KSE-BALL ARENA REDEVELOPMENT

LDR APPLICATION

OCTOBER 14, 2022

KSE
Kroenke Sports & Entertainment

DENVER / CO

Attachment B - LDR Application

This site offers a once-in-a-lifetime opportunity to transform an underutilized area into a neighborhood built for the needs of a growing region.

Imagine a 21st Century Denver...

Kroenke Sports & Entertainment
Owner of the Denver Nuggets (NBA), Colorado Avalanche (NHL), Colorado Rapids (MLS), and Colorado Mammoth (NLL), is committed to providing world-class sports and entertainment for both live and broadcast audiences. We will welcome fans into our venues as family, providing respect and care from the purchase of a ticket to the drive home. We will celebrate the best in sport and entertainment by recognizing the diversity and human spirit around us, and by working within our community to improve the lives of all those within the community.

Imagining a Great Opportunity
It's rare to find 55-acres under visionary ownership in a city with such potential. This site embraces the goals outlined in community-led, adopted plans by the city, notably the Denver Downtown Area Plan Amendment and Central Platte Valley – Auraria Standards and Guidelines, including recognizing the pressing need for affordable housing.

As a result, we have the potential to generate a truly unique regional destination characterized as a mixed-use neighborhood made accessible to benefit not just the surrounding communities but the entire city.

Project highlights include:

- A complete, connected, and inclusive neighborhood.
- At least 12-percent open space for public use.
- 4-5 million GSF of mixed-use, office, retail, and housing.
- Connects to nearby areas such as The River Mile, Stadium District, Auraria Higher Education Campus, Downtown, and Sun Valley Eco District.

Proposed Action Plan
This vision draws inspiration and insight from the City and the local community. By building on the community input from the downtown area plan amendment and Comprehensive Plan 2040, there was a strong basis to work from.

In addition, a robust community outreach plan is in place to bring the original steering committee back to the table and engage the larger downtown community to gather updated input to evolve the plan through the LDR and rezoning process. Kroenke Sports & Entertainment (KSE) has synthesized this input into a comprehensive framework that sets forth the approach for a connected and well-scaled development.

- LDR-Pre Application March 2022
- Public Engagement - March 2022 Ongoing
- Rezoning Application - August 2022
- Speer Bridge SDP/TEP - August 2022 Commence
- Old City Hall Viewplane - Fall 2022
- Rezoning Complete - January 2023

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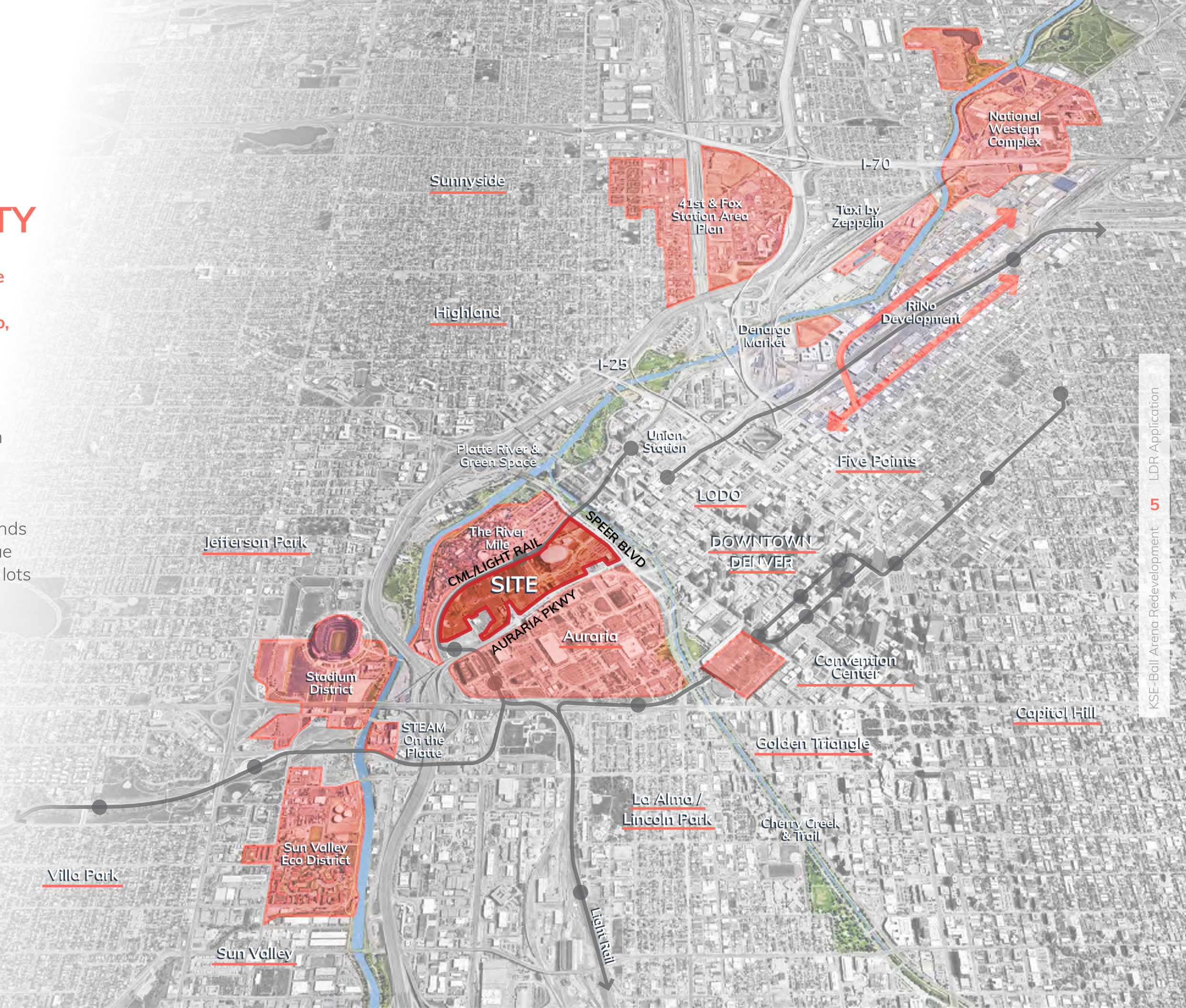
01 INTRODUCTION

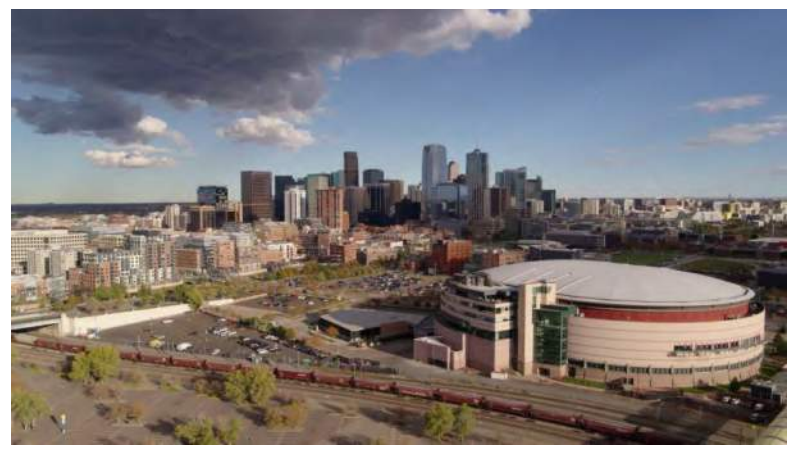
THE OPPORTUNITY

The long-term vision shows that the KSE-Ball Arena Redevelopment site could play a key role in uniting LoDo, Auraria Campus, The River Mile, La Alma/Lincoln Park, Jefferson Park, and beyond.

The existing site currently feels like an island enclosed by Speer Boulevard, Auraria Parkway, and the CML/Light Rail lines. Surrounded by a rich urban and environmental fabric, the site stands isolated from the adjoining context due to its large swaths of surface parking lots and constrained access points.



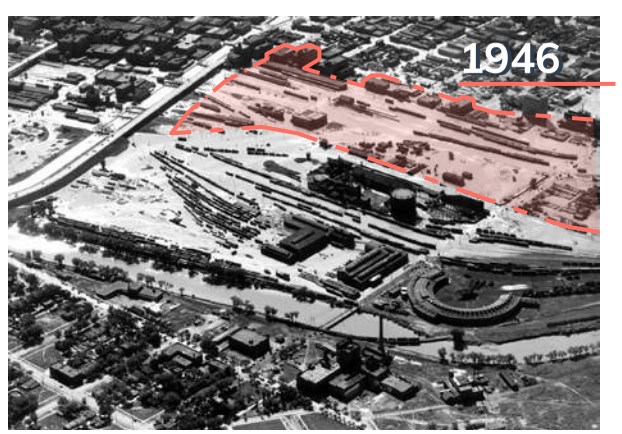
Large-scale Active Master Plans

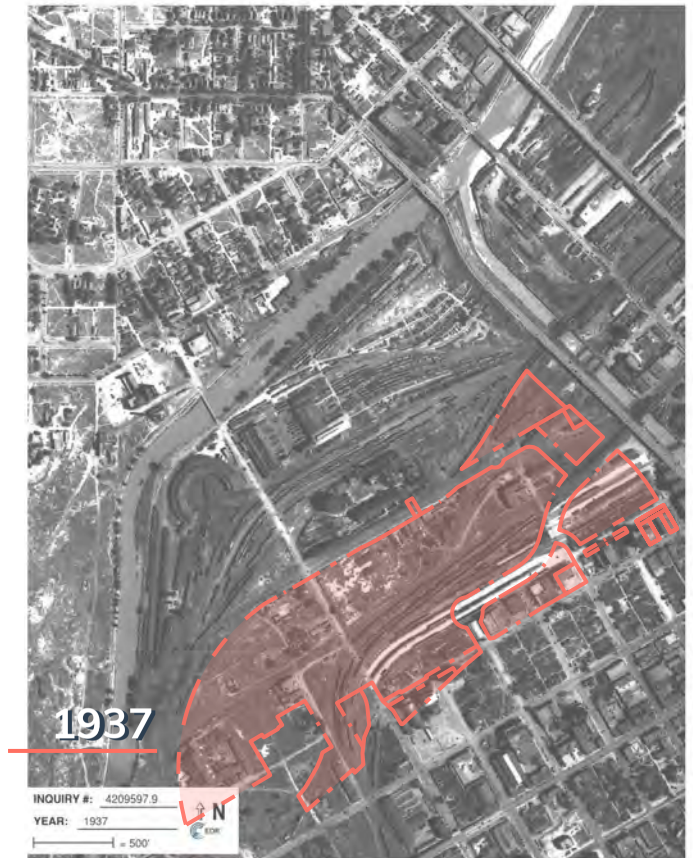


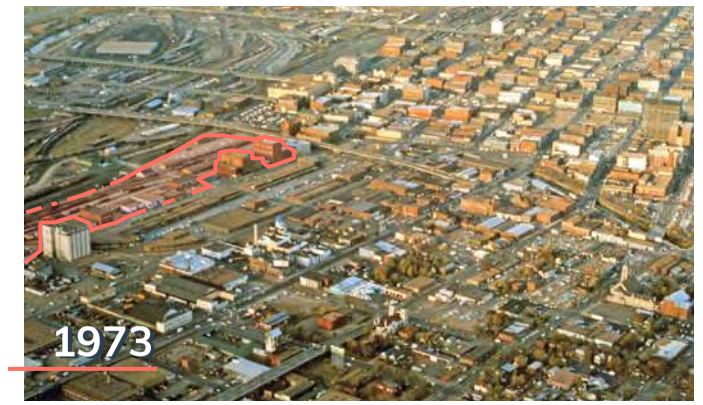
DOWNTOWN TODAY

Denver uniquely combines urban amenities with its natural beauty and thriving cultural scene.

With Union Station, Larimer Square, Auraria Higher Education Campus, South Platte River, and Cherry Creek Regional Trail, including many more amenities in close proximity, the site will advance the City's and local community's vision for this unique site by embracing goals outlined in the community-supported Downtown Area Plan Amendment. In addition to creating a desirable urban fabric and enhancing connectivity to downtown, the site will bring new jobs, shops, restaurants, homes, workplaces, and parks to the area. By doing so, it will connect several of the area's vibrant, but disconnected neighborhoods.







HISTORY

Auraria is an area that has transformed numerous times over the years, from rebuilding itself after a devastating flood in 1864 to being consolidated into the City of Denver (then known as Denver City), to becoming a focal point for urban renewal, and converting largely into the home of present-day Auraria Higher Education Campus, a multi-institutional hub of higher education.

More recently, The River Mile rezoning application earned unanimous support in 2018 from City Council, adjacent registered neighborhood associations and key stakeholders after a robust public engagement process. Numerous steering committees, charrettes, and community meetings helped advance the Planning Board and City Council's consideration of the plan amendment and notable work with the Downtown Area Plan Amendment, followed by the Central Platte Valley-Auraria Design Standards and Guidelines. Both documents play a critical role in addressing various community stakeholders and City Council members' wants, concerns, and priorities for future redevelopment opportunities made possible through the rezoning.

KROENKE SPORTS & ENTERTAINMENT (KSE) ORGANIZATION
GUIDING PRINCIPLES & VALUES

1

Affordable Housing
With the combined projects of The River Mile and the Ball Arena Property, KSE seeks to maximize the housing available in downtown Denver. In conjunction with the City's forthcoming inclusionary housing ordinance, this development presents significant affordable housing in downtown. We will look to create desirable affordable units at various affordable income levels, with a range of bedroom counts, dispersed throughout the project.

2

Sustainability
At Ball Arena, we have commenced efforts in examining opportunities to improve the existing energy systems. For the land around the Arena, we have placed priorities on mixed mobility, efficient water management approaches, solutions for embodied carbon, focus on electrification and providing healthy outcomes for the community at large. Incorporation green building

3

Inclusion
KSE seeks to create a vibrant public realm and park system that is available for all and presents new recreation opportunities not currently available in Downtown Denver. Our plan presents a variety of parcel sizes, mixed-use buildings, and an actionable first phase of buildings around the Arena. Additionally, we are focusing on establishing housing and educational partnerships with the Auraria campus. A partnership that includes creating a synergy/relationship between the properties to elevate the three campuses impact and the role in the community.

4

Diversity
Sport is at the heart of KSE's mission, and with this project we wish to bring a diversity of public recreation opportunities to the site that will draw families and kids to uses not available downtown. We recognize people love Colorado for the outdoor opportunities but that not all are able to access the mountains, we wish to create urban outdoor recreation opportunities that complement the planned rehabilitation of the South Platte River.

5

A Connected Neighborhood
A guiding planning principle for the Arena property will be to improve connections to the surrounding neighborhoods. A focus has been placed on pedestrian connections to link the South Platte River, the Arena project and downtown. Thereby increasing people's abilities to travel more fluidly and easier either by car, foot or bike. With two light rail stations on property, we will look to establish bridge connections to properties across the rail. And a significant park like bridge crossing over Speer Boulevard will be introduced. This bridge will only open to pedestrian and bicycles. At Auraria Parkway, we will look to at options on how to slow traffic and improve safe pedestrian crossings.

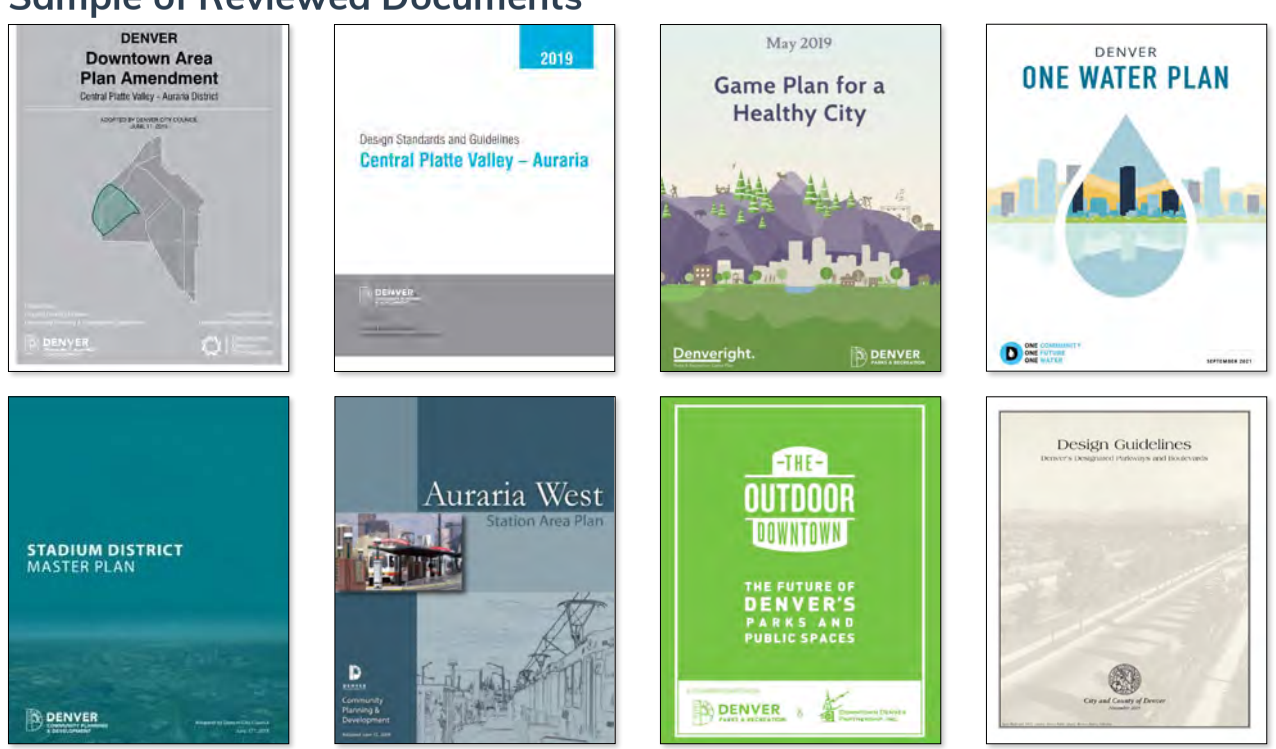
REGULATORY GUIDANCE & IMPLEMENTATION

The KSE-Ball Arena Redevelopment embraces numerous planning efforts put forth by the City by aligning with established principles, goals, standards, and guidelines established in these documents.

