There are no significant office employment centers near Broadway Station.
▪ Station Area is a ‘hole’ in the urban fabric, separating land uses on all four sides.
▪ Industrial uses within Area of Influence are stable, active businesses.
▪ Station Area is separated from low density residential neighborhoods by industrial uses, I-25 and Broadway.

Opportunities:

▪ Infill development will begin to stitch the larger neighborhood fabric together.
▪ Local retail uses along Broadway will link commercial uses north and south of I-25.
▪ Denser, urban development near the station can create a ‘Center’ and ‘Gathering Place’ for the community.
**EXISTING LAND USE**

More detailed land use patterns show the delineations between the residential neighborhoods to the east and west and the swath of industrial uses that run north/south along the South Platte River corridor. South Broadway is a major commercial corridor lined with a mix of medium density residential, local commercial and a large cluster of regional commercial.

**Observations:**
- Parkland is embedded in vacant and industrial land.
- Most industrial uses are occupied and operational.
- Many industrial uses are on smaller, individually owned lots.
- Commercial and some residential uses are mixed with industrial uses.
- Vanderbilt Park and the new Johnson Habitat Park create a continuous north/south open space at the western portion of the Station Area.
- Land immediately adjacent to Light Rail Station is surface parking lot.

**Opportunities:**
- Build upon the strong commercial corridor along Broadway.
- Smaller industrial parcels are opportunities to provide better, more frequent access between the station and neighborhoods.
- Encourage industrial uses to remain and encourage new clean industry and ‘maker’ space to locate in this area.
- Smaller industrial and vacant land parcels south of Mississippi, between the river and CML is opportunity for smaller scale infill redevelopment.
EXISTING OWNERSHIP

Primary land owners within Core Area

Observations:
- Four land owners control the majority of the property located within the Core Area, D4 Urban, RTD, Frontier and City of Denver.
- City of Denver owns several parcels of land within the industrial zone west of Vanderbilt Park.

Opportunities:
- Possibility to connect through industrial zone on City of Denver owned property.
- Identify other small industrial parcels that could be utilized to create connections through industrial zone.
**chapter 3: urban design context**

**EXISTING ZONING**

The Station Area includes properties that are governed by the Denver Zoning Code and Former Chapter 59 Zoning Code.

The vacant property at the former Gates Site is zoned T-MU-30 under the old zoning code referred to as Chapter 59, while the remainder of the Station Area governed by the Denver Zoning Code.

The Denver Zoning Code is a form-based code adopted by the city in 2010. A form-based code is a land development regulation that fosters predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code. The Denver Zoning Code is organized by neighborhood contexts. A context-based approach sets standards for compatible development. The neighborhood contexts are distinguished from one another by their physical and functional characteristics.
EXISTING ZONING

The following zone district are located in the immediate vicinity of the transit station.

T-MU-30 (Transit Mixed-Use)
This district provides for urban development. Proximate to a mass transit railway system station to promote a mix, arrangement, and intensity of uses that support transit ridership and use of other transportation modes, especially walking. The arrangement of uses allows residents, workers, and shoppers to walk to transit and other destinations within the district. The T-MU-30 district is intended for Station Areas with adequate land to create a viable transit oriented development (TOD) and to transition to the surrounding community.

I-A (Industrial Light)
This district intended to be an employment area containing offices, business and light industrial uses that are generally compatible with adjacent Residential or Mixed Use commercial Zone Districts. No new residential uses may be established in the I-A zoned areas to serve as a land use buffer between more residential areas and more intensive industrial areas, which may be zoned I-B General Industrial. All uses conducted in this zone district must be enclosed within a structure, unless specifically allowed to operate outdoors.

I-MX-3 (Industrial Mixed Use)
The Industrial Mixed Use districts are intended to develop in a pedestrian-oriented pattern, with buildings built up to the street and active at ground story. The district accommodates a variety of industrial commercial, civic and residential uses. I-MX-3 applies to industrially dominated areas served primarily by local or collector streets with a maximum building height of 3 stories.

C-MX-8, -16 (Urban Center Mixed Use)
The Urban Center Neighborhood Context consists primarily of mixed-use areas, containing both multi-family residential and commercial uses, often within the same building or on the same block. Urban Centers are found along major corridors, at transit Station Areas, and near and around downtown. C-MX-8 applies to areas or intersections served primarily by arterial streets where a building scale of 2 to 8 stories is desired. C-MX-16 applies to areas or intersections served primarily by major arterial streets where a building scale of 3 to 16 stories is desired.

S-MX-12 (SubUrban Mixed Use District)
The Suburban Neighborhood Context consists of curving streets with varied block shapes and sizes. It is predominantly single family with commercial uses accommodated in shopping centers. S-MX-12 applies to areas or intersections served primarily by major arterial streets where a building scale of 1 to 12 stories is desired.

C-MS-5 (Urban Center Main Street Districts)
Main Street Zone Districts are intended to promote safe, active, and pedestrian-scaled commercial streets through the use of shop front and row house building forms that clearly define and activate the public edge. C-MS-5 applies primarily to collector or arterial street corridors, or may be embedded within a larger commercial shopping center or mixed-use area, where a building scale of 2 to 5 stories is desired. (C-MS-3 is 1-3 stories).

U-TU-B2 (Urban Neighborhood Two Unit Residential)
The intent of the residential districts is to promote and protect residential neighborhoods within the character of the Urban Neighborhood Context. U-TU-B2 allows up to two units on a minimum zone lot area of 4,500 sf with additional units allowed on corner lots subject to location restrictions. Allowed bulding forms are the urban house, detached accessory dwelling unit, duplex and tandem house building forms. Rowhouses are also allowed on certain corner lots.
chapter 3: urban design context

**Observations:**
- Traditional urban, residential street grid exists to the east and west of the Station Area.
- Large blocks adjacent to the station and within industrial areas separate neighborhoods from the station.

**Opportunities:**
- Reinstate the urban grid pattern to achieve greater connectivity to and through the Station Area.

**Observations:**
- Clear delineation between the finer grain fabric of the residential neighborhoods and the chunkier grain of industrial and regional commercial areas.
- The lack of buildings in the core study area illustrates the large gap in continuity.
- Larger format buildings recently built adjacent to the Core Area transition between finer grain neighborhood and vacant land.

**Opportunities:**
- Large tracts of vacant land allow for more urban, dense neighborhood pattern near the station.
- Industrial building footprints depict voids in the built pattern that are opportunities to create east/west connections.
Observations:

- The Station Area is fractured by infrastructure barriers that include I-25, Mississippi Ave, the Santa Fe couplet, S. Platte River, the LRT and CML corridor, and plans to widen South Broadway.
- Major barriers create a large gap between the established neighborhoods to the East and West.
- Some connections between barriers exist at the ground level, but are not friendly pedestrian environments.
- S. Bannock Street and S. Acoma Street bridge over Mississippi at either side of the CML. These could be used for improved pedestrian and bicycle connections between the Station Area and neighborhoods to the south.

Opportunities:

- Turn the challenges of a disconnected Station Area into identifying features using unique design solutions.
- Showcase creative urban in-fill strategies.
- Explore creative ways to make existing connections below freeway and railroad overpasses safer and more inviting.
- Investigate opportunities to connect east/west over the railroad and river.
- Coordinate bridges and connectivity interventions to create continuous east/west pedestrian bicycle connections.
- Connect land uses north and south of I-25 with new streets, where feasible.
chapter 3: urban design context

VIEWs INTO THE SITE: AUTO

I-25 and Highway 85 (Santa Fe Dr.) offer long and dramatic views into the site, creating opportunity for highly visible signature architecture at view terminus.

Observations:
- Approaching the site from both northbound and southbound I-25 offer long-distance, elevated and unobstructed views into the site.
- Northbound Santa Fe Drive offers terminus views into the site.
- Northbound I-25 provides dramatic downtown and mountain views.

Opportunities:
- Placing signature architecture at important terminus views will create an identity for the Station Area.

VIEWs FROM THE SITE: PUBLIC

The site’s sloping topography, although slight, lend sweeping views west to the mountains from areas on the east side of the CML and LRT.

Observations:
- The station platform offers magnificent mountain views.
- The S. Bannock and S. Acoma bridge over Mississippi Ave. offer uninterrupted mountain views.
- Area of Vanderbilt Park have views of the downtown skyline.

Opportunities:
- Placement and form of architecture can be used to focus and frame the public views of the mountains.
- Building placement and form west of the rail corridor should consider views from the station.
- Public space or bicycle connections along the east side of the rail corridor will preserve public mountain views.
Five Light Rail Lines service this site (C,D,E,F,&H) offering a different and important site perspective.

Observations:
- Views to the West offer exceptional mountain views
- I-25 underpass acts as a ‘gateway’ when arriving from the north.
- E,F, & H lines elevated over Broadway offer unique views down into the Station Area.

Opportunities:
- Create a ‘front’ and unique identity along the rail corridor.
- Think about placement of buildings, artwork or other special site features to capitalize on views from the light rail.

There are a number of important gateways into the Station Area.