The following documents served as a catalyst for the overall approach to this vision and planning effort, these documents include but are not limited to the following:

- Denver Downtown Area Plan Amendment
- Denver Zoning Text (D-CPV)
- Old City Hall Viewplane
- Central Platte Valley–Auraria
- Design Standards & Guidelines
- 5280 Trail Vision Plan
- Design Guidelines: Boulevards & Parkways
- Auraria West Station Area Plan
- Auraria Higher Education Center Plan
- The Outdoor Downtown
- Gameplan For A Healthy City
- Denver Moves: Transit

Sample of Reviewed Documents



Downtown Amendment - Auraria Zoning Amendment

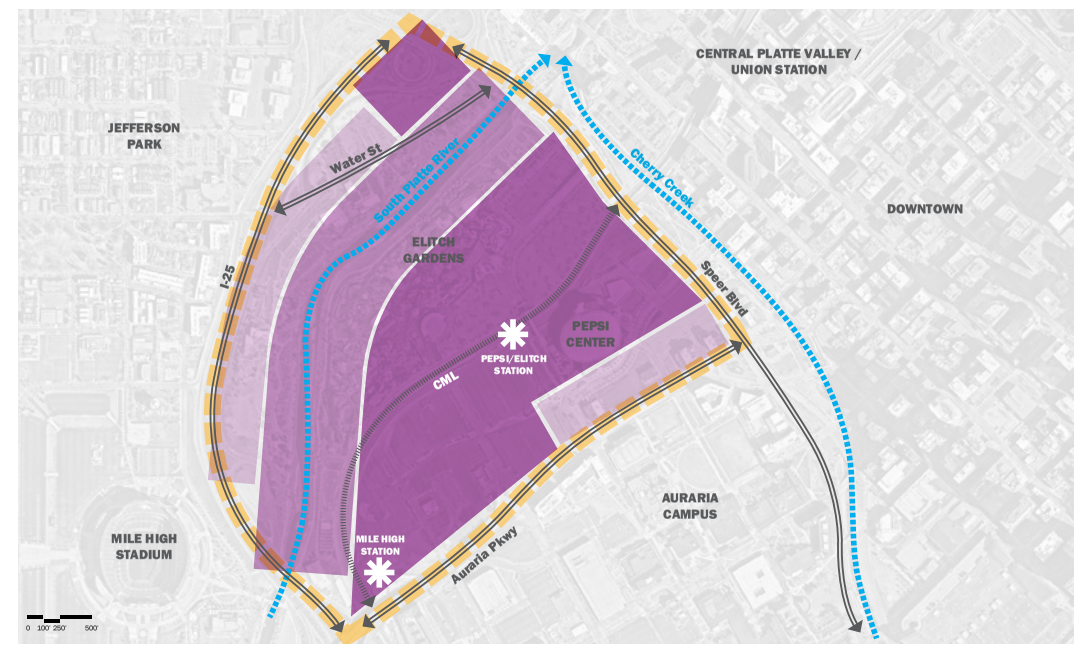
Zone Districts

- Develop new zone districts that allow a range and level of intensity appropriate for Downtown

TRANSITION DISTRICT(S)
- Overall lower intensity
- Buildings tailored to respect adjacent development and neighborhoods

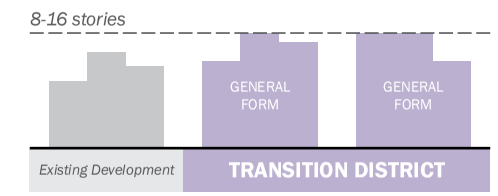
RIVER DISTRICT(S)
- Overall higher intensity
- Buildings tailored to promote visual permeability and connection to the river

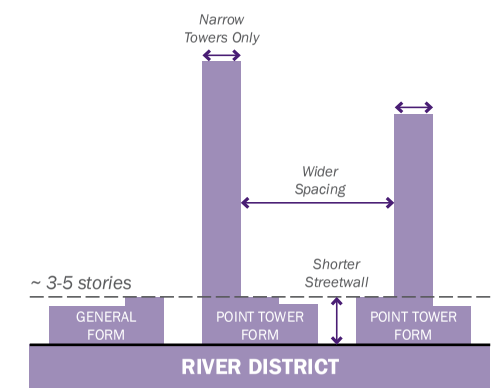
CENTER DISTRICT(S)
- Overall highest intensity
- Leverage proximity to transit
- Greatest flexibility of building forms

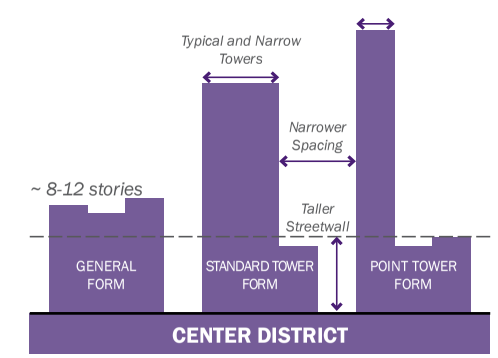


Range of Intensity

- Adjust intensity along the river and near existing development







Denveright Comprehensive Plan 2040 Community Values to Goals

PROJECT AND CITY GOAL ALIGNMENT

Kroenke Sports & Entertainment (KSE) Project Goals

Solve the Speer Blvd Barrier

Elevating the Arena Experience

Connect The River Mile and Auraria

A Special Place for Downtown Denver

Accessible and Complimentary Development

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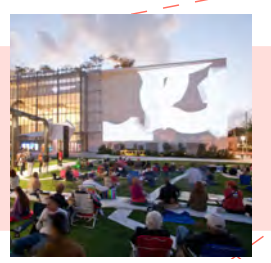
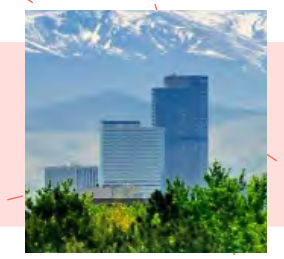
Downtown Area Plan (DAP) Amendment Vision Elements


A Prosperous City

A Walkable City

A Diverse City

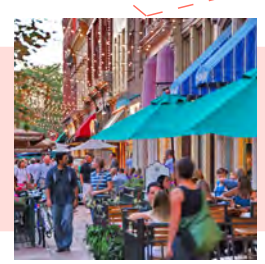

A Distinctive City

A Green City

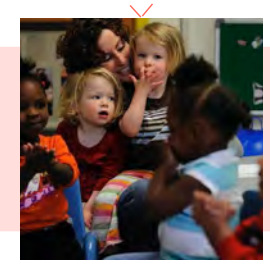
+

DenverRight Comprehensive Plan 2040

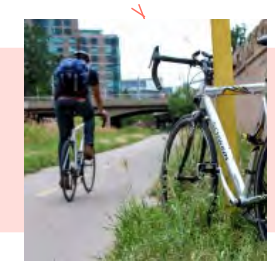
Equitable, Affordable and Inclusive


Strong and Authentic Neighborhood

Connected, Safe and Accessible Places


Economically Diverse and Vibrant

Environmentally Resilient


Healthy and Active

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Ball Arena Framework Plan

A Signature Speer Pedestrian and Bike Bridge

Enhance all other connections and plan for a future where Speer and Auraria become multi-modal neighborhood Streets.

Preserve and Enhance Ball Arena as a City-Center Venue.

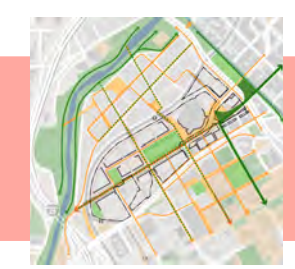
Convert parking lots into year-round, mixed use development and multi-use open space

Expand the Sports and Entertainment Draw of Ball Arena

Provide Amenities and Parks that appeal to Denverites of all ages and Backgrounds

Create a Signature Downtown Park

Maximize green space and connecting people to existing park assets along Cherry Creek and the South Platte River


Maximize the Potential of Site's Existing Assets

Enhance connections from the Two Light Rail Stations, Ball Area, the Rivers, and the Auraria Campus.

02 VISION

CONTEXT

IMAGES OF EXISTING CONDITIONS

WYNKOOP RAILROAD BRIDGE & CHERRY CREEK TRAIL

AURARIA CAMPUS

RTD PEDESTRIAN BRIDGE

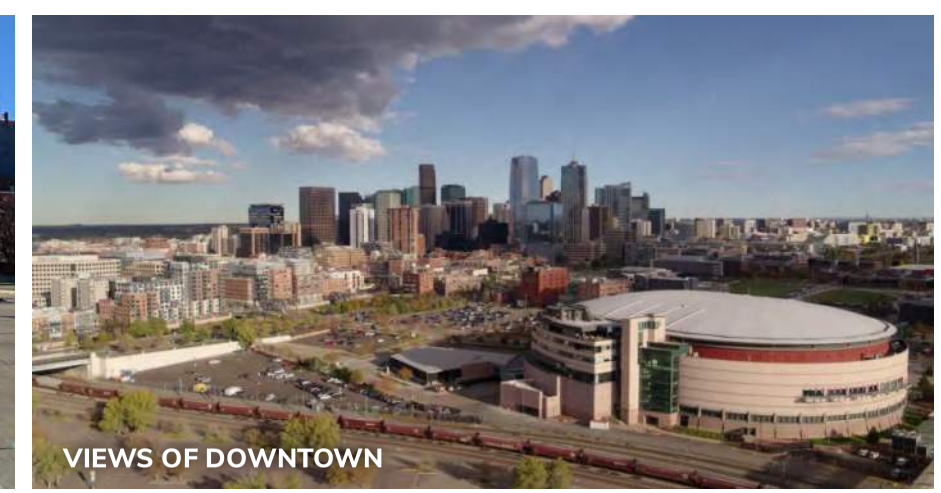
7TH ST & AURARIA PKWY

SOUTH PLATTE RIVER

THE RIVER MILE (PLANNED)

SURFACE PARKING NEAR BALL ARENA

SPEER BLVD & AURARIA PKWY


VIEWS OF DOWNTOWN

CONCEPT

ILLUSTRATIVE PLAN

The KSE-Ball Arena Redevelopment at full buildout will serve as a connector of neighborhoods by stitching together isolated areas of the City and healing physical barriers by emphasizing connectivity, inclusivity, and access for all.

With enhanced connections including the Wynkoop Crossing, Pedestrian Bridges, and a variety of open spaces, a mixed-use neighborhood is positioned to flourish and resemble the best practices and thinking by the City and the broader community.

Approximately 10-acres are dedicated towards open spaces around Ball Arena, with an additional 2.8-acres of improvements off-site, specifically along the Cherry Creek Trail. These assumptions do not include alleys or mews, nor do they include bridges.

1 The Starting Line: The Wynkoop Crossing

The pedestrian and bike crossing over Speer Blvd will be the spark that ignites the development at the north end of the site. This crossing connects the site to downtown, creates a safe crossing for event guests and creates a new destination in downtown Denver.

2 Building Momentum: Actionable Sites

The Arena addition and the Wynkoop Crossing will jump start the development at the north end - creating exciting partnerships and unique venue opportunities. The Empower Field at Mile High Station will trigger transit oriented development that could support student housing and other mixed uses.

3 Let's Play: Signature Park

There is no park in Downtown Denver like the Signature park located in the middle of the development. This park will support programmed events and be a community asset that will generate amazing development opportunities.

4 Connect to the River Mile

The CML creates an enormous barrier for both The River Mile and the Ball Arena site. The creation of multiple crossings over the rail lines will not only connect the two most exciting new neighborhoods in Denver but will complete downtown Denver.

Note: This is for illustration purposes only and is not intended as an accurate representation of roads, parking, sidewalks, buildings, or other scopes of work.

CONCEPT

THE NEW STANDARD FOR URBAN ARENAS:
DENVER'S SPORTS MILE

Ball Arena will soon be at the intersection of two major connections through downtown Denver. If our infrastructure of the past was focused on moving drivers quickly into and out of the city, the future will focus on all modes of travel with an emphasis on mixed use, livable streets and places that create a more livable Downtown.

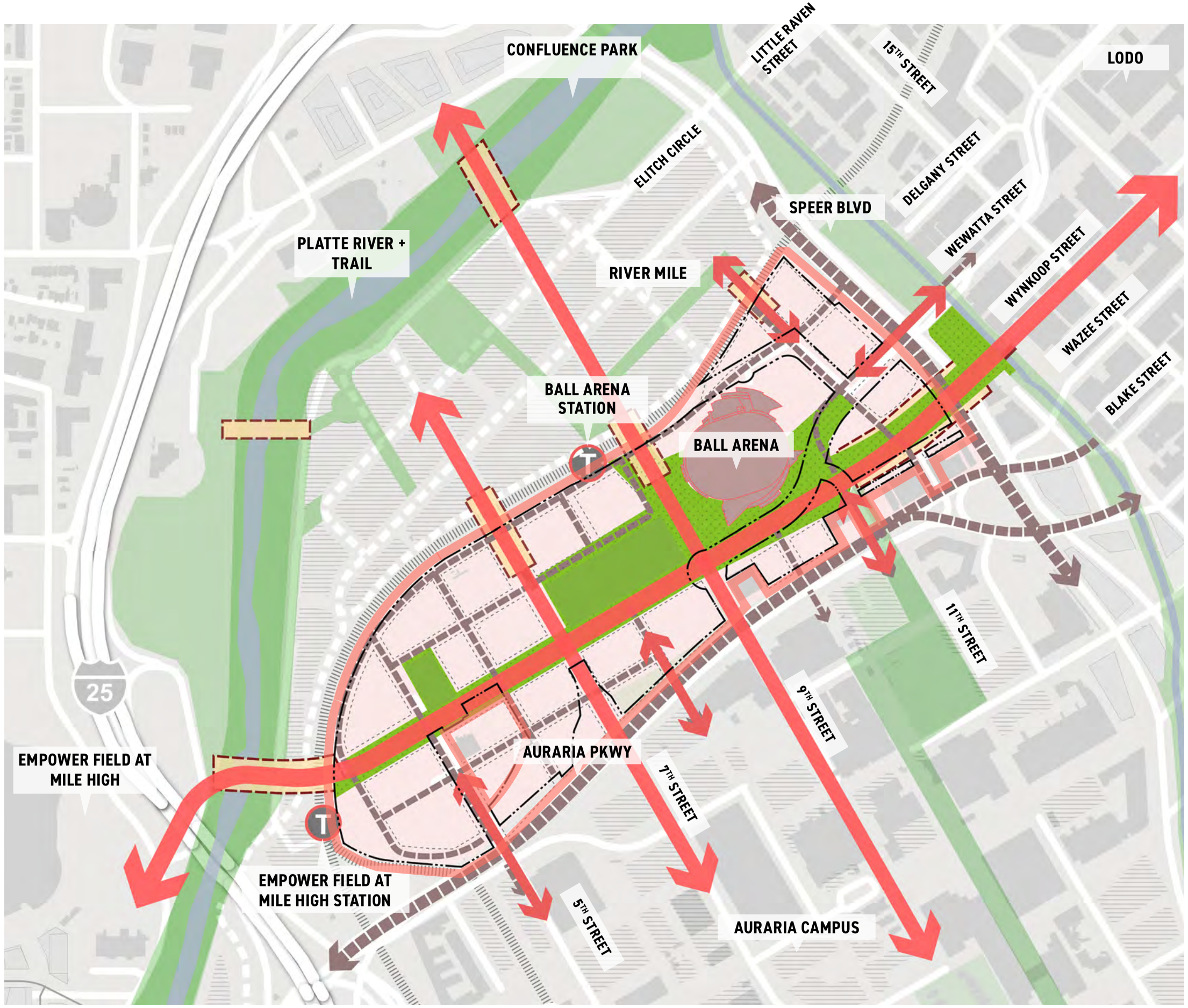
9th Street will become a major bike and pedestrian from Jefferson Park to Colfax, and Wynkoop Street will become a major mulit-modal connection linking all three sports venues through downtown. These two converge at Ball Arena, anchored by the light rail station, and enhanced by The River Mile transit plaza, bike lanes, and South Platte River bike and pedestrian bridge. It will be a convenient and highly used connection.

Wynkoop Street is the real game-changer. Beginning with a bike and pedestrian bridge over Speer, anchored by an entertainment hub and Ball Arena Plaza, the Signature Park, and enhanced Empower Field at Mile High Station at the South end; Wynkoop will be a unique street experience unprecedented in Denver, and indeed for any sports venue in North America.

FUTURE URBAN GRID OVERLAY

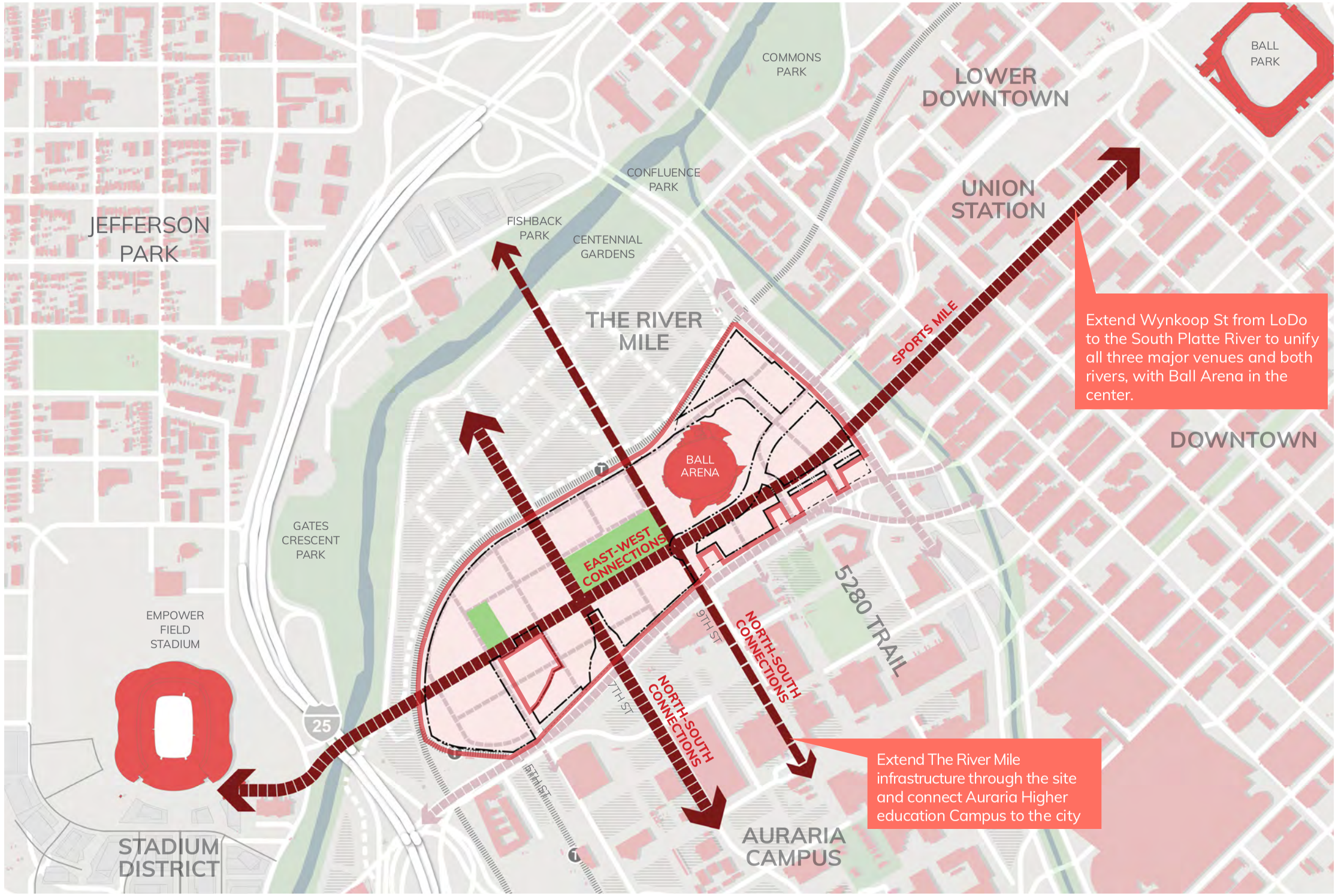
BALL ARENA REDEVELOPMENT ENHANCED CONNECTIONS TO NEIGHBORS AND BEYOND

LDR BOUNDARY



CONCEPT

ESTABLISHING MEANINGFUL URBAN CONNECTIONS

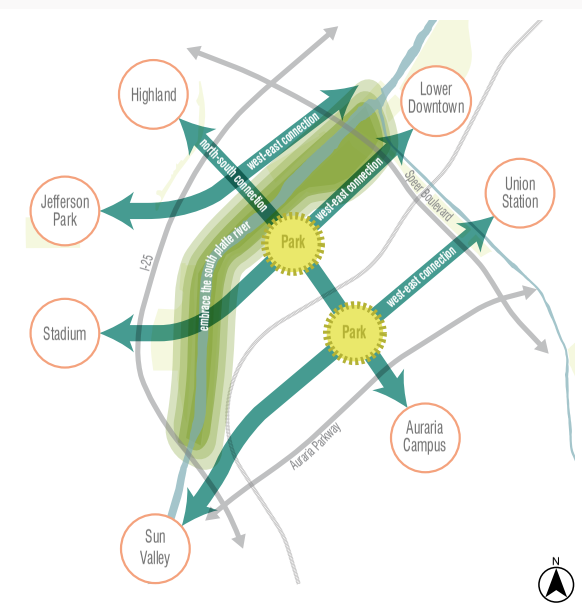


The KSE-Ball Arena Redevelopment site is positioned at the nexus of local, district, city, and regional elements with the potential to make and complete extraordinary connections.

With all three stadiums in the Downtown area, serving the diverse communities around it, this site is the integral stitch to what could be an exciting and defining "Sports Mile" in Denver. Imagine connecting all three venues with urban vibrancy, retail activity, and new public amenities.

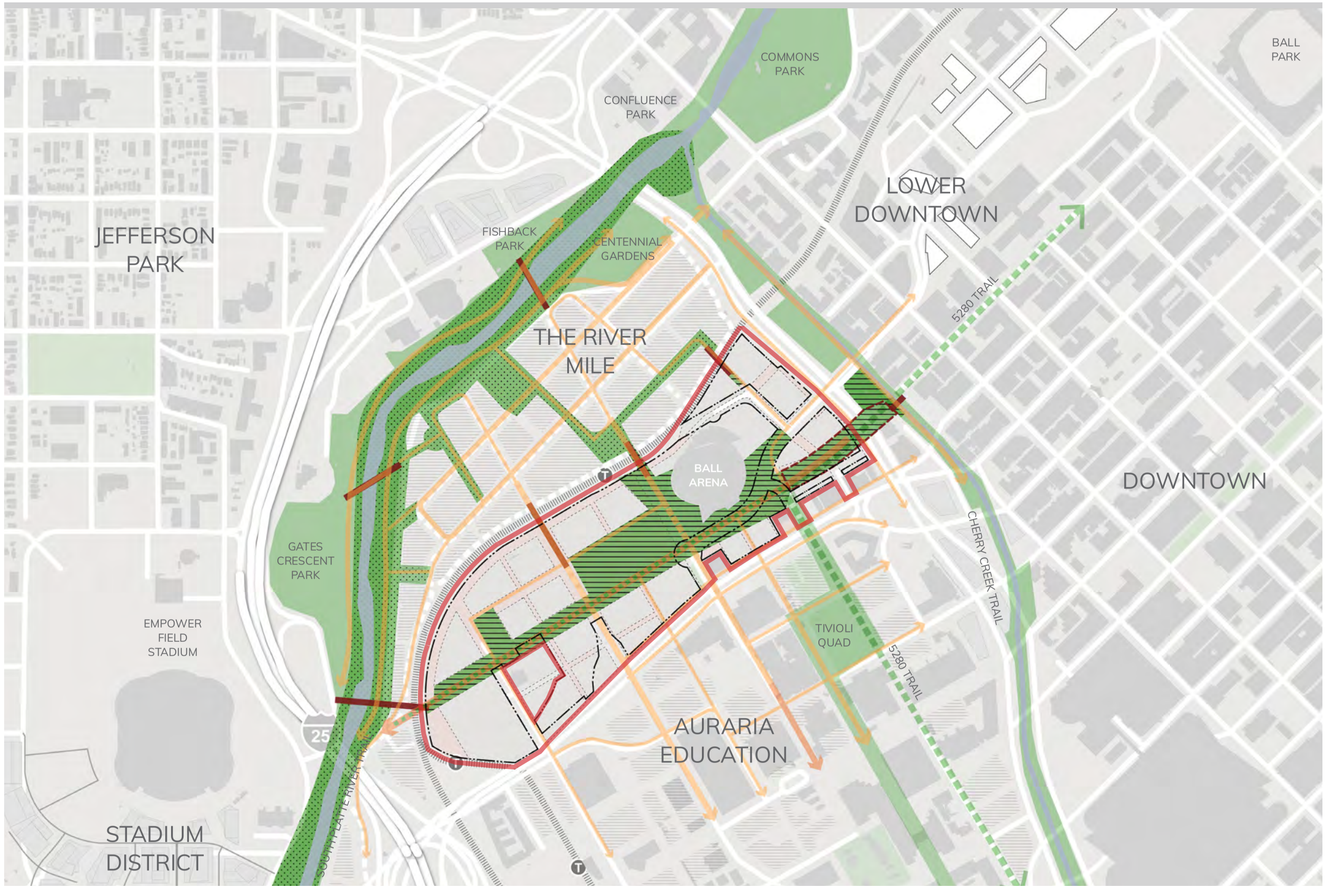
LDR BOUNDARY

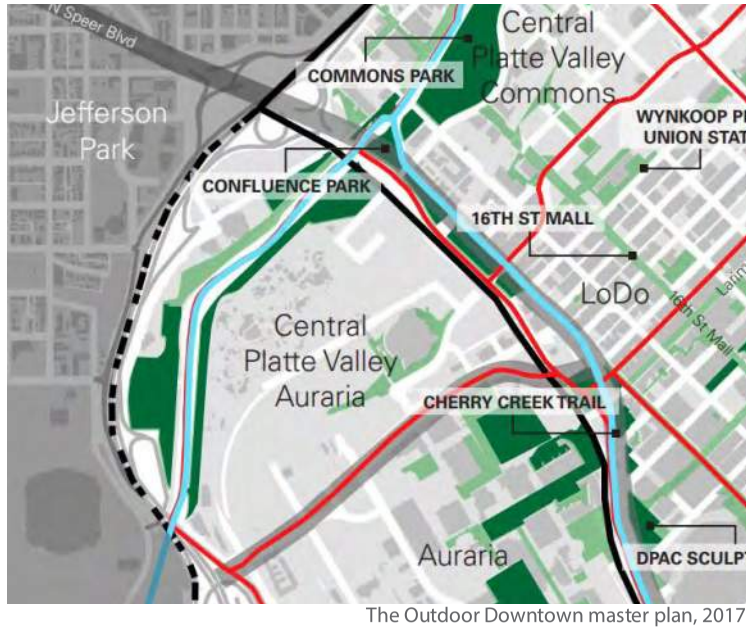
Downtown Amendment Framework



CONCEPT

THE CONFLUENCE RIBBON & PARK LOOP SYSTEM





The Outdoor Downtown master plan, 2017

The KSE-Ball Arena Redevelopment will include over twelve percent of the land area dedicated to parks and open spaces. The plan will create a rich diversity of parks for the downtown area and make critical bicycle and pedestrian connections across and over current physical barriers that have previously landlocked the site (the CML, Speer Boulevard, and Auraria Parkway).

The Confluence Ribbon is a vision realized through the Ball Area and The River Mile redevelopment plans that creates over two miles of linked parks, urban plazas, and pedestrian promenades to the South Platte River and Cherry Creek corridors, and to existing park assets: Confluence Park, Centennial Gardens, Fishback Park, and Gates Crescent Park. A fully realized Confluence Ribbon can meet the City's goal for Ball Arena residents to live within three minutes of a quality open space and within five minutes of a neighborhood park (The Outdoor Downtown Plan, shown above).

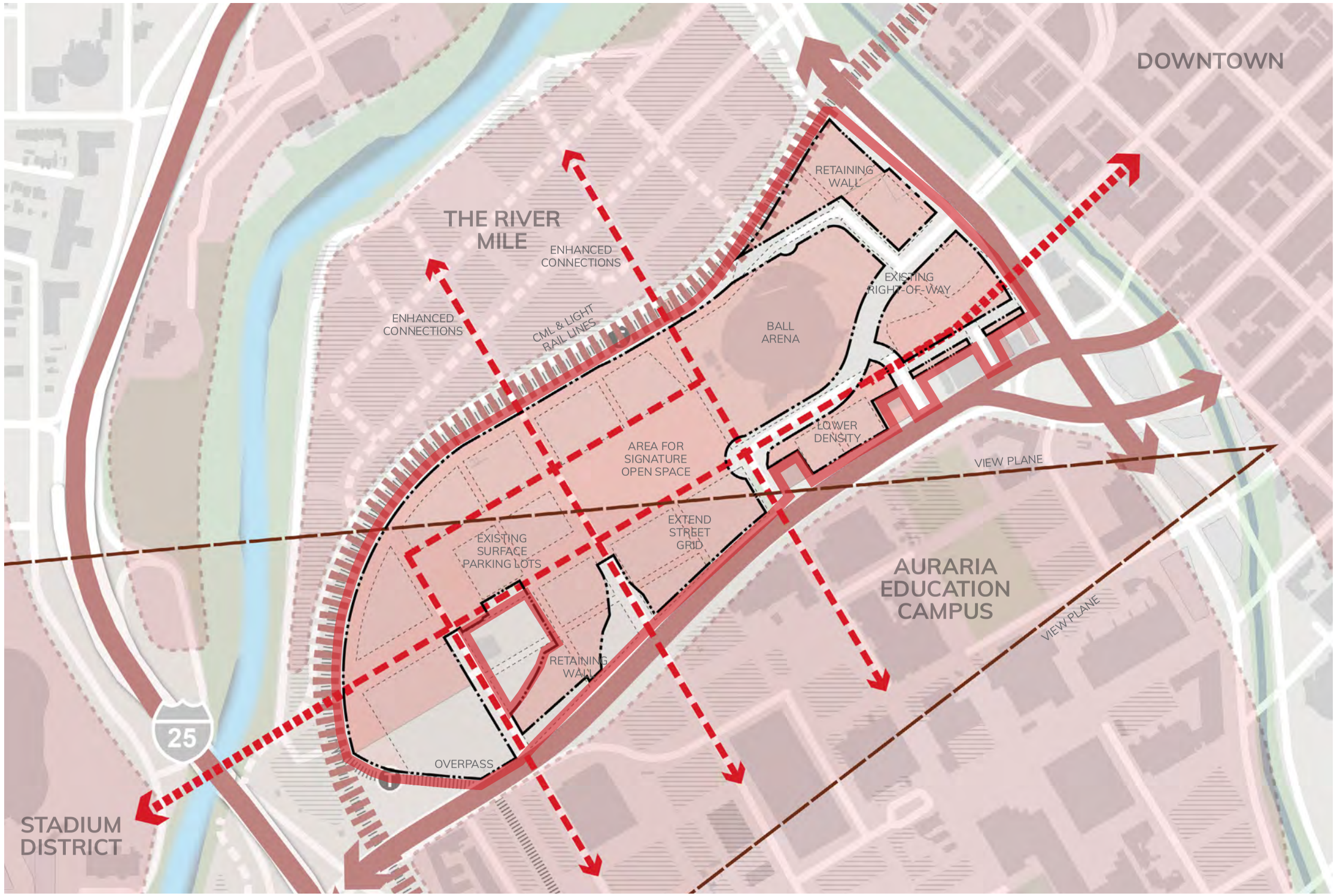
The two projects combined will propose eight total pedestrian/bike bridges within the Auraria/CPV District linking the urban redevelopments to each other, LoDo, the waterfronts, and to their adjacent parks and open spaces. The proposed bridge over Speer Boulevard linking the Ball Area Redevelopment to LoDo will provide one of the most critical connections to the success of the proposed 5280 Trail.

- Ball Arena Redevelopment Future Parks & Open Space*
- The River Mile Future Parks & Open Space*
- Existing CCD Parks & Open Space
- Future Bicycle & Pedestrian Network
- New Pedestrian / Bike Bridge Connections
- LDR Boundary

*includes privately funded improvements on city land and green streets in R.O.W.

CONCEPT

SITE INFLUENCES



The vision will be the result of opportunistic constraints and forces - all of which will influence the development and create a distinctive and authentic neighborhood.

The River Mile provides a stepping-off point for the plan development where it is critical to respond to the work and alignments that are being created across both sites.