Observations:
- Light Rail arriving from the south passes over the threshold of a sunken Mississippi Ave, making for a dramatic gateway opportunity framed with important building features.
- Light Rail arriving from the east is elevated over Broadway creating a dramatic descending arrival into the Station Area.
- Broadway Station is a primary pedestrian gateway as visitors arrive from light rail and bus.
- Primary automobile gateways to the Station Area are at the I-25 interchange, northbound Santa Fe Drive and Broadway.
- Bicycle gateways are limited to the arrival at Mississippi Avenue from the S. Platte River Trail.
chapter 3: urban design context

EXISTING WALKSHED

The walkshed map depicts a half mile or ten minute walk from the station along existing sidewalks.

Observations:
- The current I-25 & Broadway Station walkshed is limited to the eastern side of the rail corridor.
- I-25 & Broadway Station is currently a one sided station.
- Neighborhood east of the rail corridor are served by three light rail stations.

Opportunities:
- Connections over CML and Santa Fe would greatly expand walkshed making I-25 & Broadway station a 360° station.

BICYCLE CONNECTIONS

Observations:
- The S. Platte River Trail access is on the southern side of Mississippi and the multi-use trail under the rail corridor is on the north side of Mississippi.

Opportunities:
- A new S. Platte River Trail connection at the northern side of Mississippi would eliminate crossing Mississippi for users accessing the trail from the east.
- Integrate the future Broadway bicycle facility into the site.
- Explore north/south bike connections over Mississippi via existing bridges at S. Bannock and S. Acoma.
SLOPE ANALYSIS

The S. Platte River is the low point of the Station Area and land gently slopes towards the river on each side.

Observations:

- Short, steep embankments run along portions of the CML on its western edge.
- Topography in Vanderbilt park varies and consists of many low points and a subtle high point in its center.
- Steep river embankments exist on both sides of the S. Platte River making access difficult.

Opportunities:

- Land to the east of the LRT and CML have elevated views to the west because of the grade break caused by the rail alignment.
- Generally flat grades on vacant land allow for flexible design layouts.

WEST WASH PARK VIEW PLANE

The Washington Park View Plane Ordinance covers the entirety of the Station Area. The ordinance is designed to protect mountain views from Washington Park and creates a height limit for vertical development.

Observations:

- The view plane is set at 5,323.9’ plus one foot for every 100’ from the origin point.
- The view plane limits building heights along S. Broadway to 110’-120’.
- Maximum building heights on the site could reach +/- 160’.
chapter 3: urban design context

AUTO ACCESS FROM SOUTHBOUND I-25

Observations:
- Access to parcels west of the South Platte River have limited access off of Sante Fe Blvd.
- Access to parcels between River and Rail is convoluted
- Access to eastern most parcels is more direct and can be seen from the highway

Opportunities:
- Vehicle bridge over S. Platte River would allow better access in and out of the parcels between the river and rail.

AUTO ACCESS FROM NORTHBOUND I-25

Observations:
- Access to eastern most parcels is direct and has many access points
- Access to the parcels between river and rail is limited and approaches are not direct

Opportunities:
- Vehicle bridge over S. Platte River would allow better access in and out of the parcels between the river and rail.
Observations:
• Exiting the eastern parcels offers easy and direct access to Northbound I-25
• Exiting the parcels between the river and rail offers direct and easy access to Northbound I-25 via Northbound Santa Fe
• Exiting the western most parcels to Northbound I-25 is indirect

Opportunities:
• Vehicle bridge over S. Platte River would allow better access to I-25 from western parcels

Observations:
• Exiting the eastern parcels offers easy and direct access to Southbound I-25
• Exiting the parcels between the river and rail offers direct and easy access to Northbound I-25 via Southbound Santa Fe
• Exiting the western most parcels to Southbound I-25 is indirect

Opportunities:
• Vehicle bridge over S. Platte River would allow better access to I-25 from western parcels
Beyond the light rail service, there are four routes that service the study area, including:

- Route 0 – South Broadway
- Route 0-LTD – South Broadway Limited
- Route 11 – Mississippi Crosstown
- Route 14 – West Florida

There are typically approximately 2,800 boardings and 2,600 alightings daily from stops within the study area, including the Broadway/I-25 station. The limitations to walk to the station due to the proximity of the railroad, the South Platte River and I-25 are limiting factors. As plans are more defined for the site, additional opportunities to enhance transit access will be essential, particularly with the proposed development densities in the study area.

Observations:
- bus slips are under-utilized
- current bus circulation dominates the entrance to the station and creates a pedestrian barrier

Opportunities:
- explore ways to both improve bus circulation and create a sense of place

RTD BUS ROUTES

<table>
<thead>
<tr>
<th>Route Description</th>
<th>Total Trips per Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>Route 0 – South Broadway</td>
<td>112 NB / 124 SB</td>
</tr>
<tr>
<td>Route 0-LTD – South Broadway Limited</td>
<td>33 NB / 22 SB</td>
</tr>
<tr>
<td>Route 11 – Mississippi Crosstown</td>
<td>33 EB / 36 WB</td>
</tr>
<tr>
<td>Route 14 – West Florida</td>
<td>26 EB / 26 WB</td>
</tr>
</tbody>
</table>

August 10, 2016
Community Planning and Development
A study was conducted by RTD to determine the origin of transit patrons who use park-n-ride facilities. The service area of the station extends south to the outer limits of the City. Out of the Central Light Rail Park-n-Rides, I-25 & Broadway boast the most daily usage, with 86% capacity. This indicates that the station is a significant commuter station for southern residents of Denver using the RTD.

Observations:
- The majority of patrons utilizing the I-25 & Broadway park-n-ride lot are traveling from locations closer to other light rail stations.
- There are a significant number of commuters driving from within a half mile of the station.
- Broadway Station is located in Zone A.

Opportunities:
- Better pedestrian and bicycle facilities connecting the station to users within a 1/2 mile of the station may encourage more people to access the station by bike or on foot.
- Restructuring the RTD fare system to a flat rate may encourage riders to access stations closer to their point of origin.
chapter 3: urban design context

AVERAGE DAILY TRAFFIC

Current Average Daily Traffic (ADT) volumes were collected from a variety of sources that included the Colorado Department of Transportation (CDOT), Denver Regional Council of Governments (DRCOG), City and County of Denver (CCD) and other available sources.

As expected I-25 carries the most traffic in the Broadway station project area with daily traffic volumes ranging from 195,000 vehicles per day (vpd) to 214,000 vpd.

Santa Fe carries the second highest daily traffic volumes in the project area at approximately 90,000 vpd with Broadway and Lincoln Avenue carrying between approximately 35,000 to 40,000 vpd. Daily traffic volumes on Mississippi Avenue just west of Broadway are approximately 21,000 vpd.

1. I-25 209,000 ADT (2011) *
2. Broadway 35,600 ADT (2012 estimate)*
3. Lincoln 33,800 ADT (2012 estimate)*
4. I-25 177,000 ADT (2011)*
5. S. Platte Drive N/A
6. Santa Fe 90,000 ADT (2011)*
7. Mississippi 20,500 ADT (2008)*
8. Broadway 29,000 ADT (2010)*

* traffic counts are based upon KSS Fuels estimates as depicted on Google Earth and do not necessarily represent current year conditions.
Observations:
- Broadway will be widened to nine lanes at the Mississippi intersection.
- Crossing distance is +/- 110’, with no pedestrian refuge.
- Broadway design is 100% approved, construction is scheduled to start fall 2015.
- Broadway/I-25 Interchange is a separate project that is at 30% design stage.
chapter 3: urban design context

SOUTH BROADWAY APPROVED FUTURE SECTIONS

BROADWAY SECTION C-C
(at Tennessee intersection)

BROADWAY SECTION D-D
(at Mississippi intersection)

Project Typical Sections
ENVIRONMENTAL

- Vanderbilt Park West – environmental remediation required and funding for remediation
- Open Space subarea – conveyance and environmental matters

Environmental Status:
The site has a multitude of environmental related efforts including VCUPs and brownfield revolving loan funds. Additionally, the city has contracted with Pinon Environmental to provide a review of environmental concerns on the site.

Voluntary Cleanup Program (VCUP)
There are currently 9 VCUPs located across the Broadway Station site in various states of completion as summarized below.

VCUP 1:
- No Action Determination (NAD) provided by Colorado Department of Public Health and Environment (CDPHE) by letter dated August 3, 2005.

VCUP 2A:
- NAD by CDPHE provided by letter dated September 15, 2005. Letter dated July 21, 2011 from Mosteller Consulting, LLC (MCL) to CDPHE requesting an amendment to NAD to approve the excavation and disposal of radium-impacted soils. CDPHE approved amendment.

VCUP 2B:
- Current conditions: Solvents detected in groundwater; one known solvent source.
- Remediation of solvent source in groundwater initiated in May 2012.

VCUP 3:
- Current conditions: Solvents detected in groundwater; known solvent source has been excavated.
- Additional groundwater investigations completed in May 2012.

Next steps:
(1) Evaluate need for additional groundwater remediation.

VCUP 4:
- NAD by CDPHE provided by letter dated November 24, 2008.

VCUP 5:
- NAD by CDPHE provided by letter dated May 9, 2006.
- Parcel sold and redeveloped.