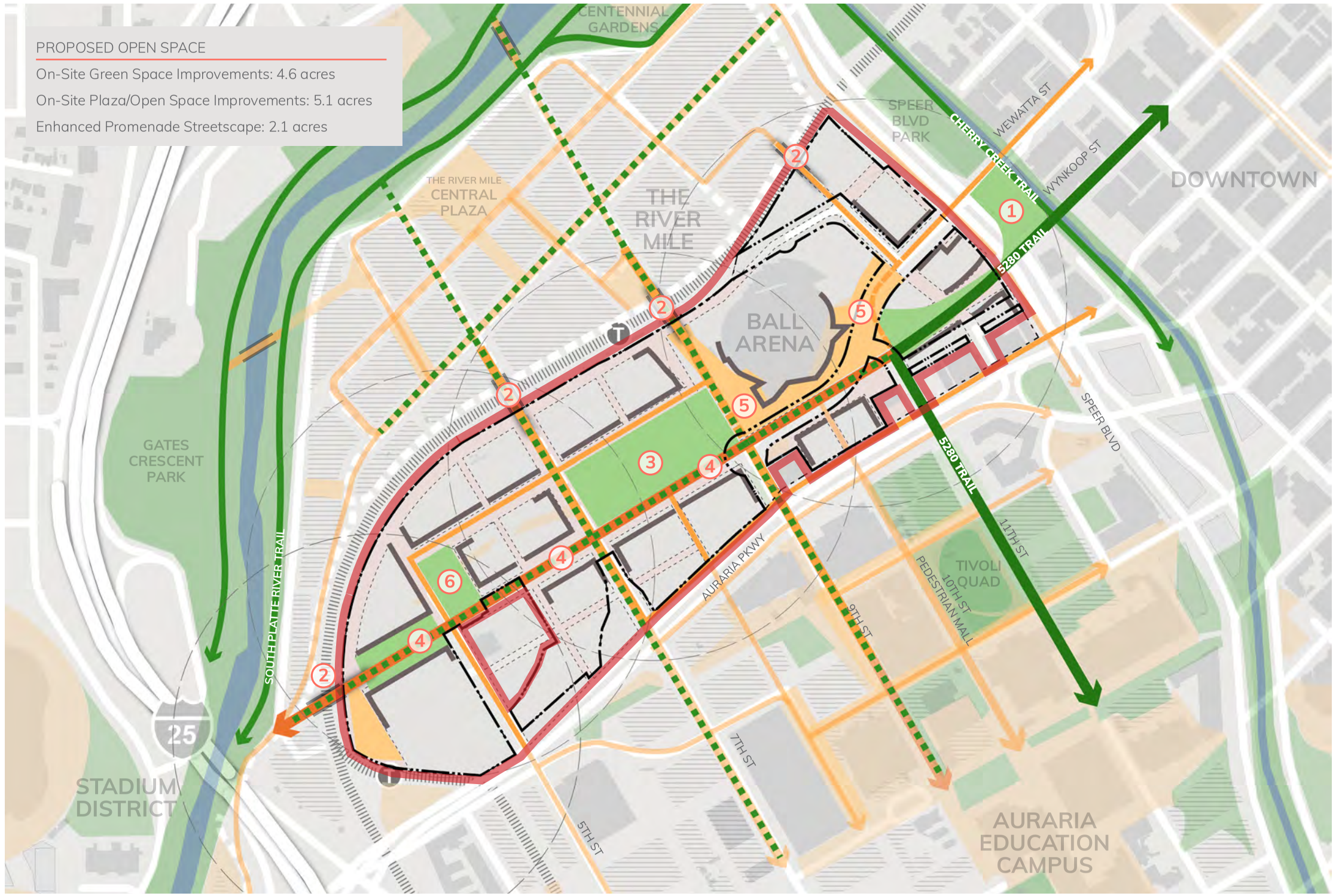
The existing surface parking lots were a result of the needs of the arena years ago, however these needs are evolving and will influence the new plan and how parking is accommodated, both near-term and 50 years into the future.

The Viewplane (Old City Hall) will impact the massing and orientation of many properties on the development but KSE acknowledges the importance of these views in the neighboring developments.

- LDR Boundary
- Future Urban Grid Overlay
- Physical Barriers
- CPV View Plane
- CML Railway
- Site Boundary

CONCEPT

OPEN SPACE & PEDESTRIAN NETWORK



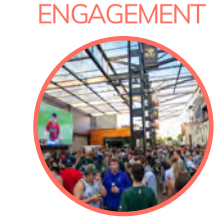
1 BRIDGE AS PLACE

2 ENHANCED CROSSINGS

3 SIGNATURE PARK

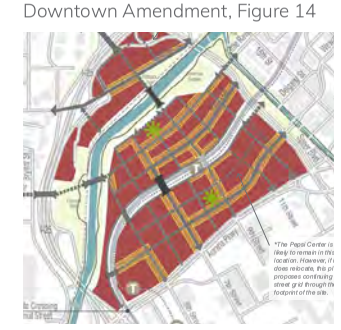
4 WATER MANAGEMENT

5 ARENA ENGAGEMENT



6 COMMUNITY PARK

Potential Active Corridors
Downtown Amendment, Figure 14

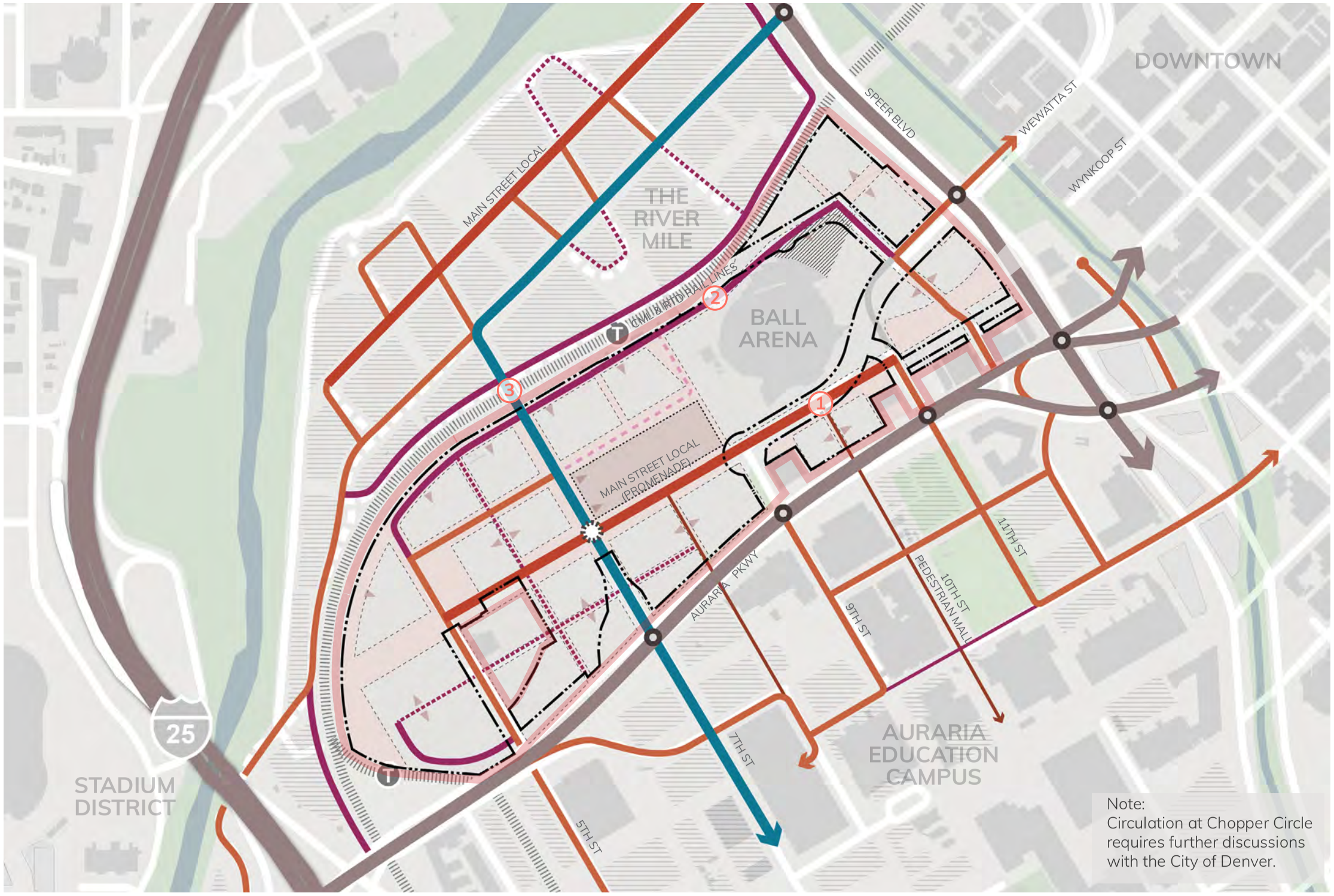


A Place for Pedestrians Diagram
Downtown Amendment, Figure 24

- LDR Boundary
- RTD Light Rail Station
- Promenade Streetscape
- Pedestrian Path
- Primary Multimodal Corridors
- Active Frontage
- Bridge Connection
- Building Footprints
- Green Space
- Plaza/Open Space
- Platte River & Cherry Creek
- 3 Min. Walksheds
- Site Boundary

CONCEPT

VEHICULAR CIRCULATION & SERVICE NETWORK



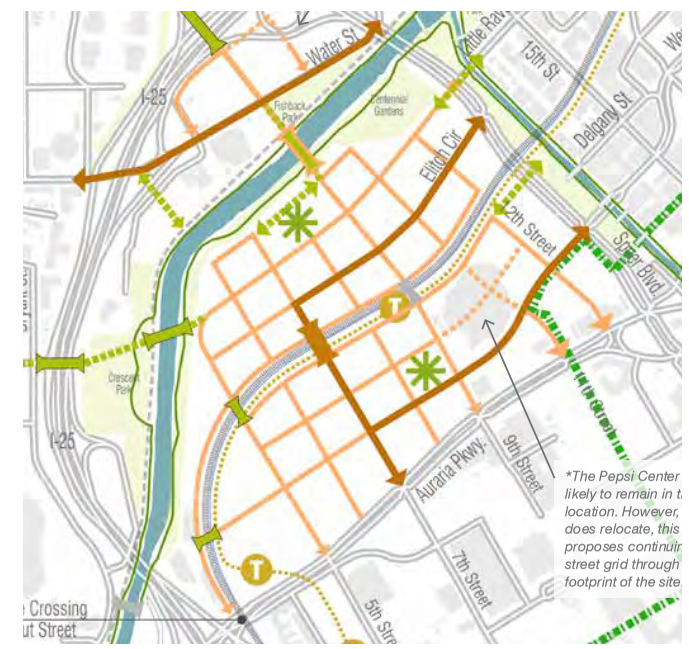
Note:
Circulation at Chopper Circle requires further discussions with the City of Denver.

1 PROMENADE WITH DROP-OFF AREA FOR BALL ARENA

2 SERVICE ROAD FOR ARENA & FUTURE DEVELOPMENT

3 BRIDGE CROSSING CONNECTING RIVER MILE AND AURARIA

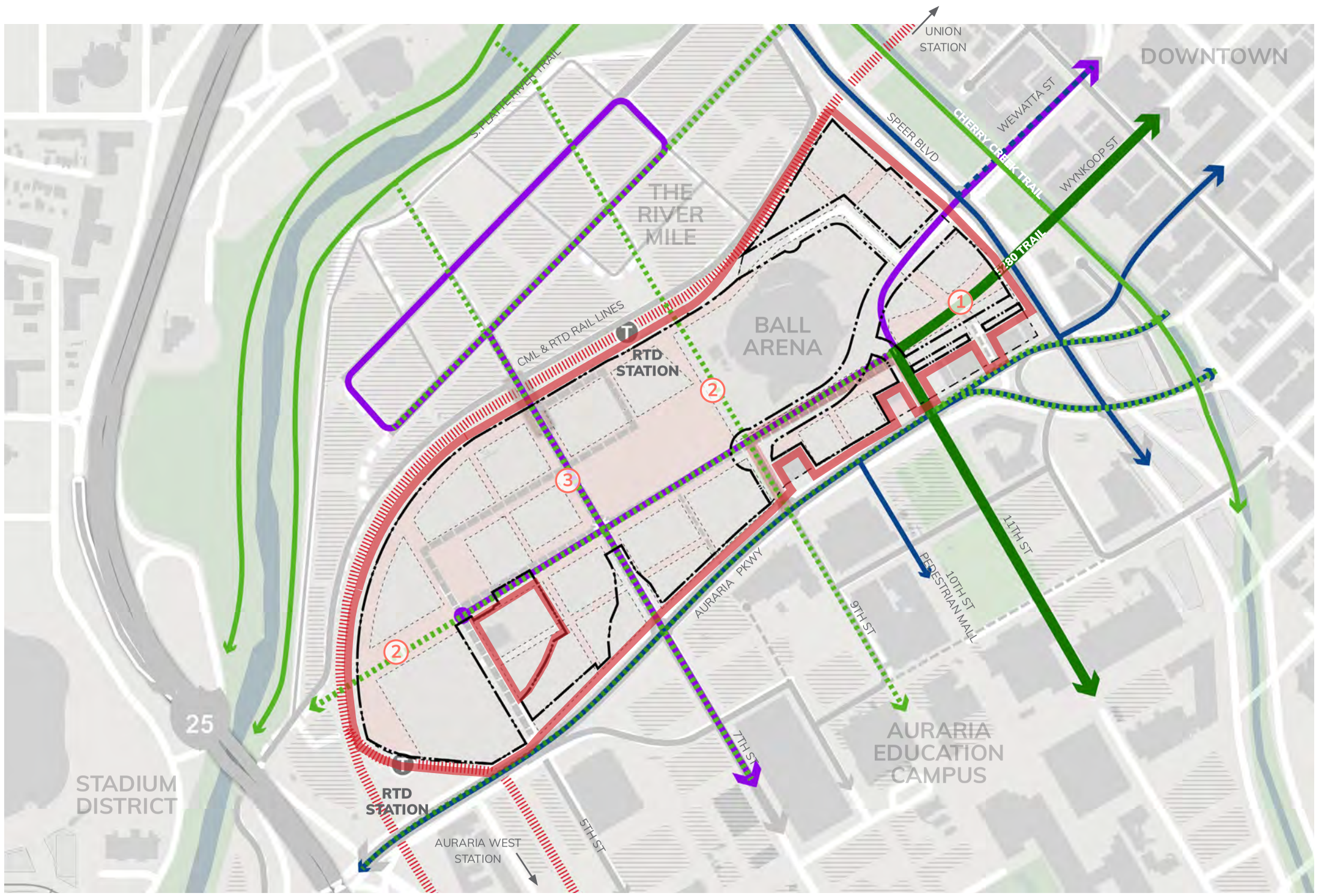
Connected Multi-modal Network
Downtown Amendment, Figure 16



- LDR Boundary
- Existing Signalized Intersection
- Potential Signalized Intersection
- Service Entrance
- RTD Light Rail Station
- Highway/Major Arterial
- Downtown Arterial
- Main Street Local
- Local Street
- Private Service Drive
- Private Shared Access Drive
- Off Street Pedestrian Connections & Access Drive
- Site Boundary

CONCEPT

MOBILITY & TRANSIT

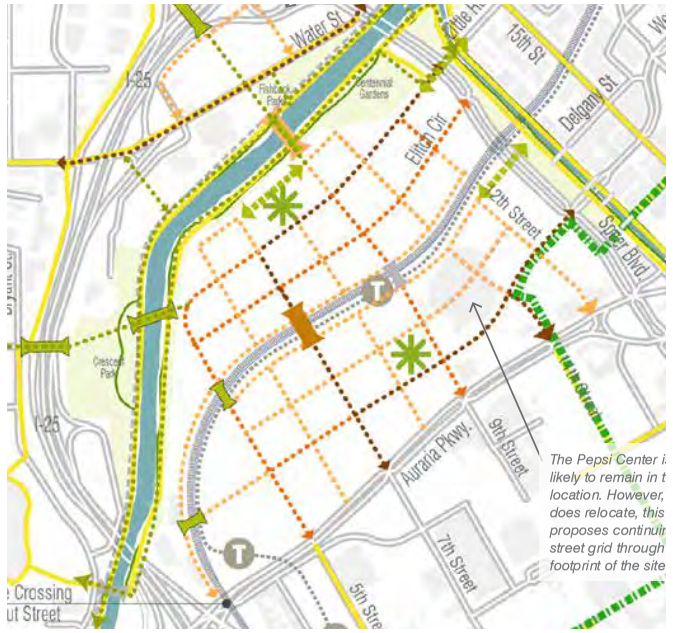


1 ENHANCED 5280 TRAIL CONNECTION

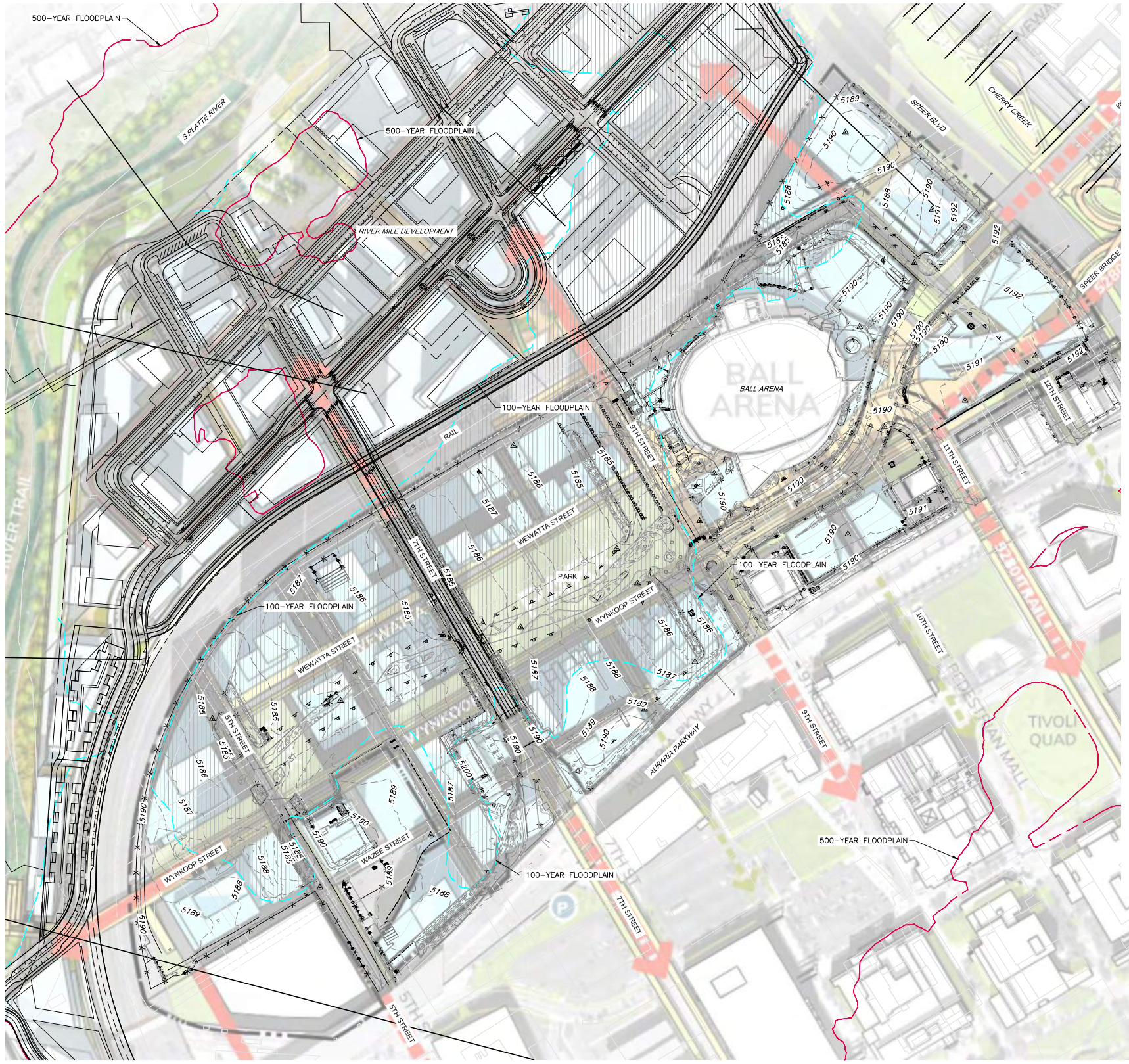
2 ENHANCED BICYCLE CONNECTIONS

3 SHUTTLE SERVICE LOOP

Robust Bicycle Network Diagram
Downtown Amendment, Figure 25



- LDR Boundary
- RTD Light Rail Station
- RTD Bus Line
- RTD Light Trail
- Autonomous Shuttle
- Existing Bike Lane
- Future Bike Lane
- RTD Bus Line + Future bike Lane
- Autonomous Shuttle + Future Bike Lane
- 5280 Trail
- Drop-Off Only Area
- Street Network
- Site Boundary



FLOODPLAIN PERMITTING AND MODIFICATION APPROACH

A portion of the Ball Arena Redevelopment site lies within the FEMA mapped 100-year floodplain of the South Platte River. The effective mapping, dated September 4, 2020, is based on a 1985 Flood Hazard Area Delineation study. Subsequent hydrologic and hydraulic analysis has been completed, which identifies Potential Inundation Area within the proposed redevelopment limits, to be considered the best available flood data for floodplain development permitting purposes. The proposed redevelopment will utilize the worst case of the two floodplain study scenarios for determining proposed structures are reasonably safe from flooding and existing insurable structures and adjacent properties are not adversely impacted.

Per the City and County of Denver Flood Protection Requirements for New Development, Finished Floor Elevations and Minimum Lowest Opening Elevations shall be a minimum of 12-inches above the 100-year water surface elevation for both the effective Base Flood and the 100-year flood identified in the Potential Inundation Area. Additionally, drainage paths will be required to guide floodwaters around and away from proposed structures. The overall development approach will be to maintain flood conveyance within the public Right-Of-Way with adjacent structures elevated per the above criteria, by placement of fill. Proposed floodplain improvements associated with the adjacent River Mile redevelopment will not be considered a condition of the Ball Arena Redevelopment but will be based on the best flood data available at the time of design and construction. If the timing of the floodplain improvements associated with the River Mile redevelopment allow the benefits of those modifications to be realized for the design and construction of the Ball Arena Redevelopment, the floodplain development approach will be adjusted accordingly.

Based on the effective FEMA Special Flood Hazard Area (SFHA), the proposed Ball Arena Redevelopment is not located within the regulatory Floodway of the South Platte River and is not proposing stream alteration activities, and is therefore not subject to the requirements of the FEMA Conditional Letter of Map Revision (CLOMR) process, if the City and County of Denver Flood Protection Requirements can be met and documentation of no adverse impacts to existing insurable structure and adjacent properties can be achieved. It is understood that a CLOMR level of analysis will be required to satisfy the City and County of Denver Floodplain Development Permit regulations. Within six months of substantial completion of construction of proposed structures located within the FEMA effective SFHA, a FEMA Letter of Map Amendment (LOMR) application will be required to effectively remap the floodplain and remove the proposed structures from the 100-year floodplain.

COLORADO 811
KNOW WHAT'S BELOW. CALL BEFORE YOU DIG.

CALL 811 2–BUSINESS DAYS IN ADVANCE
BEFORE YOU DIG, GRADE OR EXCAVATE FOR
MARKING OF UNDERGROUND MEMBER UTILITIES

MARTIN/MARTIN ASSUMES NO RESPONSIBILITY FOR UTILITY LOCATIONS. UNLESS OTHERWISE NOTED, THE UTILITIES SHOWN ON THIS DRAWING ARE BASED ON INFORMATION PROVIDED BY OTHERS AND DEPICTED AS ASCE (38) QUALITY LEVEL D. IN ACCORDANCE WITH THE PROVISIONS OF COLORADO REVISED STATUTE, TITLE 9, IT IS THE CONTRACTORS RESPONSIBILITY TO CALL COLORADO 811 UTILITY LOCATE SERVICE FOR UTILITY LOCATES BEFORE DIGGING, AND FIELD VERIFY THE SIZE, MATERIAL, HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UTILITIES (DEPICTED OR NOT DEPICTED) PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION.

MARTIN/MARTIN CONSULTING ENGINEERS
12499 WEST COLFAX AVENUE, LAKEWOOD, COLORADO 80215
303.431.6100 MARTINMARTIN.COM

NOT FOR CONSTRUCTION

BALL ARENA MASTER PLAN AND SPEER BRIDGE CONCEPT

FLOODPLAIN DIAGRAM

No.	Issue / Revision	Date	Name

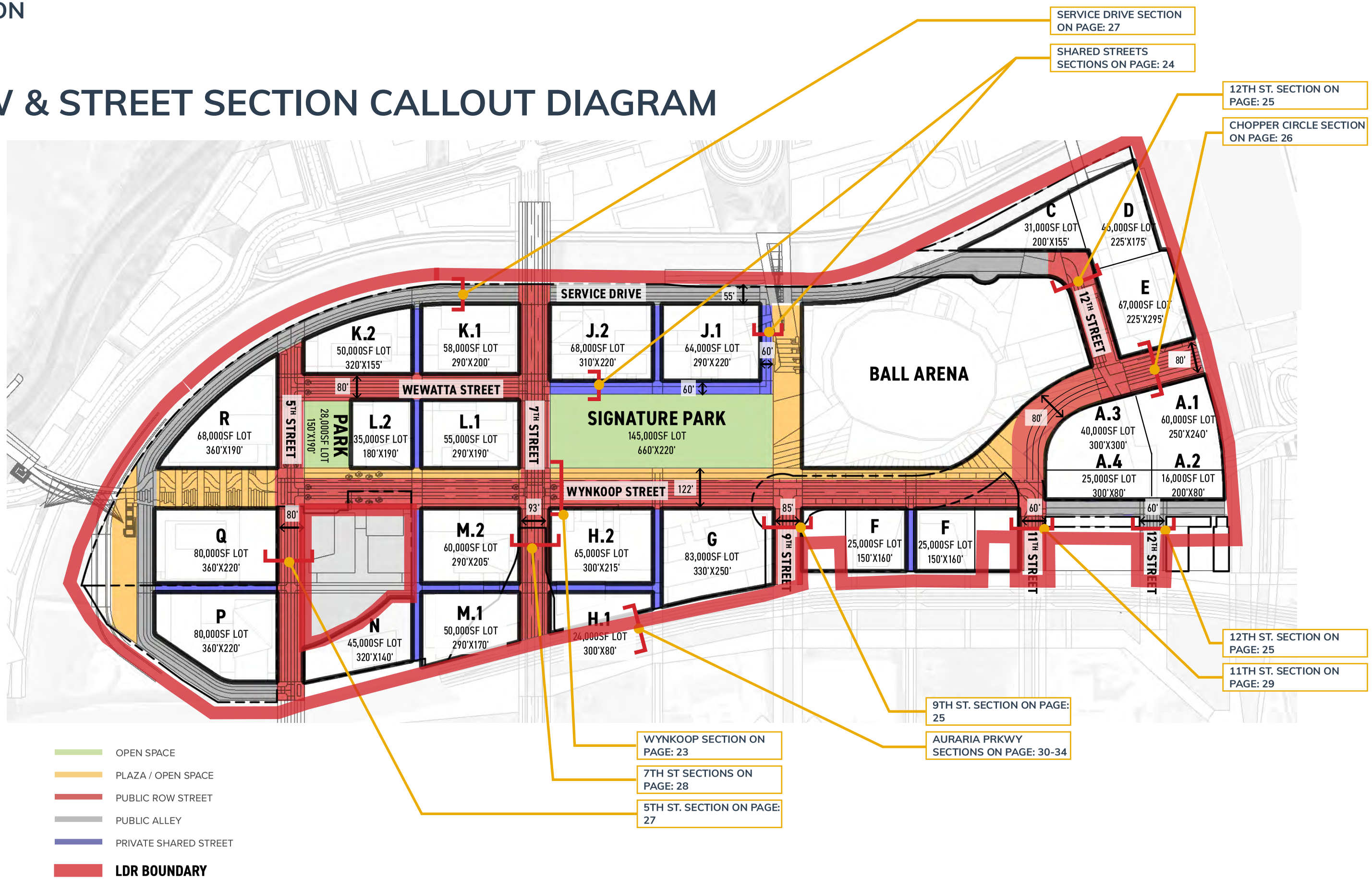
Job Number 22.0149
Project Manager xxx
Design By xxx
Drawn By xxx
Principal In Charge S. PALING

THE DESIGNS SHOWN HEREIN, INCLUDING ALL TECHNICAL DRAWINGS, GRAPHIC REPRESENTATION, & MODELS THEREOF, ARE PROPRIETARY & CONFIDENTIAL & MAY NOT BE INTERCEPTED, COPIED OR DISTRIBUTED IN WHOLE OR IN PART WITHOUT THE SOLE AND EXPRESS WRITTEN PERMISSION FROM MARTIN/MARTIN, INC.

Sheet Number:
C900

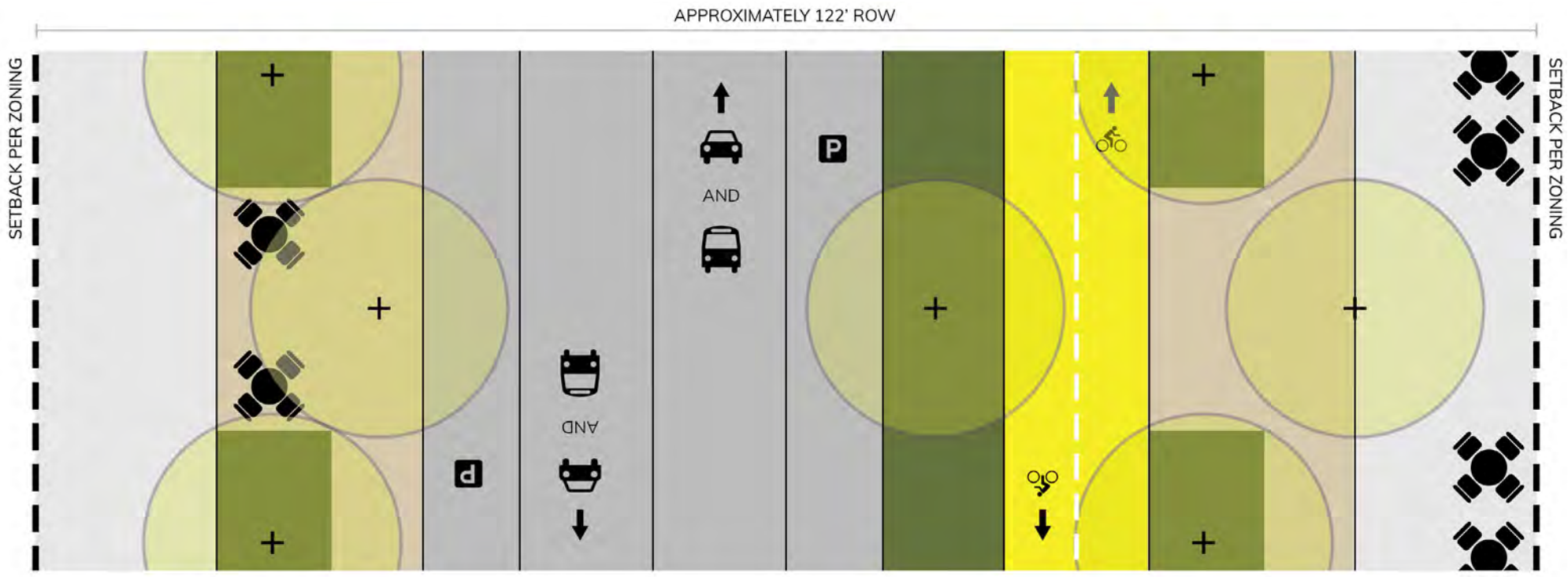
PLOT DATE: Wednesday, July 13, 2022 12:30 PM LAST SAVED BY: MHARTZELL
DRAWING LOCATION: \\mmcivil\Civil\PALING\22.0149–Ball Arena Master Plan and Speer Bridge Concept\PLANS\23s\C900 – FLOODPLAIN DIAGRAM.dwg

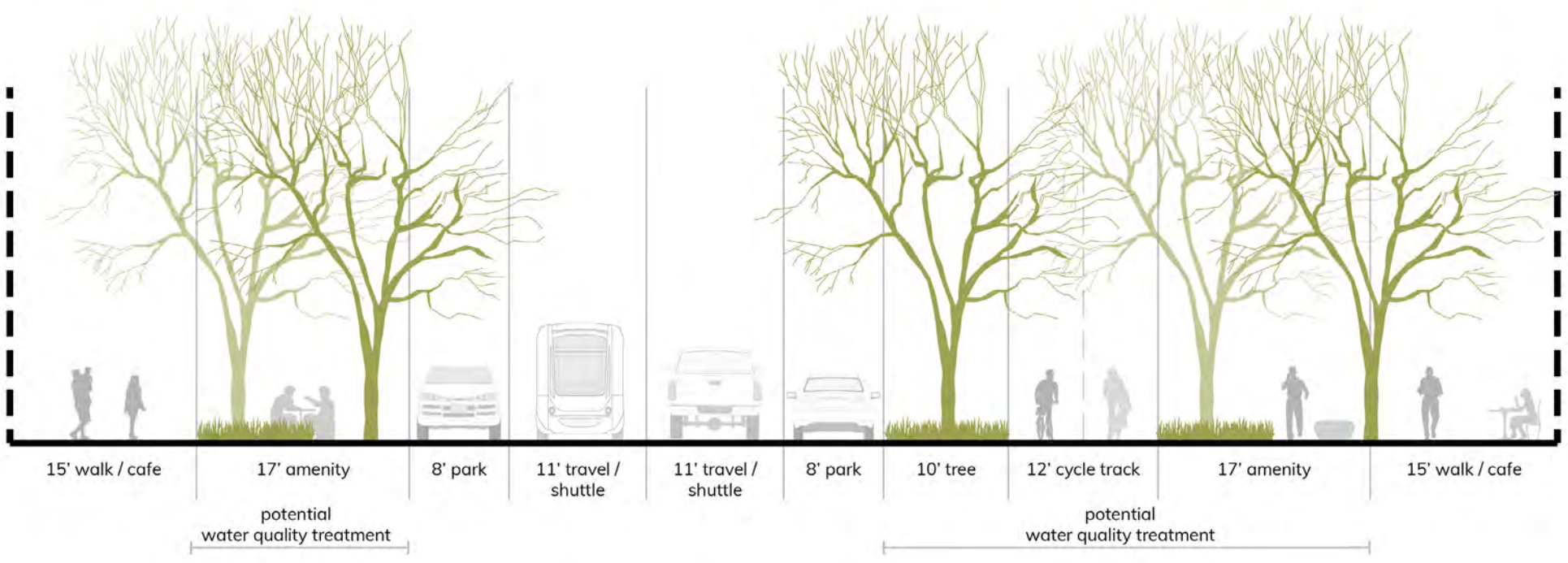
ROW & STREET SECTION CALLOUT DIAGRAM



STREET SECTION:

WYNKOOP STREET - 122' +/-





NOTES:

ADDITIONAL INFORMATION ON INTERSECTION LAYOUT AND DESIGN TO BE INCLUDED IN FULL IMP

TOTAL CROSS-SECTION DIMENSIONS AND ALLOCATIONS ACROSS THE RIGHTS-OF WAY DISPLAYED IN THIS CONCEPT IMP REFLECT CURRENT DESIGN THINKING, AND MAY NEED TO BE ADJUSTED DURING THE FULL IMP PHASE TO ACHIEVE CITY, DEVELOPER, AND ENGINEERING DESIGN REQUIREMENTS.