VCUPs 6 and 7
- Current conditions: Heavy oil detected in soil and groundwater beneath building slabs; solvents in groundwater.
- VCUP applications approved by CDPHE via letter dated March 7, 2008.
- Request to extend VCUP status approved by CDPHE by letter dated January 19, 2010.
EXISTING FLOODPLAIN

The South Platte FIRM mapping, Panel 203 of 300; and 184 of 300; has just been updated to reflect the new LOMR on March 21, 2014. The mapping shows that the floodway is all conveyed between the banks of the existing channel. However, the 100-year floodplain form Tennessee Avenue, to Mississippi Avenue west of Santa Fe drive; extend 5 blocks to the west.

The cross-section at Mississippi avenue; shows a small back water condition at the bridge, that reflects no freeboard is available below the bridge. Thus, any new bridge to connect to the Broadway Station Area; would have to be designed to solve these conditions:

- Freeboard beneath any proposed bridge of 18-inches across the South Platte River
- The west intersection at the proposed bridge location would be in the 100-year floodplain. The ability to raise this intersection and not raise the water surface elevation will need to be studied.
SANITARY SEWER

Wilson & Company has researched the existing sanitary sewer lines, which show two crossings of the rail tracks that bisect the site. Both sanitary lines are 15-inches in diameter; which would be sufficient to service the future development. Most of the lines on the existing site are private lines. The lines’ conditions will need to be determined as in good and operable condition prior to acceptance by the City as public infrastructure. The main line serving the site is the 30-inch line that is located to the west of the site along Cherokee street.
POTABLE WATER

Wilson & Company has redrawn and examined the mapping that has been gathered from various resources including the Denver Water Department. The existing distribution lines consist of lines along Broadway and the South Santa Fe Drive. The proposed future development will be responsible for constructing internal looped distribution lines to provide both potable and fire suppression for the development. The 12-inch lines located adjacent to the proposed development would provide adequate capacity for this development.
Wilson & Company has researched the existing storm sewer facilities in the study limits for the Broadway Street Station Area master plan; as depicted in the attached graphic. The information was taken and compiled from a number of sources including the GIS data base from the City and County of Denver. The future development project will be responsible for providing detention and water quality to meet the guidelines and rules and regulations for the City and County of Denver. The storm sewer system shown is mostly a localized system which conveys the 2-year storm event. A large diameter conduit has been recently installed in Mississippi Avenue, which can be used as an outfall directly to the South Platte River. The existing capacities of the network will be examined as the project moves forward for their use as potential outfalls for individual detention and water quality ponds.
5 demographics and market
chapter 5: demographics and market
This section of the Existing Conditions report outlines demographic trends and market conditions as they exist today in the neighborhoods surrounding the I-25 & Broadway Station. They are important to keep in mind as we plan for a new community at the station. For example, Denver has seen significant jobs growth in the past few years; understanding what industries are strong helps us target certain types of companies as well as plan for the type of space these companies might need in the station area. Denver has seen a lot of apartment construction lately, mostly in the downtown area. Understanding household sizes, types, and incomes helps us better plan for the different types of residential housing that would be most appropriate in the station area. The analysis also depicted the retail along Broadway and in the regional area in order to help the team better identify how much and what type of retail and other services would best serve the local community.

The next section of the planning process will incorporate the Existing Conditions Analysis and develop demand projections for residential, retail and commercial uses for the broader station area. We will also incorporate community feedback and desires from our interviews and public meetings.
EXISTING CONDITIONS: DEMOGRAPHIC AND MARKET

This section describes the existing demographic and market conditions in the I-25 & Broadway Station Area. This planning effort is taking place during a time when demographic shifts have become apparent in Denver – there is massive redevelopment and reinvestment occurring, most noticeably in Denver's downtown neighborhoods. Millennials, in particular, are moving to Denver and the region, for the lifestyle and jobs. Changes in technology and consumer behaviors are reshaping retail. Shifts in transportation and mobility are making walkable environments in close proximity to transit attractive to businesses as well residents. Denver's transit system, high quality of life and other attributes have attracted a highly educated workforce. Because jobs now increasingly follow labor, companies have taken notice and the City has become an increasingly popular destination for business location and expansion.

EMPLOYMENT

Figure 1 shows employment trends in the City and County of Denver between 2003 and 2013. It shows that there has been an overall net gain of more than 15,000 jobs during this time period. Employment numbers reached a peak in 2008 and dropped sharply in 2009, due to the Great Recession. There has been steady employment growth since 2011.

Table 1 shows an estimate of employment by industry for the City and County of Denver from 2003 to 2013. In 2013, most of the City's jobs were in Accommodation and Food Services, followed by Professional, Scientific, and Technical Services, Health Care and Social Assistance, and Public Administration. Industry categories with the largest percentage gain in the 10-year period include Mining (Oil and Gas), Management of Companies and Enterprises, and Accommodation and Food Services. Industry categories with the largest jobs decreases during this time period included Educational Services, Information, Health Care and Social Assistance, Transportation and Warehousing, and Construction.

Table 1: Employment by Industry, Denver County 2003-2013

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, Forestry, Fishing and Hunting</td>
<td>104</td>
<td>107</td>
<td>183</td>
<td>79</td>
<td>76.0%</td>
</tr>
<tr>
<td>Mining</td>
<td>3,798</td>
<td>6,637</td>
<td>8,219</td>
<td>4,421</td>
<td>116.4%</td>
</tr>
<tr>
<td>Utilities</td>
<td>2,989</td>
<td>3,101</td>
<td>1,761</td>
<td>-1,228</td>
<td>-41.1%</td>
</tr>
<tr>
<td>Construction</td>
<td>20,080</td>
<td>21,097</td>
<td>15,716</td>
<td>-4,364</td>
<td>-21.7%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>25,125</td>
<td>22,754</td>
<td>19,794</td>
<td>-5,331</td>
<td>-21.2%</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>26,532</td>
<td>27,375</td>
<td>25,210</td>
<td>-2,165</td>
<td>-7.9%</td>
</tr>
<tr>
<td>Retail Trade</td>
<td>27,489</td>
<td>27,829</td>
<td>27,928</td>
<td>439</td>
<td>1.6%</td>
</tr>
<tr>
<td>Transportation and Warehousing</td>
<td>30,384</td>
<td>30,657</td>
<td>23,489</td>
<td>-7,168</td>
<td>-23.5%</td>
</tr>
<tr>
<td>Information</td>
<td>20,379</td>
<td>15,501</td>
<td>11,556</td>
<td>-8,823</td>
<td>-43.3%</td>
</tr>
<tr>
<td>Finance and Insurance</td>
<td>27,153</td>
<td>26,724</td>
<td>24,899</td>
<td>-2,825</td>
<td>-8.3%</td>
</tr>
<tr>
<td>Real Estate and Rental and Leasing</td>
<td>11,390</td>
<td>11,540</td>
<td>10,433</td>
<td>-1,007</td>
<td>-8.4%</td>
</tr>
<tr>
<td>Professional, Scientific, and Technical Services</td>
<td>34,252</td>
<td>40,677</td>
<td>43,140</td>
<td>8,467</td>
<td>26.7%</td>
</tr>
<tr>
<td>Management of Companies and Enterprises</td>
<td>6,137</td>
<td>8,842</td>
<td>11,559</td>
<td>3,717</td>
<td>63.0%</td>
</tr>
<tr>
<td>Administrative and Support and Waste Management</td>
<td>30,569</td>
<td>35,583</td>
<td>33,039</td>
<td>-2,544</td>
<td>-7.9%</td>
</tr>
<tr>
<td>Educational Services</td>
<td>27,328</td>
<td>29,146</td>
<td>10,886</td>
<td>-16,260</td>
<td>-59.2%</td>
</tr>
<tr>
<td>Health Care and Social Assistance</td>
<td>50,373</td>
<td>52,294</td>
<td>42,869</td>
<td>-9,425</td>
<td>-18.3%</td>
</tr>
<tr>
<td>Arts, Entertainment, and Recreation</td>
<td>6,153</td>
<td>7,488</td>
<td>8,018</td>
<td>530</td>
<td>7.1%</td>
</tr>
<tr>
<td>Accommodation and Food Services</td>
<td>33,577</td>
<td>39,553</td>
<td>44,751</td>
<td>11,198</td>
<td>28.3%</td>
</tr>
<tr>
<td>Other Services (except Public Administration)</td>
<td>14,153</td>
<td>14,741</td>
<td>10,886</td>
<td>-3,855</td>
<td>-26.6%</td>
</tr>
<tr>
<td>Public Administration</td>
<td>27,503</td>
<td>27,561</td>
<td>34,468</td>
<td>6,967</td>
<td>25.3%</td>
</tr>
</tbody>
</table>

Source: Colorado Department of Labor & Employment, BLS-Arland

Table 1: Employment by Industry, Denver County 2003-2013
POPULATION AND HOUSEHOLD CHARACTERISTICS

The I-25 & Broadway Station Area is located within the City and County of Denver in the Denver metropolitan region. Between 2000 and 2010, the greatest population growth was seen in suburban Douglas County. However between 2010 and 2014, the City and County of Denver has led metro area growth with over 60,000 new residents.

The I-25 & Broadway Station Area is located approximately three miles south of downtown. For purposes of the demographic analysis, we examined ten neighborhoods in close proximity to the station (Figure 2). The neighborhoods west of I-25 and Broadway include Valverde, Athmar Park, Ruby Hill, and Overland. The neighborhoods east and south of I-25 include Baker, Speer, Washington Park West, Washington Park, Platt Park, and University.

<table>
<thead>
<tr>
<th>County</th>
<th>2000</th>
<th>2010</th>
<th>2014 Estimates</th>
<th>Change</th>
<th>Average Annual Growth Rate</th>
<th>2000-2010 Change</th>
<th>2010-2014 Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adams</td>
<td>363,857</td>
<td>441,603</td>
<td>480,718</td>
<td>77,746</td>
<td>2.0%</td>
<td>39,115</td>
<td>2.1%</td>
</tr>
<tr>
<td>Arapahoe</td>
<td>487,967</td>
<td>572,003</td>
<td>618,821</td>
<td>84,036</td>
<td>1.6%</td>
<td>46,818</td>
<td>2.0%</td>
</tr>
<tr>
<td>Boulder</td>
<td>291,288</td>
<td>294,567</td>
<td>313,333</td>
<td>3,279</td>
<td>0.1%</td>
<td>18,766</td>
<td>1.6%</td>
</tr>
<tr>
<td>Broomfield</td>
<td>----</td>
<td>55,889</td>
<td>62,138</td>
<td>---</td>
<td>---</td>
<td>6,249</td>
<td>2.7%</td>
</tr>
<tr>
<td>Clear Creek</td>
<td>9,322</td>
<td>9,088</td>
<td>9,187</td>
<td>-234</td>
<td>-0.3%</td>
<td>99</td>
<td>0.3%</td>
</tr>
<tr>
<td>Denver</td>
<td>554,636</td>
<td>600,158</td>
<td>663,862</td>
<td>45,522</td>
<td>0.8%</td>
<td>63,704</td>
<td>2.6%</td>
</tr>
<tr>
<td>Douglas</td>
<td>175,766</td>
<td>285,465</td>
<td>314,638</td>
<td>109,699</td>
<td>5.0%</td>
<td>29,173</td>
<td>2.5%</td>
</tr>
<tr>
<td>Gilpin</td>
<td>4,757</td>
<td>5,441</td>
<td>5,851</td>
<td>684</td>
<td>1.4%</td>
<td>410</td>
<td>1.8%</td>
</tr>
<tr>
<td>Jefferson</td>
<td>527,056</td>
<td>534,543</td>
<td>558,503</td>
<td>7,487</td>
<td>0.1%</td>
<td>23,960</td>
<td>1.1%</td>
</tr>
<tr>
<td>Weld</td>
<td>180,936</td>
<td>252,825</td>
<td>277,670</td>
<td>71,889</td>
<td>3.4%</td>
<td>24,845</td>
<td>2.4%</td>
</tr>
<tr>
<td>Total</td>
<td>2,595,585</td>
<td>3,051,582</td>
<td>3,304,721</td>
<td>455,997</td>
<td>1.6%</td>
<td>253,139</td>
<td>2.0%</td>
</tr>
</tbody>
</table>

Source: US Census, ArLand

Table 2: Denver Metro Population Trends
Table 3 shows that all neighborhoods in the study area have witnessed population growth since 2000. West of I-25, Athmar Park has experienced the highest number increase in population, followed closely by Ruby Hill. The University neighborhood has gained the most population of the neighborhoods south and east of I-25, followed by Washington Park and Washington Park West. In total, there are nearly 75,500 people in the study area in over 34,500 households.

On average, there are 2.32 persons per household in the study area, which is slightly higher than the City and County of Denver (2.26). The Overland and Baker neighborhoods have witnessed a pronounced decrease in household size, while Athmar Park and University households have increased in size.

For purposes of the demographic analysis, these neighborhoods were further divided into groups located either west of I-25 or south and east of I-25. The neighborhoods west of I-25 and Broadway include Valverde, Athmar Park, Ruby Hill, and Overland. The neighborhoods east and south of I-25 include Baker, Speer, Washington Park West, Washington Park, Platt Park, and University.

Table 3: Population and Household Trends and Estimates, 2000-2015

<table>
<thead>
<tr>
<th></th>
<th>-- West of I-25 --</th>
<th>-- South &amp; East of I-25 --</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Valverde</td>
<td>Athmar Park</td>
</tr>
<tr>
<td>Population</td>
<td>2000</td>
<td>3,980</td>
</tr>
<tr>
<td></td>
<td>2010</td>
<td>3,941</td>
</tr>
<tr>
<td></td>
<td>2015 (est)</td>
<td>4,303</td>
</tr>
<tr>
<td>Households</td>
<td>2000</td>
<td>1,225</td>
</tr>
<tr>
<td></td>
<td>2010</td>
<td>1,180</td>
</tr>
<tr>
<td></td>
<td>2015 (est)</td>
<td>1,305</td>
</tr>
<tr>
<td>Person/HH</td>
<td>2000</td>
<td>3.25</td>
</tr>
<tr>
<td></td>
<td>2010</td>
<td>3.34</td>
</tr>
<tr>
<td></td>
<td>2015 (est)</td>
<td>3.30</td>
</tr>
<tr>
<td>Change in Population (2000-2015)</td>
<td>323</td>
<td>1,018</td>
</tr>
<tr>
<td>Change in Household Size (2000-2015)</td>
<td>0.05</td>
<td>0.17</td>
</tr>
<tr>
<td>Household CAGR (2000-2015)</td>
<td>0.4%</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

Source: US Census, Claritas, ArLand

Household Size

According to Figure 3, neighborhoods south and east of I-25 have slightly higher percentages of 1-person (49.1%) and 2-person households (32.6%) than neighborhoods west of I-25 and the City and County of Denver. Households comprised of three or more people account for 46.9% of households in neighborhoods west of I-25, 18.3% south and east of I-25, and 28.8% in the City and County of Denver.
Ages

Figure 4 depicts the median ages for all neighborhoods and the City and County of Denver. The median ages range from 26.6 years in the University neighborhood, which can be attributed to the presence of the University of Denver students to 41.6 years in Washington Park. Generally, most neighborhoods have median ages closer to the City and County of Denver, at 34.4 years.

Table 4 indicates that neighborhoods west of I-25 have the greatest percentage of population—about 38.6%—below the age of 24. In the City and County of Denver and neighborhoods south and east of I-25, the greatest percentage of the population falls into the 25 to 44 years age category. Both groups of neighborhoods have a lower percentage of population aged 75 or older (3.8% and 3.2%) when compared to the City and County of Denver (4.7%).

Housing Tenure

Table 5 demonstrates that home ownership is higher in neighborhoods west of I-25, when compared to neighborhoods south and east of I-25 and the City and County of Denver.

Household Incomes

Household income breakdowns are shown in Table 6 and median household incomes are shown in Figure 5. In general, households south and east of I-25 and in the City and County of Denver are wealthier than households in the west of I-25 neighborhoods. Less than 10% of households earn incomes over $100,000 in neighborhoods west of I-25 compared to more than twice that in the south and east of I-25 neighborhoods (31.4%) and the City and County of Denver (23.6%). The highest percentage of incomes for neighborhoods west of I-25 fall into the less than $15,000 category, while the highest percentage of incomes for neighborhoods south and east of I-25 and the City and County of Denver fall in to the $50,000 to $74,999 category.
Table 6: Household Income Breakdowns, 2015

<table>
<thead>
<tr>
<th>Household Incomes</th>
<th>West of I-25</th>
<th>South &amp; East of I-25</th>
<th>CCD</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than $15,000</td>
<td>19.5%</td>
<td>11.8%</td>
<td>14.3%</td>
</tr>
<tr>
<td>$15,000 to $24,999</td>
<td>14.3%</td>
<td>7.2%</td>
<td>10.4%</td>
</tr>
<tr>
<td>$25,000 to $34,999</td>
<td>12.9%</td>
<td>8.2%</td>
<td>10.3%</td>
</tr>
<tr>
<td>$35,000 to $49,999</td>
<td>14.3%</td>
<td>12.7%</td>
<td>13.3%</td>
</tr>
<tr>
<td>$50,000 to $74,999</td>
<td>18.3%</td>
<td>17.2%</td>
<td>16.7%</td>
</tr>
<tr>
<td>$75,000 to $99,999</td>
<td>10.8%</td>
<td>11.4%</td>
<td>11.4%</td>
</tr>
<tr>
<td>$100,000 to $124,999</td>
<td>4.7%</td>
<td>8.4%</td>
<td>7.2%</td>
</tr>
<tr>
<td>$125,000 to $149,999</td>
<td>1.8%</td>
<td>6.1%</td>
<td>4.5%</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
<td>1.7%</td>
<td>7.0%</td>
<td>5.3%</td>
</tr>
<tr>
<td>$200,000 or more</td>
<td>1.6%</td>
<td>9.9%</td>
<td>6.6%</td>
</tr>
<tr>
<td>Total</td>
<td>100.0%</td>
<td>100.0%</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

Source: Claritas, ArLand

Figure 5: Median Household Incomes, 2015

Household income breakdowns are shown in Table 6 and median household incomes are shown in Figure 5. In general, households south and east of I-25 and in the City and County of Denver are wealthier than households in the west of I-25 neighborhoods. Less than 10% of households earn incomes over $100,000 in neighborhoods west of I-25 compared to more than twice that in the south and east of I-25 neighborhoods (31.4%) and the City and County of Denver (23.6%). The highest percentage of incomes for neighborhoods west of I-25 fall into the less than $15,000 category, while the highest percentage of incomes for neighborhoods south and east of I-25 and the City and County of Denver fall in to the $50,000 to $74,999 category.

Washington Park has the highest estimated median household income at nearly $100,000 in 2015, much higher than the median in the City and County of Denver. In general, median household incomes in neighborhoods west of I-25 are below the Denver median, while neighborhoods south and east of I-25 are above the City and County of Denver median household income.
Educational Attainment

Table 7 shows that, within neighborhoods west of I-25, there are higher percentages of people that did not complete high school or did not receive additional education after graduating from high school when compared to neighborhoods south and east of I-25 and the City and County of Denver. Additionally, lower percentages of people completed some college or associate degrees as well as bachelors and graduate/professional degrees. 63.7% of (adult) residents in neighborhoods west of I-25 have a high school diploma at a minimum, compared to 94.5% of residents in neighborhoods south and east of I-25 and 85.8% of City and County of Denver residents. For the City and County of Denver and neighborhoods south and east of I-25, the highest percentages of people have Bachelor's Degrees – 39.1% for neighborhoods east of I-25 and 26.9% for the City and County of Denver. For neighborhoods west of I-25, the highest percentages of people have Less Than High School education (36.3%). In the neighborhoods west of I-25, 13% of residents have a Bachelor’s Degree or higher, which is 30.7% lower than City and County of Denver residents and 52.5% lower than residents in neighborhoods east of I-25.

Race and Ethnicity

Table 8 shows the race and ethnicity in the neighborhood groups and City and County of Denver. The population is primarily White (ranging between 60% and 90% for all areas); however, neighborhoods west of I-25 and the City and County of Denver have substantial Hispanic population (ranging between 31.2% and 69%). In general, neighborhoods west of I-25 contain more diverse populations compared to neighborhoods south and east of I-25.
chapter 5: demographics and market

EXISTING MARKET CONDITIONS:

Multifamily Rental

This Station Area plan is being developed during a time when there are an unprecedented number of multifamily rental units in the pipeline. This is a result of not only an improving economy, but demographic shifts which favor rental living, and a reluctance on the part of developers to develop condos because of construction defects.

a. Planned Multifamily Rental Units

Figure 6 shows the location of planned residential rental units. The residential housing market is also outlined, which generally follows the boundaries of the neighborhood outlined previously with Evans as the southern boundary.

There are 20,000 units in varying stages of the development pipeline in the City and County of Denver. Approximately 10,000 units are currently under construction. About 2,000 units have either received final plan approval or have received preliminary plan approval.

There are a total of 1,221 multifamily rental units currently under construction in the neighborhoods surrounding the I-25 Broadway station. 114 of those units are affordable. There are 503 units in some part of the planning process. Figure 7 and Table 9 depict the location of these units and their status. Platt Park North and Alameda Station Village are the two projects closest to the I-25 & Broadway station.

Figure 6: Planned Multifamily residential Projects in the City and County of Denver
Figure 7: Multifamily Residential Units Under Construction in Study Area
Table 9: Multifamily Residential Units Under Construction in Study Area, 2015

<table>
<thead>
<tr>
<th>Name</th>
<th>Total Units</th>
<th>Status</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gables Speer Blvd</td>
<td>221</td>
<td>Construction Started</td>
<td>255 E. Speer Blvd.</td>
</tr>
<tr>
<td>Country Club Towers II</td>
<td>557</td>
<td>Construction Started</td>
<td>33 S. Downing Street</td>
</tr>
<tr>
<td>Alameda Station Village</td>
<td>275</td>
<td>Construction Started</td>
<td>425 S. Cherokee Street</td>
</tr>
<tr>
<td>Platt Park North</td>
<td>54</td>
<td>Construction Started</td>
<td>110 E. Mississippi Avenue</td>
</tr>
<tr>
<td>Ruby Hill *</td>
<td>114</td>
<td>Construction Started</td>
<td>1400 W. Mississippi Avenue</td>
</tr>
<tr>
<td><strong>Subtotal-Under Construction</strong></td>
<td><strong>1,221</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Lumberyards</td>
<td>228</td>
<td>Zoning Approval Received</td>
<td>NWC Bannock &amp; Jewell Ave</td>
</tr>
<tr>
<td>Modera Josephine</td>
<td>275</td>
<td>Preliminary Plan Approval</td>
<td>1911 S. Josephine St.</td>
</tr>
<tr>
<td><strong>Subtotal-Planning Approvals</strong></td>
<td><strong>503</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total Units</strong></td>
<td><strong>1,724</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: CAI, ArLand

Table 9: Multifamily Residential Units Under Construction in Study Area, 2015

b. Residential Rental Market Area Characteristics
b.2. Market Area Characteristics

While the surrounding neighborhoods appear to be primarily single family residential neighborhoods, recent years have seen multifamily redevelopment east of Broadway, near Mississippi. There is, a history of residential rentals in the neighborhoods surrounding I-25 / Broadway, although many of the units were built in much smaller structures (8-10 unit buildings, for example). The 1960’s saw the greatest construction with nearly 4,000 multifamily rental units being built during this decade.

Figure 4 shows median rents and vacancy rates in the Denver market as of the 4th Quarter 2014 for comparison purposes. The public investment and redevelopment of the Denver Union Station and surrounding neighborhoods has resulted in a surge of multifamily investment in the downtown market which is reflected in the average rental rates. In Denver, average monthly rents are the highest in Downtown at $1,609, followed by average rents in Denver NW (Northwest including Lohi and Highlands) at $1,361 and then Denver SC (South Central) at $1,313. The I-25 & Broadway station is in the Denver SC submarket. Vacancy rates hover at 5-6%. This figure is based on a survey of all multifamily rental units, not just recently built units.

b.3 Competitive Apartment Units

The most competitive multifamily rental units in the immediate residential market area are shown in Figure 10 and described in Table 10. They include recently built projects at Broadway and Mississippi and provide a good indication of the
competition in the market area for both market rate and affordable rental projects in the area. Most of the rental projects range from 3 to 6 stories with the exception of One Observatory Park and Acoma. Densities also vary widely. There are a number of newer affordable housing rental projects in the area, although they tend to be smaller at 50 to 60 units each.

Unit sizes are relatively spacious at an average of 890 square feet, especially when compared to downtown units which tend to be much smaller. Alameda Station Village size averages are about 690 square feet.

Rental ranges in the area for market rate units have kept pace with overall Denver ranges and range from $1,000 to $5,400 per month for some units. Rents per square foot among these units which vary in age and location generally average about $2 per square foot. Affordable unit ranges from about $400 per month to about $1,000 per unit depending on the unit with average unit rents approximately $1 per square foot. Both market rate and affordable units in this area are primarily 1 and 2 bedroom units.
Figure 10: Competitive Multifamily rental Projects, 2015
Table 10: Most Competitive Multifamily Rental Projects, 2015

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Number of Units</th>
<th>Year Built</th>
<th>Stories</th>
<th># of Bldgs</th>
<th>Acres</th>
<th>Density (DU/ac)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 S. Broadway</td>
<td>260</td>
<td>2013</td>
<td>4</td>
<td>1</td>
<td>3.11</td>
<td>83.71</td>
</tr>
<tr>
<td>Platt Park North</td>
<td>60</td>
<td>2015</td>
<td>3</td>
<td>10</td>
<td>3.38</td>
<td>17.73</td>
</tr>
<tr>
<td>Windsor Broadway Station</td>
<td>419</td>
<td>2009</td>
<td>5</td>
<td>3</td>
<td>4.59</td>
<td>91.37</td>
</tr>
<tr>
<td>IMT Alameda Station</td>
<td>338</td>
<td>2013</td>
<td>4</td>
<td>3</td>
<td>5.53</td>
<td>61.08</td>
</tr>
<tr>
<td>My Block Wash Park</td>
<td>107</td>
<td>2014</td>
<td>5</td>
<td>1</td>
<td>0.73</td>
<td>147.59</td>
</tr>
<tr>
<td>One Observatory Park</td>
<td>213</td>
<td>2013</td>
<td>11</td>
<td>1</td>
<td>1.2</td>
<td>177.5</td>
</tr>
<tr>
<td>The Boulevard</td>
<td>290</td>
<td>2005</td>
<td>4</td>
<td>1</td>
<td>3.3</td>
<td>88.9</td>
</tr>
<tr>
<td>Acoma</td>
<td>223</td>
<td>2009</td>
<td>16</td>
<td>1</td>
<td>1.5</td>
<td>152.4</td>
</tr>
<tr>
<td>Alexan City Center</td>
<td>438</td>
<td>2001</td>
<td>3</td>
<td>2</td>
<td>10.2</td>
<td>42.9</td>
</tr>
<tr>
<td>Riverton on the Platte</td>
<td>316</td>
<td>2009</td>
<td>3 &amp; 4</td>
<td>11</td>
<td>11.0</td>
<td>28.8</td>
</tr>
<tr>
<td>University Station*</td>
<td>60</td>
<td>2014</td>
<td>6</td>
<td>1</td>
<td>0.5</td>
<td>110.7</td>
</tr>
<tr>
<td>Yale Station*</td>
<td>50</td>
<td>2011</td>
<td>5</td>
<td>1</td>
<td>0.4</td>
<td>122.0</td>
</tr>
<tr>
<td>Evans Station Lofts*</td>
<td>50</td>
<td>2013</td>
<td>5</td>
<td>1</td>
<td>1.0</td>
<td>52.3</td>
</tr>
<tr>
<td>Broadway Junction*</td>
<td>60</td>
<td>2009</td>
<td>5</td>
<td>1</td>
<td>0.5</td>
<td>130.2</td>
</tr>
</tbody>
</table>

Source: Colorado Apartment Insights, ArLand

* Affordable

Table 10: Most Competitive Multifamily Rental Projects, 2015

Table 11: Unit Mixes and Unit Counts, 2015

<table>
<thead>
<tr>
<th>Property Name</th>
<th>Unit Mixes</th>
<th>Number of Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 S. Broadway</td>
<td>Studio</td>
<td>658</td>
</tr>
<tr>
<td></td>
<td>1 BR / 1 BA</td>
<td>727</td>
</tr>
<tr>
<td></td>
<td>2 BR / 1 BA</td>
<td>1,090</td>
</tr>
<tr>
<td></td>
<td>2 BR / 1.5 BA</td>
<td>1,305</td>
</tr>
<tr>
<td></td>
<td>-- Flats --</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2 BR / 2 BA</td>
<td>1,236</td>
</tr>
<tr>
<td></td>
<td>2 BR / 2.5 BA</td>
<td>2,011</td>
</tr>
<tr>
<td></td>
<td>3 BR / 2 BA</td>
<td>1,418</td>
</tr>
<tr>
<td></td>
<td>3 BR / 2.5 BA</td>
<td>1,920</td>
</tr>
<tr>
<td></td>
<td>Loft / Townhome</td>
<td>1,743</td>
</tr>
<tr>
<td></td>
<td>Average</td>
<td>889</td>
</tr>
</tbody>
</table>

Source: Colorado Apartment Insights, ArLand

Table 11: Unit Mixes and Unit Counts, 2015

Table 12: Unit Sizes

<table>
<thead>
<tr>
<th>Unit Sizes</th>
<th>Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>658</td>
</tr>
<tr>
<td>1 BR / 1 BA</td>
<td>727</td>
</tr>
<tr>
<td>2 BR / 1 BA</td>
<td>1,090</td>
</tr>
<tr>
<td>2 BR / 1.5 BA</td>
<td>1,305</td>
</tr>
<tr>
<td>-- Flats --</td>
<td></td>
</tr>
<tr>
<td>2 BR / 2 BA</td>
<td>1,236</td>
</tr>
<tr>
<td>2 BR / 2.5 BA</td>
<td>2,011</td>
</tr>
<tr>
<td>3 BR / 2 BA</td>
<td>1,418</td>
</tr>
<tr>
<td>3 BR / 2.5 BA</td>
<td>1,920</td>
</tr>
<tr>
<td>Loft / Townhome</td>
<td>1,743</td>
</tr>
<tr>
<td>Average</td>
<td>889</td>
</tr>
</tbody>
</table>

Source: Colorado Apartment Insights, ArLand

Table 12: Unit Sizes

existing conditions report
chapter 5: demographics and market

### Unit Rent Ranges

<table>
<thead>
<tr>
<th></th>
<th>Market Rate</th>
<th>Affordable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>$1,195-$2,306</td>
<td>--</td>
</tr>
<tr>
<td>1 BR / 1 BA</td>
<td>$1,061-$3,030</td>
<td>$396-$893</td>
</tr>
<tr>
<td>2 BR / 1 BA</td>
<td>$1,360-$2,480</td>
<td>$451-$1,071</td>
</tr>
<tr>
<td>2 BR / 1.5 BA</td>
<td>$1,979-$2,700</td>
<td>--</td>
</tr>
<tr>
<td>2 BR / 2 BA</td>
<td>$1,335-$4,634</td>
<td>$480-$820</td>
</tr>
<tr>
<td>2 BR / 2.5 BA</td>
<td>$3,082-$5,414</td>
<td>--</td>
</tr>
<tr>
<td>3 BR / 2 BA</td>
<td>$1,815-$3,720</td>
<td>--</td>
</tr>
<tr>
<td>3 BR / 2.5 BA</td>
<td>$2,500-$3,538</td>
<td>--</td>
</tr>
</tbody>
</table>

Loft / Townhome: $3,033

Source: Colorado Apartment Insights, ArLand

*Table 13: Competitive Unit Rent Ranges*

### Unit Rent/SF Ranges

<table>
<thead>
<tr>
<th></th>
<th>Market Rate</th>
<th>Affordable</th>
</tr>
</thead>
<tbody>
<tr>
<td>Studio</td>
<td>$2.25</td>
<td>--</td>
</tr>
<tr>
<td>1 BR / 1 BA</td>
<td>$2.07</td>
<td>$0.98</td>
</tr>
<tr>
<td>2 BR / 1 BA</td>
<td>$1.62</td>
<td>$0.90</td>
</tr>
<tr>
<td>2 BR / 1.5 BA</td>
<td>$1.82</td>
<td>--</td>
</tr>
<tr>
<td>2 BR / 2 BA</td>
<td>$1.87</td>
<td>$0.63</td>
</tr>
<tr>
<td>2 BR / 2.5 BA</td>
<td>$1.97</td>
<td>--</td>
</tr>
<tr>
<td>3 BR / 2 BA</td>
<td>$1.82</td>
<td>--</td>
</tr>
<tr>
<td>3 BR / 2.5 BA</td>
<td>$1.59</td>
<td>--</td>
</tr>
</tbody>
</table>

Loft / Townhome: $2.10

Average: $1.99, $0.92

Source: Colorado Apartment Insights, ArLand

*Table 14: Competitive Unit Rental Ranges Per Square Foot*

Multifamily For-Sale

The single family detached residential market in the study area has seen activity comparable to pre-Great Recession levels according to Figure 12. Condo and townhome sales activities, while also decreasing during the Great Recession, have also rebounded and in recent years, appears to be at levels greater than the period prior to the Recession.

While condos appear to provide an affordable homeownership option to residents in the area, average townhome prices are roughly comparable to single family detached homes. Townhomes in the market area tend to be relatively newer with modern finishes, etc. accounting for their relatively higher overall price points. The single family detached homes in the market area tend to vary more widely in age, and overall conditions.

One of the challenges currently inhibiting the development of additional attached residential ownership units is the current construction defects law. Currently, there is a liability risk for builders, developers and subcontractors posed by current laws that make it easy for homeowners’ associations to file large, class-action lawsuits against builders for construction problems associated with new, for-sale housing units, such as condominiums. The resulting slowdown in condo construction has had serious implications for development around new transit stations and for new housing options for lower-income homebuyers. While condo and attached housing units were formerly 20% of all new ownership units built, their current share has shrunk to less than 5% of ownership units constructed in the Denver Metro area.
Retail

Figure 13 depicts the location of retail in the regional market area based on retail employment locations. The Broadway Marketplace, anchored by a Sam’s Club and Albertson’s is located directly north of the I-25 and Broadway station. The map also indicates that Broadway is a continuous retail and restaurant corridor from downtown to I-25 and Broadway and further south to Englewood. The map also depicts the relatively close proximity of downtown Denver retail and restaurants, Cherry Creek retail and restaurants as well as the retail and restaurants along Colorado Boulevard. Table 15 outlines the major retail centers in the area. There is nearly 7 million square feet of retail and restaurants within major centers within approximately 3 miles of the I-25 and Broadway Station Area. This number underrepresents the actual retail and restaurant square footages in the area as corridor retail and the smaller centers are not counted.

Most of these retail centers are relatively well-established, although there is tenant turnover and infill opportunities. There is a Sprouts Grocery store currently under construction just east of the station at Broadway and Mississippi.

River Point at Sheridan, which is a 490,000 square foot power center anchored by Costco and Super Target approximately 3.5 miles to the south of the I-25 and Broadway station, is still building out and leasing up. There is approximately 100,000 square feet of vacant retail and restaurant space available to lease, in addition to 10 acres of developable land targeted primarily to big and medium box retail uses.
Figure 13: Retail Employment and Retail Centers
Source: US Census LEHD, ArLand
<table>
<thead>
<tr>
<th>Major Retail Center</th>
<th>Location</th>
<th>City</th>
<th>Year Opened</th>
<th>Size (Sq Ft)</th>
<th>Anchors</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 Mile</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Broadway Marketplace</td>
<td>SWC of Broadway &amp; Alameda</td>
<td>Denver</td>
<td>1993</td>
<td>389,820</td>
<td>Sam's Club, Albertsons, Kmart, Office Max</td>
</tr>
<tr>
<td><strong>Subtotal - 1 Mile</strong></td>
<td></td>
<td></td>
<td></td>
<td>389,820</td>
<td></td>
</tr>
<tr>
<td><strong>3 Miles</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Denver Pavilions</td>
<td>500-16th Street</td>
<td>Denver</td>
<td>1998</td>
<td>347,000</td>
<td>UA Theaters, H&amp;M</td>
</tr>
<tr>
<td>Larimer Square</td>
<td>14th and Larimer Sts</td>
<td>Denver</td>
<td>1965</td>
<td>122,125</td>
<td>Tamayo, Ocean Prime</td>
</tr>
<tr>
<td>Cherry Creek Shopping Center</td>
<td>First Avenue &amp; University Blvd</td>
<td>Denver</td>
<td>1990</td>
<td>1,034,000</td>
<td>AMC Movie Theaters, Nordstrom's, Macy's</td>
</tr>
<tr>
<td>Cherry Creek North</td>
<td>Second &amp; Fillmore Sts</td>
<td>Denver</td>
<td>Misc</td>
<td>1,000,000</td>
<td>Lifestyle District, Clayton Lane, Whole Foods</td>
</tr>
<tr>
<td>Super Target</td>
<td>SEC of Alameda &amp; Colorado Blvd</td>
<td>Glendale</td>
<td>2004</td>
<td>389,934</td>
<td>Super Target</td>
</tr>
<tr>
<td>Barnes &amp; Noble</td>
<td>960 S. Colorado</td>
<td>Glendale</td>
<td>--</td>
<td>35,055</td>
<td>Barnes &amp; Noble, Game Stop</td>
</tr>
<tr>
<td>Home Depot / Whole Foods</td>
<td>888 S. Colorado</td>
<td>Glendale</td>
<td>1962</td>
<td>150,000</td>
<td>Home Depot, Whole Foods, Staples, Pier 1</td>
</tr>
<tr>
<td>Best Buy Plaza</td>
<td>4100 E. Mexico</td>
<td>Denver</td>
<td>1992</td>
<td>74,855</td>
<td>Best Buy, Ross, Comp USA</td>
</tr>
<tr>
<td>Boulevard Center</td>
<td>1685 S. Colorado Blvd</td>
<td>Denver</td>
<td>--</td>
<td>100,000</td>
<td>Safeway, Aaron Brothers</td>
</tr>
<tr>
<td>Colorado Center</td>
<td>Colorado Blvd and Evans</td>
<td>Denver</td>
<td>1998</td>
<td>124,000</td>
<td>UA Theaters, Dave &amp; Busters</td>
</tr>
<tr>
<td><strong>Subtotal - 3 Miles</strong></td>
<td></td>
<td></td>
<td></td>
<td>3,376,969</td>
<td></td>
</tr>
<tr>
<td><strong>5 Miles</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CityCenter Englewood/Englewood Plaza</td>
<td>Hampden Blvd and Inca</td>
<td>Englewood</td>
<td>2002</td>
<td>451,158</td>
<td>Wal-Mart, Englewood City Hall,</td>
</tr>
<tr>
<td>University Hills Shopping Center</td>
<td>2730 S. Colorado Blvd.</td>
<td>Denver</td>
<td>1997</td>
<td>244,584</td>
<td>King Soopers, OfficeMax, PETsSMART, Pier 1</td>
</tr>
<tr>
<td>Kent Place</td>
<td>3455 S. University Blvd.</td>
<td>Denver</td>
<td>2014</td>
<td>48,000</td>
<td>King Soopers, Modmarket</td>
</tr>
<tr>
<td>River Point at Sheridan</td>
<td>3650 River Point Parkway</td>
<td>Sheridan</td>
<td>2008</td>
<td>489,291</td>
<td>Costco, Super Target, Regal Movie Theaters</td>
</tr>
<tr>
<td>Belmar</td>
<td>SEC Alameda &amp; Wadsworth</td>
<td>Lakewood</td>
<td>2004</td>
<td>1,200,000</td>
<td>DSW, Dick's Sporting Goods, Century Theater</td>
</tr>
<tr>
<td>Lakewood City Commons</td>
<td>SEC of Alameda &amp; Wadsworth</td>
<td>Lakewood</td>
<td>2000</td>
<td>250,000</td>
<td>King Soopers, Ross, Old Navy, Michael's</td>
</tr>
<tr>
<td>Lowry Town Center</td>
<td>200 Quebec St.</td>
<td>Denver</td>
<td>2002</td>
<td>131,000</td>
<td>Albertson's, GNC</td>
</tr>
<tr>
<td>Aspen Grove</td>
<td>Santa Fe &amp; W. Mineral</td>
<td>Littleton</td>
<td>2001</td>
<td>280,000</td>
<td>Apple, Talbots, Gap, Alamo Drafthouse (movie), Panera</td>
</tr>
<tr>
<td><strong>Subtotal - 5 Miles</strong></td>
<td></td>
<td></td>
<td></td>
<td>3,094,033</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL REGIONAL RETAIL SQUARE FEET IN MAJOR CENTERS</strong></td>
<td></td>
<td></td>
<td></td>
<td>6,860,822</td>
<td></td>
</tr>
</tbody>
</table>

Source: Shopping Center Directory, Claritas, ArLand

Table 15: Major retail Centers near I-25 and Broadway Station
Figure 14: Regional Office Market
Source: CoStar, ArLand
Denver’s office market started rebounding in 2010 from the Great Recession and is continuing to do well. Its preferred core markets are Lower Downtown, Cherry Creek, southeast suburban Denver, and Boulder, propelled by jobs growth as well as the popularity of the City among millennials. As of the end of 2014, downtown Denver was seeing the greatest office construction with approximately 950,000 square feet of office space under construction in 6 buildings, followed by 620,000 square feet of office under construction in the southeast Suburban market.

Downtown Denver has generated great office interest recently along with the neighborhoods in close proximity to downtown. Unlike previous years, there is currently more office space being constructed in the downtown area than in the suburbs. While average rental rates for downtown office was about $32 per square foot (full service) at the end of 2014, anecdotally, new office space being built in Lodo is renting for $40 per square foot. (Figure 15 and Table 16)

One of the current challenges for economic developers in the Denver Metro area is the lack of office supply in desirable locations. Interviews indicate that expandable, contiguous office space is very difficult to find. Newer companies like to be located on light rail with good access to restaurants and services. Even if companies are not directly involved with high tech, most have a substantial software / IT component. Companies prefer open floor plates with a desire to finish the space in their own personal styles. Although much of the interest currently is Lodo, the Platte Valley, and Rino, as these locations get built out, companies have started seeking locations in close proximity to downtown. Golden Triangle and South Broadway have recently become potentially attractive locations for companies seeking locations in the Denver metro area.
6 infrastructure finance
chapter 6: infrastructure finance

Broadway Station Existing Conditions Summary – Infrastructure Finance

The former Gates Rubber property, now owned by Frontier Renewal, is within a DURA Urban Renewal Area and also has three Title 32 Metropolitan Districts that serve the Property for the purpose of financing needed investment in public infrastructure and, on a limited basis, maintaining some of this infrastructure. The Property benefits from the Districts and DURA having reached agreement on an infrastructure finance system that utilizes the District’s ability to issue debt to be repaid through the collection of District imposed property taxes and incremental property and retail sales taxes (TIF) pledged to the District by DURA.

Following is a brief summary of this infrastructure finance system.

Broadway Station Metro Districts 1-3 Service Plans

The Service Plans are, in effect, the charter for the Districts and were approved by Denver City Council in 2006. The Service Plans provide for Districts 1 and 2 to issue approximately $126 million in tax exempt bonds to fund public infrastructure improvements necessary to redevelop the Property. These improvements include roads, water and sewer systems, pedestrian bridges over the CML and public parks, plazas and open space improvements. Because of the inclusion of DURA enabled TIF, the Districts can also pay for environmental remediation. At the time the Districts were approved by Denver City Council, it was anticipated that about 75% of the District infrastructure investment would be paid by TIF and about 25% paid for by the District’s imposing a property tax mill levy. Districts 1 and 2 have never constructed improvements, imposed taxes or issued debt. Today these Districts comprise a very small area and, for practical purposes have no assessed value. They are designed to grow as development occurs and infrastructure is needed.

District 3 exists to fund regional infrastructure improvements. It covers the entire Property and imposes a tax of 6 mills on approximately $4.18 million of assessed value. In 2015 it expects to collect $10,713 in property taxes. The District 3 Service Plan intends that this money be collected each year to help pay for the Property’s share of future improvements to the Broadway & I-25 interchange. It also collects TIF revenue from DURA.

City/Metro District Intergovernmental Agreement

As a condition of District Service Plans approval, the District was required to enter into an IGA with the City of Denver so that the District was contractually obligated to Denver to primarily do 4 things:

1. Commit to imposing a regional mill levy to fund regional transportation improvements, primarily the future improvements to the Broadway & I-25 interchange.
2. Commit to fund and construct specific public infrastructure improvements within the Property that will create road access, establish wet utilities and create open spaces and bridges consistent with the overall itemized infrastructure cost budget. All such improvements were identified by the City and the District as necessary for the redevelopment of the Property with the proposed densities and mix of uses in the Cherokee development program.
3. Commit to funding and building a series of “Signature Projects” in the public realm at key locations within the Property. These Signature Projects were to have an extraordinary level of design and use of materials to create special places, and were required by the City as a condition of the Property and Districts receiving TIF.
4. During construction, to commit to comply with certain City of Denver contracting requirements as if the District were an extension of the Public Works Department including Prevailing Wage, and First Wage Ordinance from the City and DURA’s Public Art and First Source Program.

Cherokee Urban Redevelopment Plan

This Plan creates the Urban Renewal Area and authorizes the use of TIF for funding projects that: (i), meet the statutory requirements of urban...
renewal and TIF financing and; (ii), are consistent with City of Denver planning documents and land use regulations including Blueprint Denver and T-MU-30 zoning for the Property.

Cherokee/Broadway Station Framework Agreement

This Agreement covers a broad variety of redevelopment commitments and might generally be referred to as a vesting agreement for the approved GDP and the TMU-30 zoning. In exchange for the City granting vesting to 2021, the Framework Agreement enables the developer and or the Districts to certain parks and open space commitments on Vanderbilt Park East and West. It also memorializes the developer’s obligation to an affordable housing plan, environmental remediation, especially with regard to land for future public ROW and the payment of living wages, etc. per Item 4 in the City/Metro District Intergovernmental Agreement section above.

Unless and until any of these documents, agreements and plans are modified, amended or replaced they are in full force and effect today as written.
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The purpose of the first Public Workshop was for the city and consultant team to listen and learn from the community about the opportunities and challenges surrounding the I-25 and Broadway Station Area. In order to obtain as much insight as possible in one morning, the city/consultant team asked the community to participate in an extensive three-hour workshop that included a Walk Audit and a Visioning Exercise. We are extremely grateful for everyone who participated and engaged in thoughtful debate and idea generation.

There were 75 attendees present at the workshop. Attendees were welcomed with a light breakfast and introductions, and then approximately 60 began the Walk Audit while others began their Visioning Exercise.

The Walk Audit consisted of an hour and a half walking tour (in the cold and rain!!) of the station area. Participants boarded an RTD bus, which dropped them off at Vanderbilt Park where the Walk Audit began (see map attached). They walked through Vanderbilt Park, along Mississippi, north on Broadway, through RTD property and back to the Design District Building. The tour was divided into two smaller groups, with two guides each, to allow for smaller, informal discussions. This enabled the community to experience the breadth of study area site from a pedestrian perspective and have more intimate, on location discussions about key issues and provide input to the planning team on neighborhood needs and concerns.

During the tour, participants discussed the station area, adjacent land uses, needs for connectivity, recreational amenities and potential land uses and development pattern with members of the project team.

Upon return to the Design District building, attendees participated in round table Visioning Exercise with large-scale aerials of the station area example character imagery to inform the discussion. Attendee’s identified opportunities and challenges observed during the walk audit and discussed their vision for the future of the station area.

Numerous comments and ideas were shared during the Walk Audit and Visioning Exercise. Each Walk Audit guide provided written summaries of the discussions immediately following the workshop, while ideas generated during the Visioning Session were recorded directly on the aerial maps in the form of drawings and note. Below is a summary of those comments organized under common ‘Emerging Themes’.
PUBLIC FEEDBACK: EMERGING THEMES

1. Pedestrian and bicycle CONNECTIVITY to the station critical
   - Clear, safe pedestrian and bicycle connections between the station and surrounding communities are essential, especially to West Wash Park and Athmar Park.
   - Athmar Park is cut-off from the Station (this comment was echoed by each neighborhood).
   - Clear north/south connections linking former Gates property, RTD and property north of I-25 is equally important.
   - Pedestrian bridges should be a priority over the CML, Santa Fe and the river.
   - Bridges should be inspiring and even a destination themselves. They should encourage people to stay and observe the river.
   - Vegetated or park-like bridges would be better.
   - The pedestrian environment (sidewalks, street crossings, landscape, signal timing, etc.) is a primary concern and needs to be improved, especially along Broadway and Mississippi.
   - The future Broadway widening decreases connections to the east, several people were part of the NEPA process and raised concerns, but felt ignored.
   - Pedestrian crossings at Ohio need to be improved significantly.
   - Existing connection to South Platte Trail is hidden at Mississippi and difficult to access; the trail is not a visible asset to the area.
   - Provide more access to S.Platte Trail.
   - This segment of the South Platte Trail is narrow, hidden from visibility and often occupied by homeless/transient populations. It is not an inviting segment of this regional amenity.
   - Consider bicycle connections to neighborhoods south of
Mississippi toward Ruby Hill. These southern connections should extend as far south as Evans.

- Consider a “rail trail” that runs parallel to the tracks and links uses north and south of the station.

- The existing and future I-25 interchange is very difficult to navigate. Two ideas were discussed and well received: Bring bikes into the site to avoid the I-25 interchange, or make Broadway more bike friendly so there is a straight shot on Broadway. There was no clear preference, but a definite priority on N/S connectivity.

- Mixed opinions on RTD parking (some think parking should make way for density, others want more parking because the lot is full with commuters)

2. Land Use/Density/Urban Form

- I-25/Broadway Station Area should develop with greater densities than surrounding area.

- Provide a mix of residential, office, Height is okay if compliant with the Wash Park view planes.

- High-rise (over 8 story) is ok, especially west of the CML.

- Tall, slender buildings would be preferred.

- Avoid creating a building ‘canyon’ along Broadway (respect Ford building height, step back buildings along Broadway, Mid-rise (4-8 stories) residential and office preferred to high-rise).

- Architectural design should utilize quality materials, building articulation, balconies and artistic features to create interesting facades.

- Many people are displeased with recent architectural design at Mississippi/ Broadway.

- Retain the industrial uses located west of the station. Seek ways to transition to an industrial/mixed-use like RINO.

- Minimize the number of grow houses (do not increase local employment opportunities, or create vibrant street activity).

3. Create a DESTINATION

- Create a ‘Mini Union Station’.

- Station should be a destination.

- Station should be a place to go and hang out even if you’re not taking transit.

- Do not want “dead space” at the station.

- Include smaller retail at the station plaza to activate the space (coffee, bar, brewery, sandwich shop, etc.).

- Create a ‘center’ for neighborhoods.

- Station should have an ‘identity’.

- Create a gathering space (plaza, park, water feature, artwork, etc.)

4. Parks and Open Space

- Views from the station west are great and should be emphasized for all people that visit the station area.

- Open space should be an asset and should enhance the station area.

- Create plaza space at the station, develop pocket parks and create active recreational opportunities throughout the site.

- None of the neighborhoods really considers Vanderbilt Park “Their Park”, it is primarily a destination park for softball.

- Vanderbilt Park should remain an active park but there should be ways in which to make it appealing to a broader base of users, not just softball players.

- Vanderbilt Park is a huge asset that is underutilized by the adjacent community, but many people do not even know it’s there!

- Improve the banks of the river, clean it out, create better visibility and open it up for more users. It should be a place where people want to go.
• Find a way to develop the site in a way that engages the river.
• Clean up the Vanderbilt Lake. It should be a resource like Wash Park and lake, and needs a trail around the lake and park.
• Create a more iconic station that includes open space/public plaza & park space.
• Plaza space next to Brew on Broadway in Englewood is a good example of an intimate plaza than offers connections.
• A new dog park is needed to replace the old one.

5. Circulation and parking
• Circulation and parking are critical the functionality of the station area.
• This is the next most important station to DUS. What about undergrounding the station or bus facilities? Why does this station need to be at grade?
• How will this station area accommodate buses and be comfortable for pedestrians and bikes?
• Too many bus-parking spaces near the station, not a friendly place to walk.
• Very concerned about the expansion of Broadway from the interchange to Mississippi. The pedestrian crossing will be difficult and further separate communities to the east.
• The footprint and visual barrier of the future I-25 interchange at Broadway is a big concern. Connectivity through this section is very difficult and it already acts as a huge barrier.
• The area is already plagued by traffic congestion, what will happen with more density?
• Create safe, comfortable pedestrian access under the interchange.
• Concerned about the construction impacts of the interchange and what that means to connectivity.
• When stopped at Santa Fe and Mississippi, people wonder where the road below (Mississippi) goes? It is not a logical connection.
• Circulation through the site from Alameda to Mississippi is important for transit, bikes, pedestrians and cars.
• Some people would like to retain the parking supply at the station. It is a very popular station, provides bus and rail and many people drive to this station to park-and-ride...both from the neighborhood and commuters.
• If there is no parking at the station, there is fear commuters will park in adjacent neighborhoods.
• B-cycle should be available at the station.
• There is a slope between Lipan and Jason closer south to Mississippi that makes this area a challenge for E/W connections. E/W connections might be better suited for Exposition to Kentucky area.
• There is a slope between Lipan and Jason closer south to Mississippi that makes this area a challenge for E/W connections. E/W connections might be better suited for Exposition to Kentucky area.