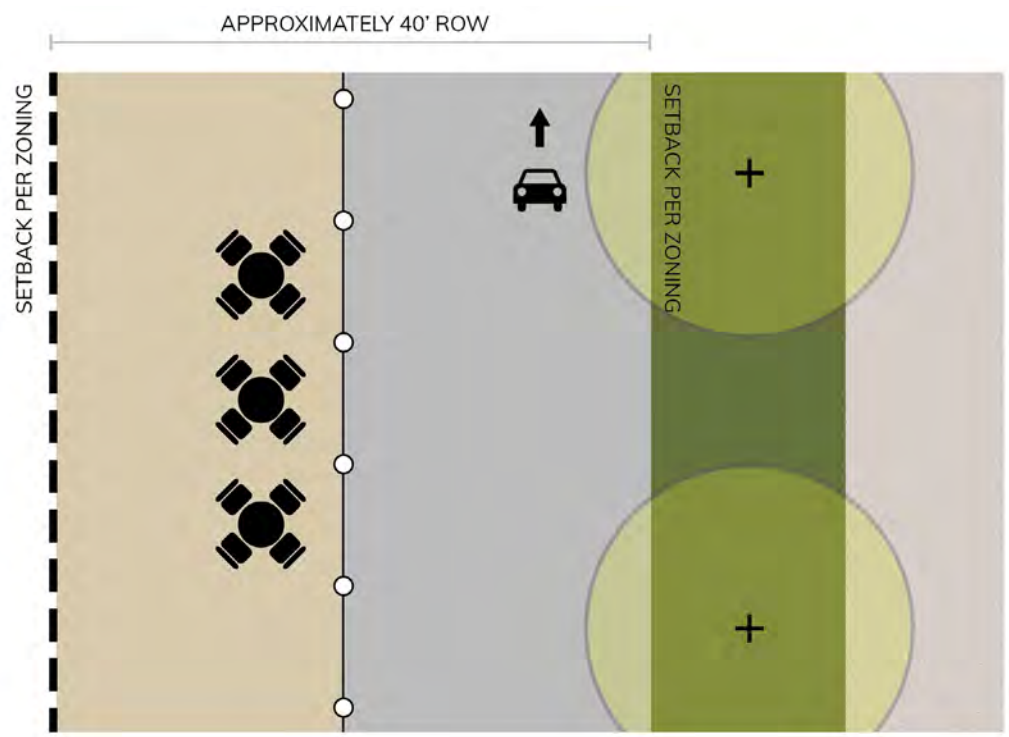
ROW TREE PLANTING OPENINGS AND SOIL VOLUME WILL BE DESIGNED IN ACCORDANCE WITH OFFICE OF THE CITY FORESTER AND DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE STANDARDS.

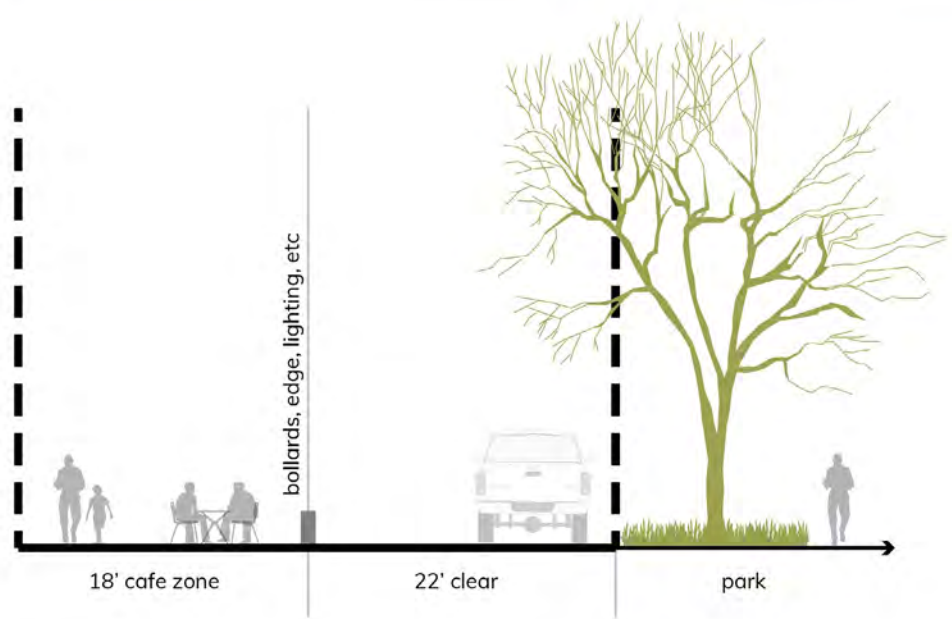
WHERE VERTICAL ELEMENTS WITHIN THE ROW EXIST THAT WOULD HINDER THE ABILITY TO OPEN A VEHICLE DOOR, A MINIMUM TWO FOOT SEPARATION WILL BE PROVIDED BETWEEN THE TRAVEL LANE AND THE VERTICAL OBSTRUCTION.

UNDERLYING LAYOUT OF UTILITIES IS NOT YET DETERMINED AND SO NOT ILLUSTRATED.

STREET SECTION:

SHARED STREETS - 40' +/-





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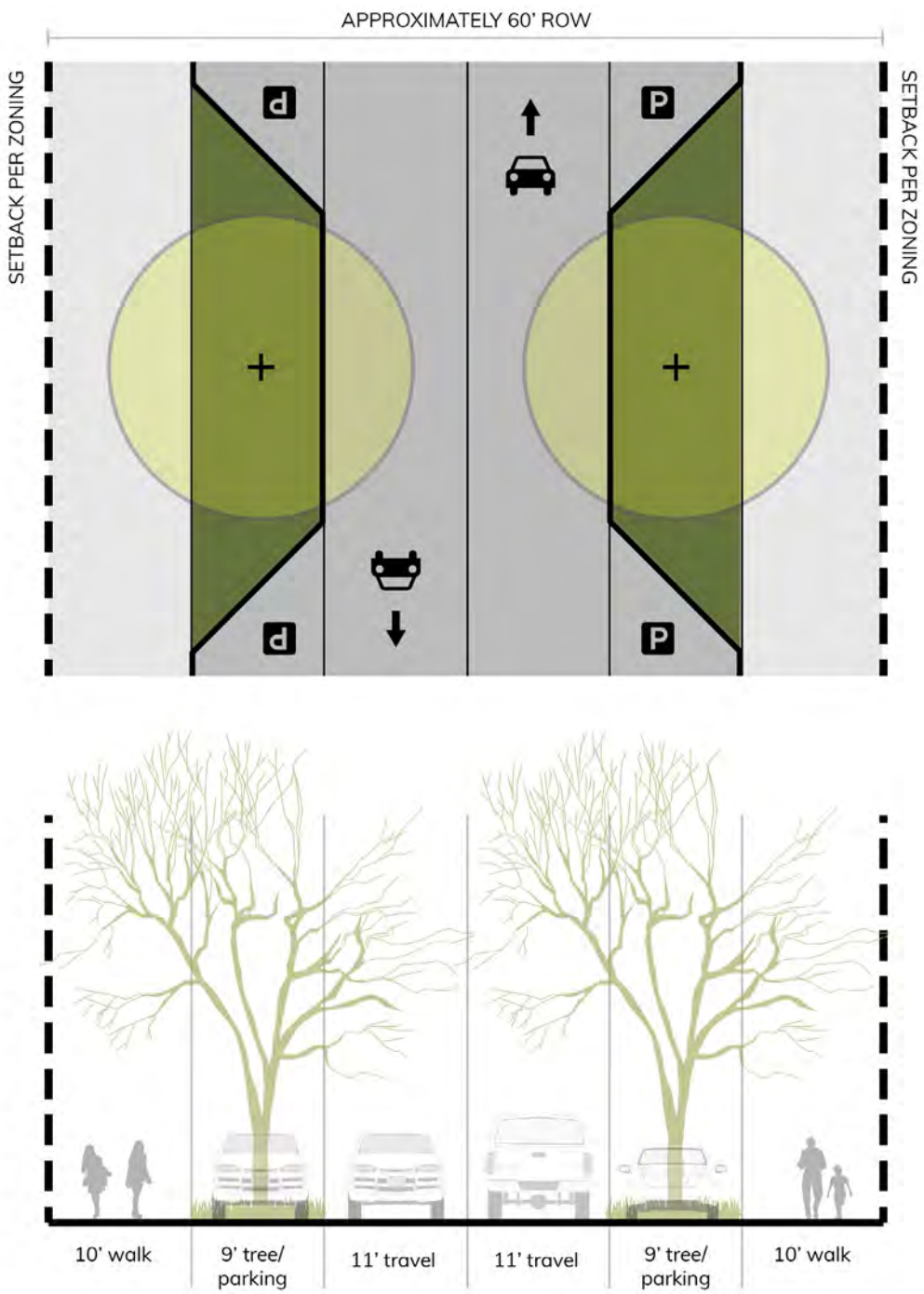
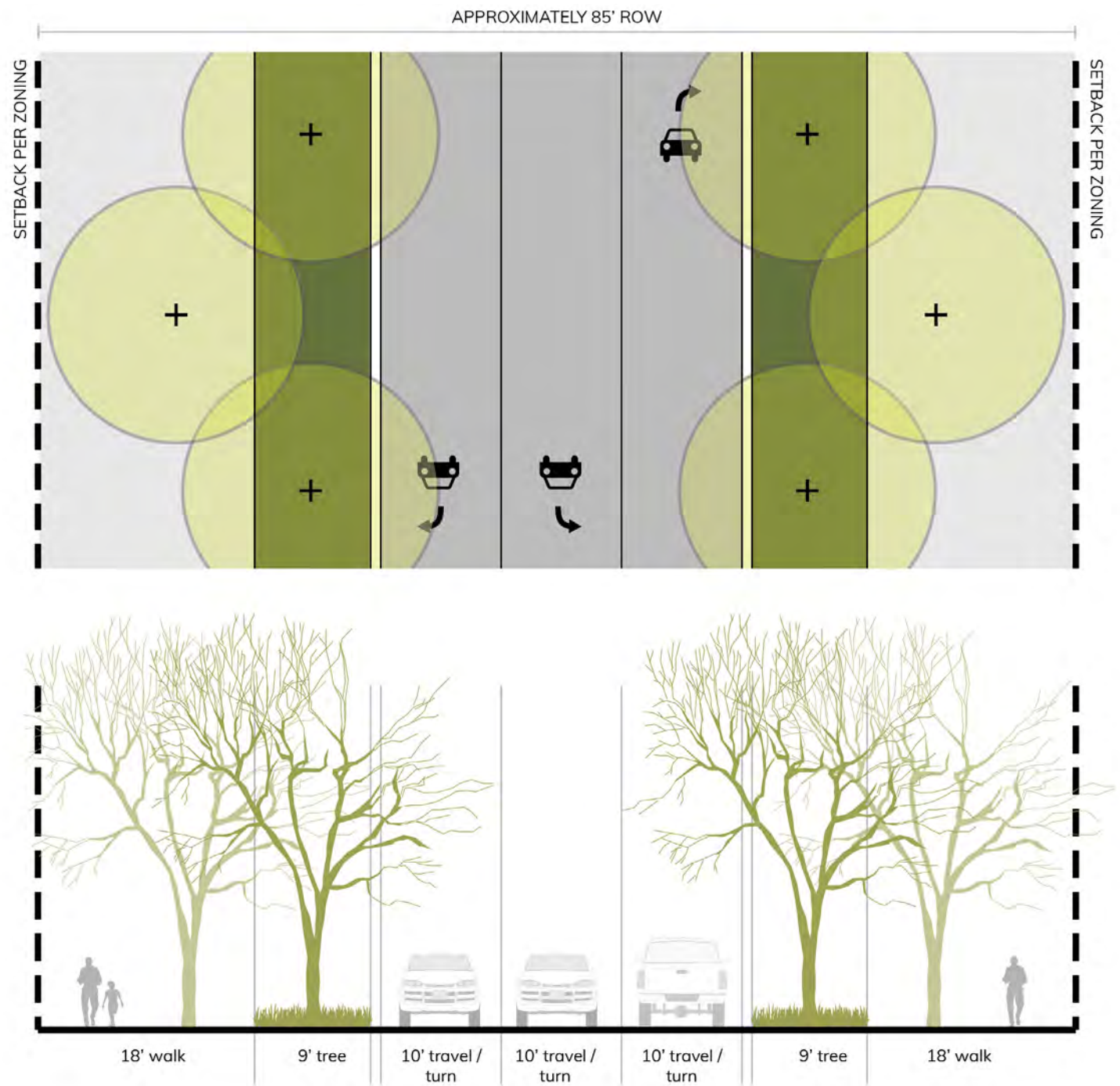
STREET SECTION:

12TH STREET - 60' +/-



9TH STREET ENTRANCE DRIVE - 85' +/-



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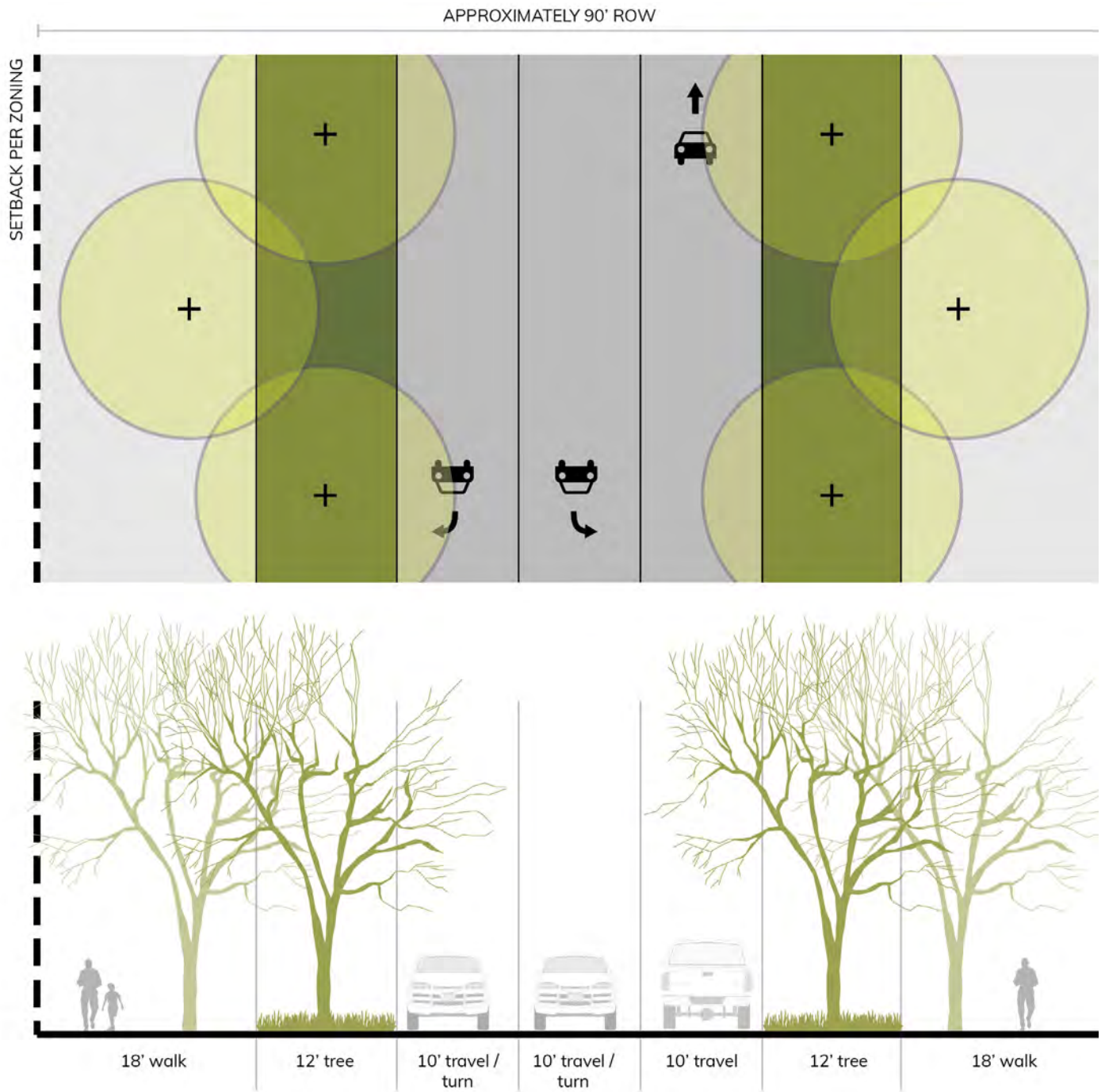
STREET SECTION:

CHOPPER CIRCLE ENTRANCE DRIVE - 90' +/-



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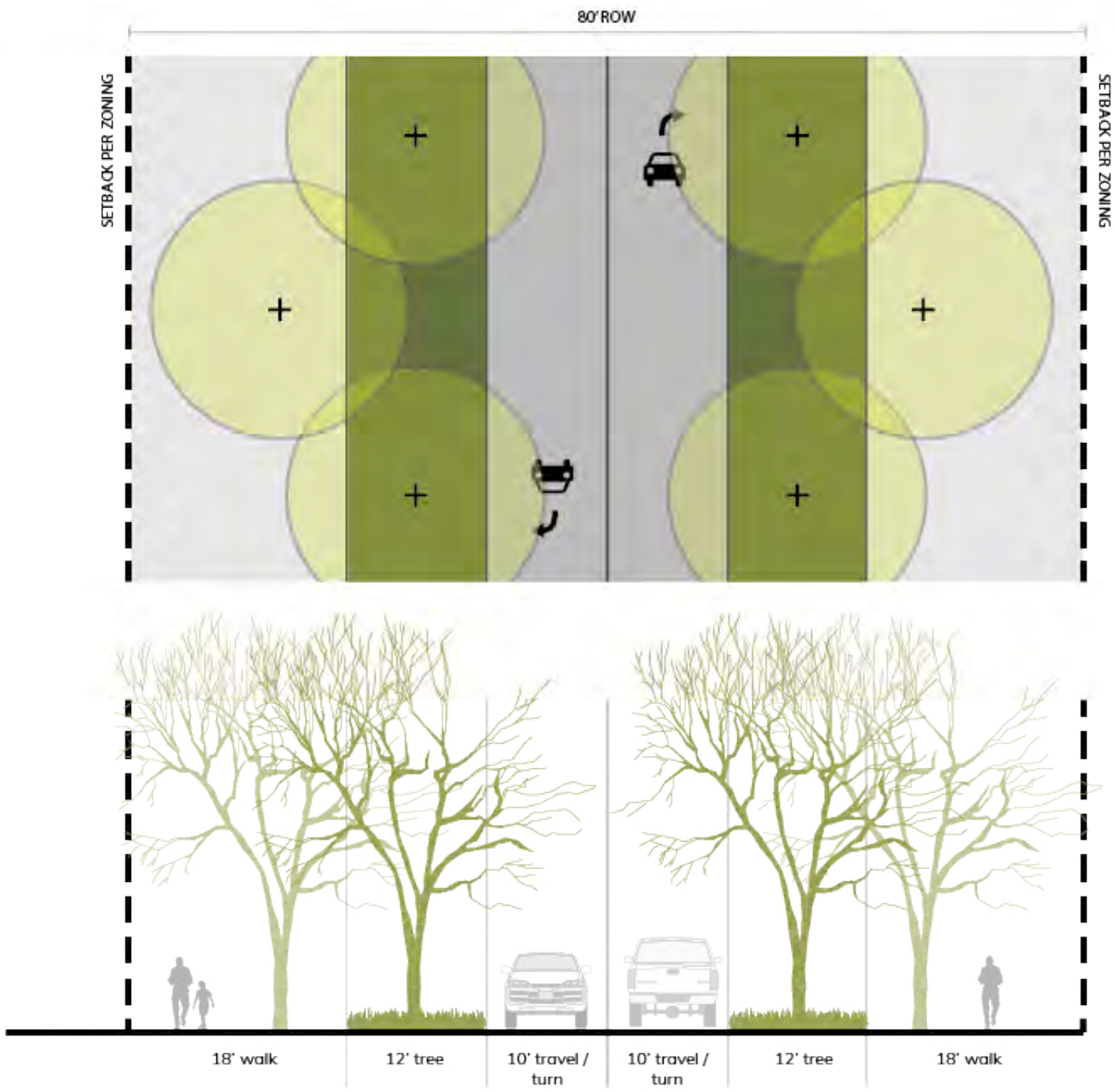
STREET SECTION:

CHOPPER CIRCLE - 80' +/-



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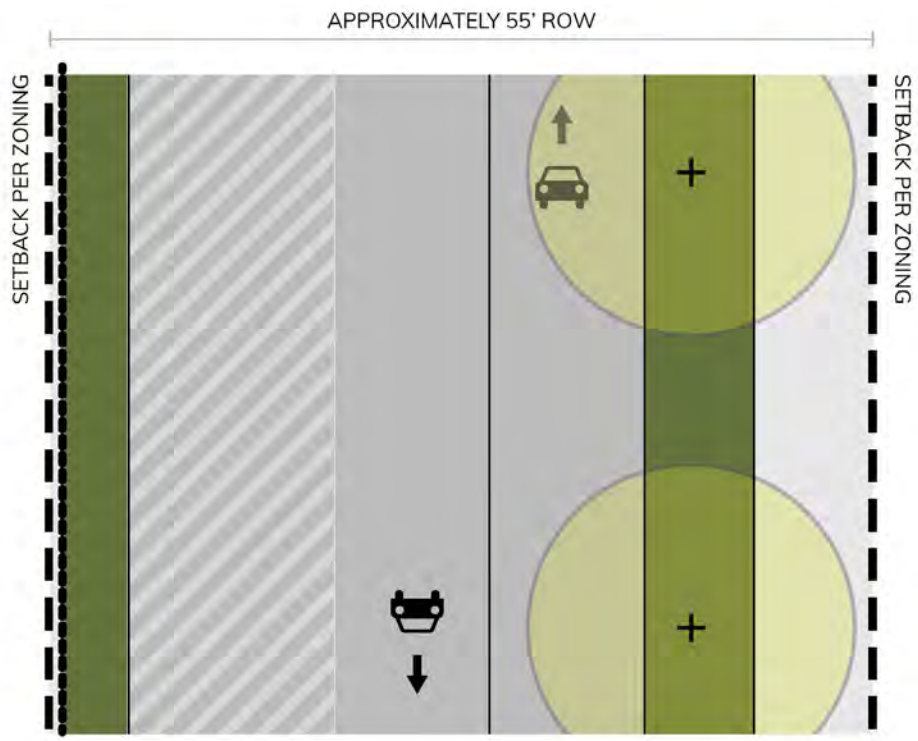
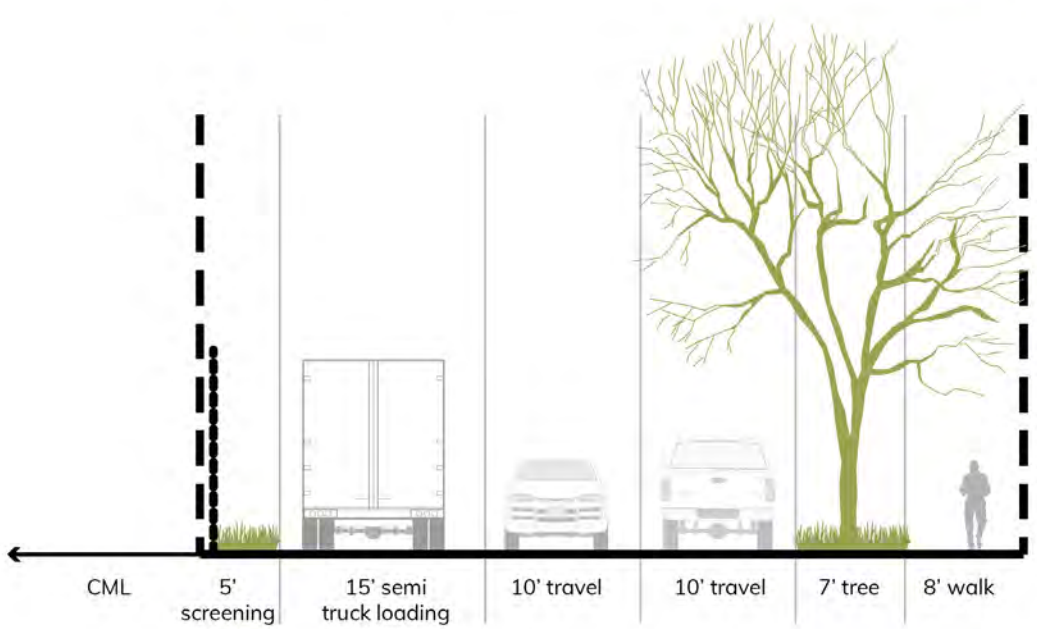
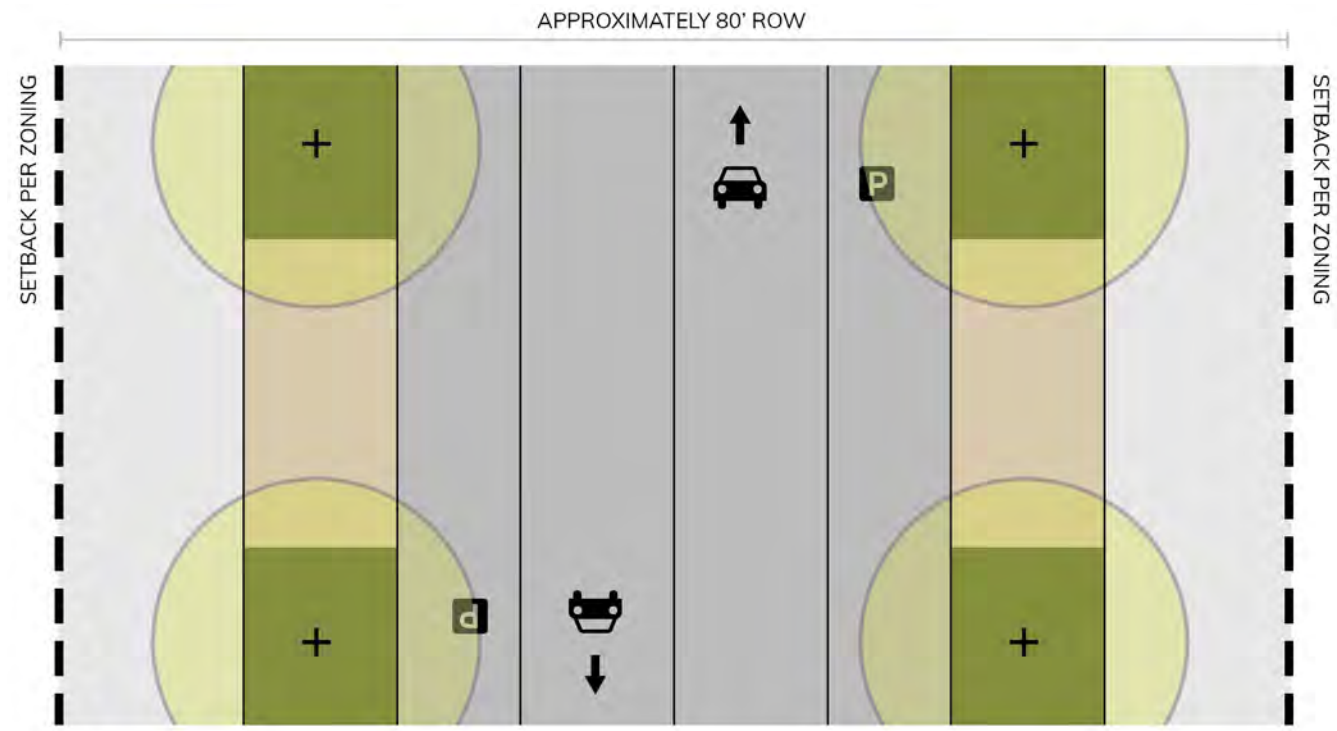
STREET SECTION:

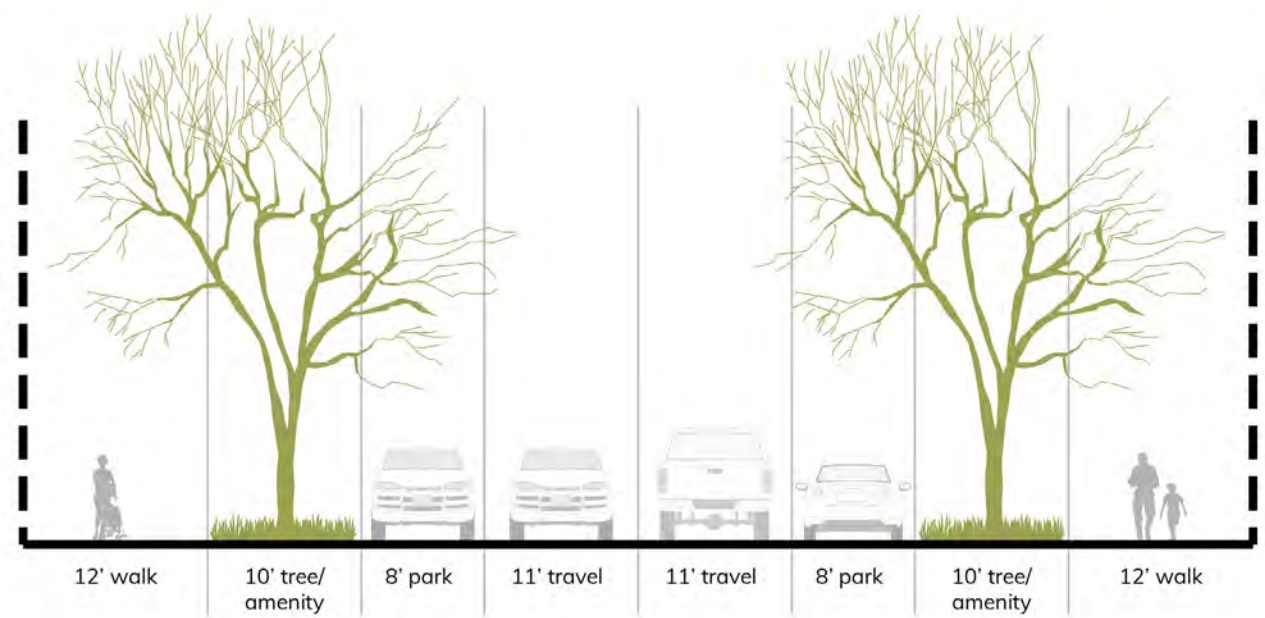
SERVICE DRIVE - 55' +/-





5TH STREET + WAZEE (WEST OF 7TH) - 80' +/-





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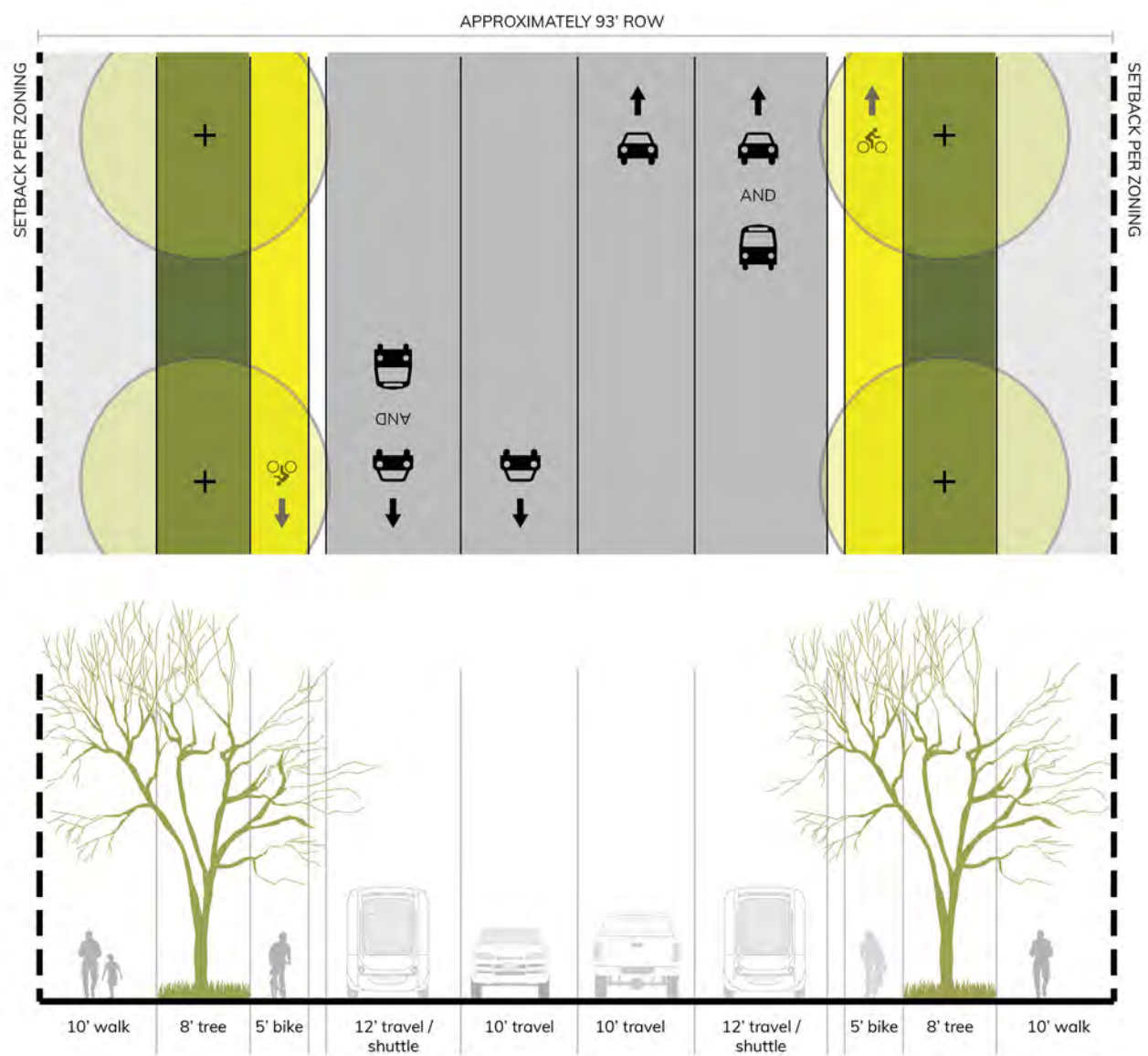
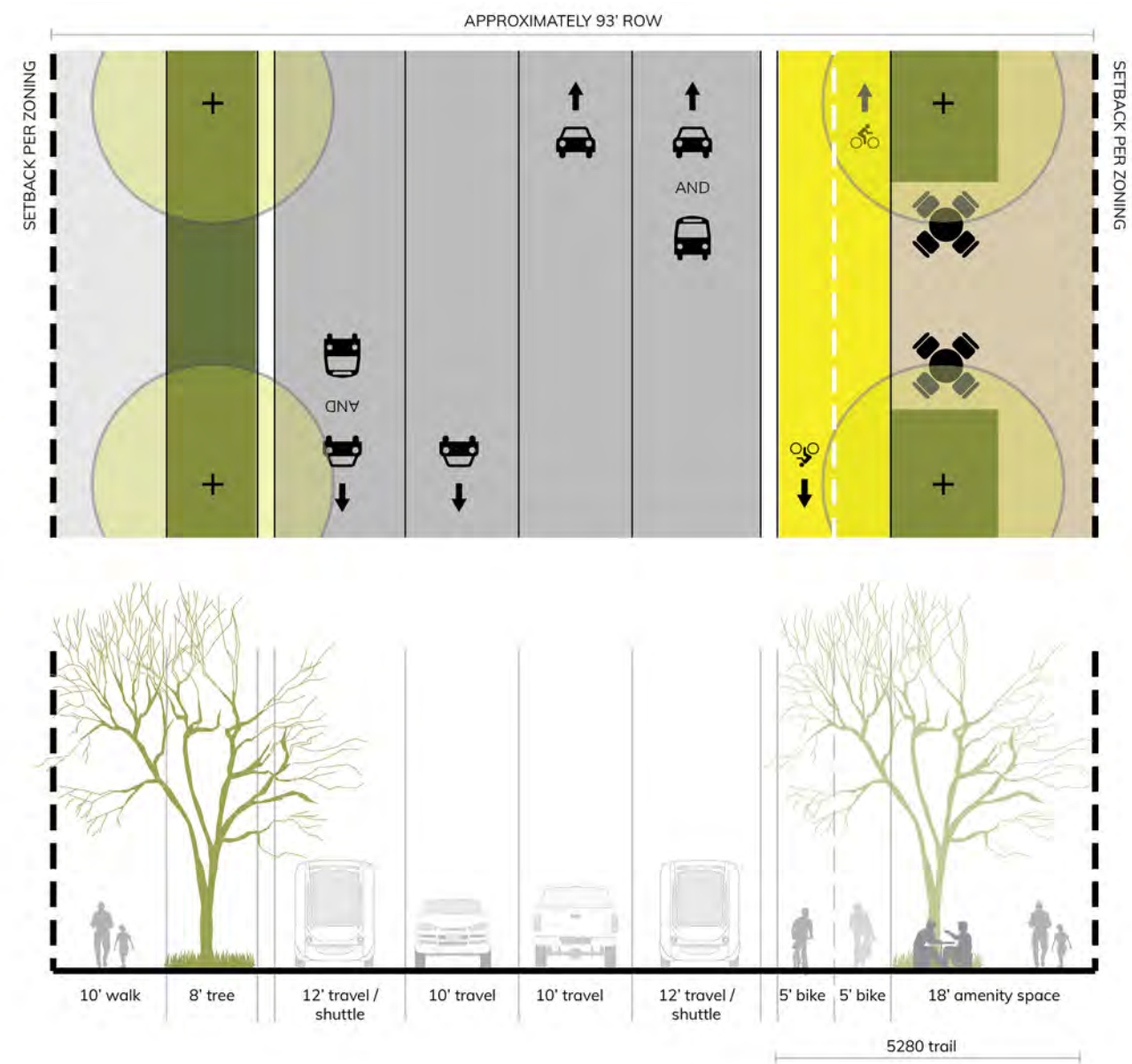
ALTERNATIVE 1: 7TH STREET - 93' +/-



ALTERNATIVE 2: 7TH STREET - 93' +/- | 5280 TRAIL REROUTING



STREET SECTION:

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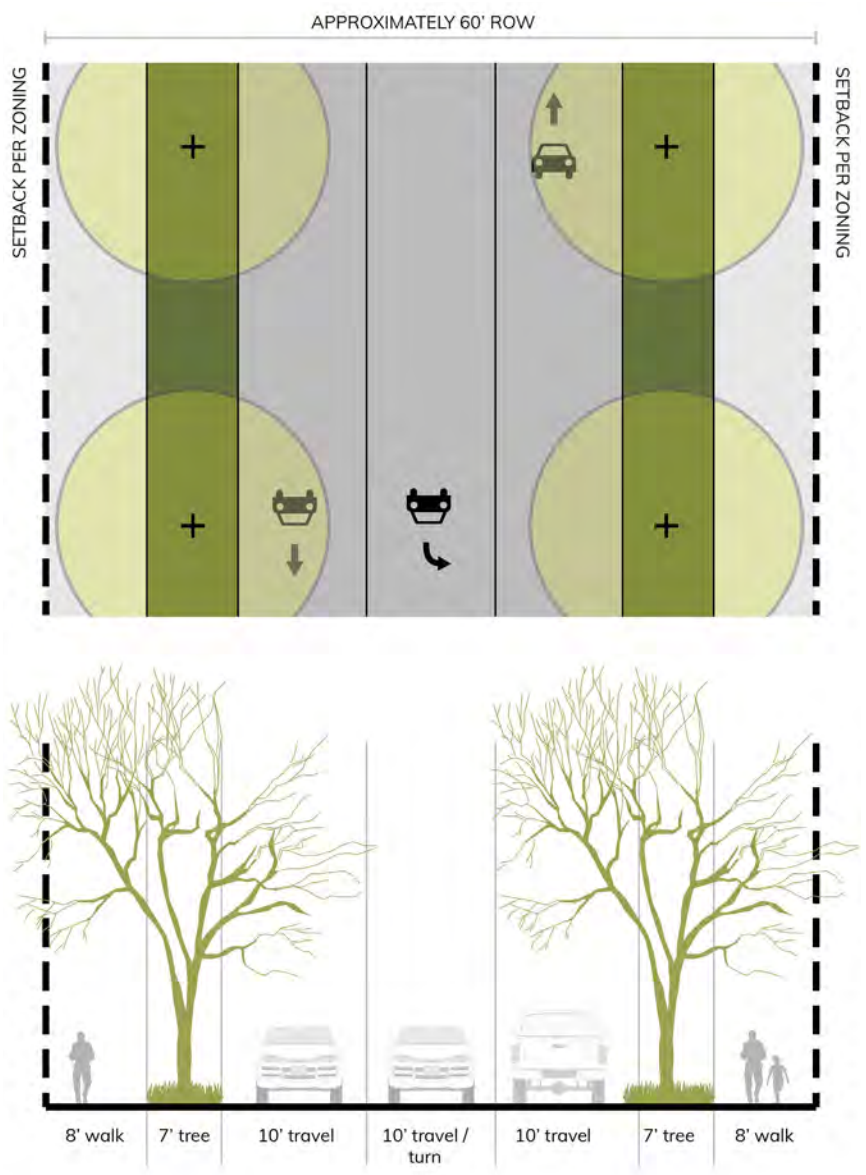
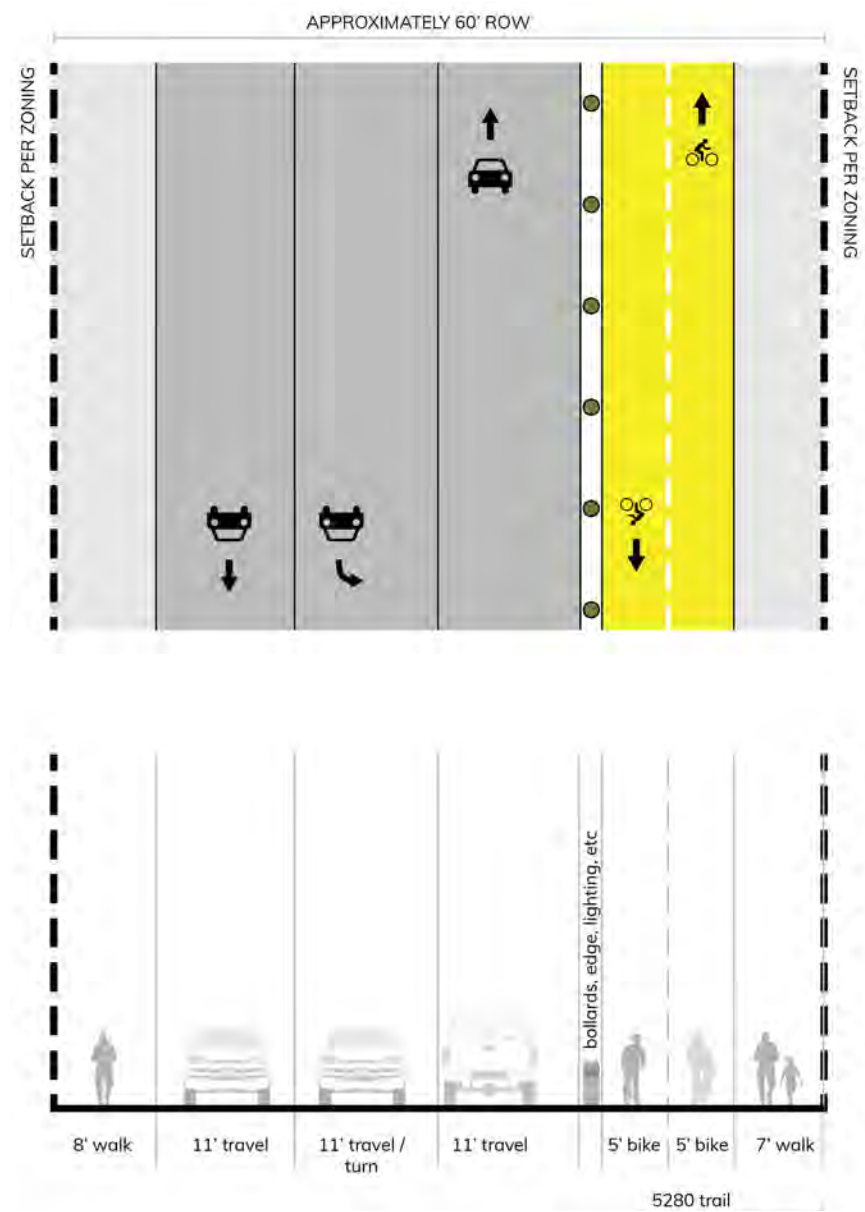
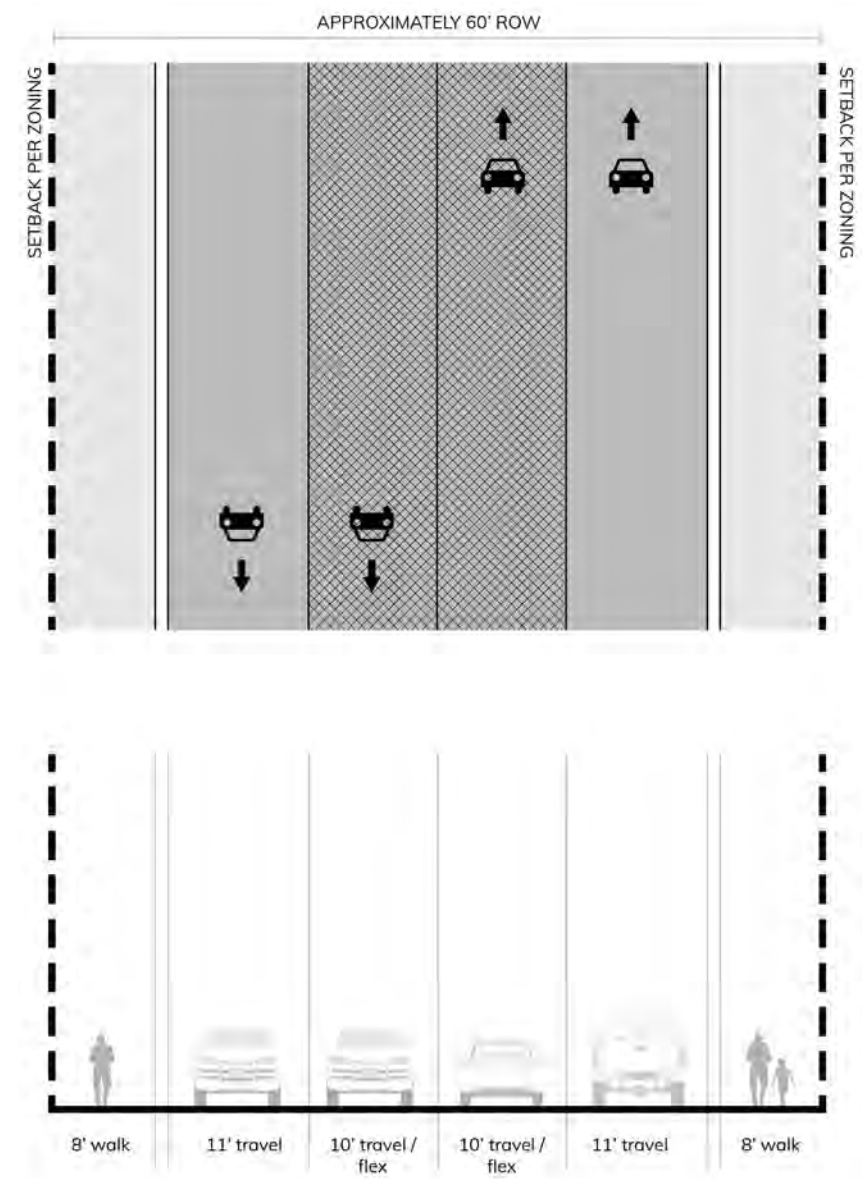
11TH STREET ENTRANCE DRIVE - 60' +/- | 3 LANES



11TH STREET ENTRANCE DRIVE - 60' +/- | 5280 TRAIL



11TH STREET ENTRANCE DRIVE - 60' +/- | 4 LANES



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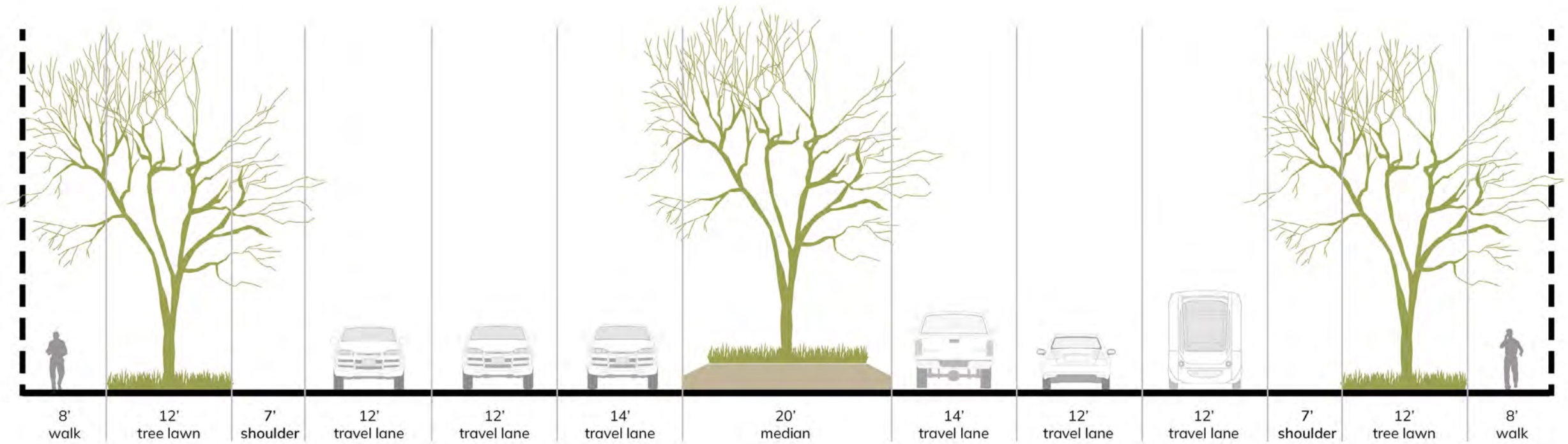
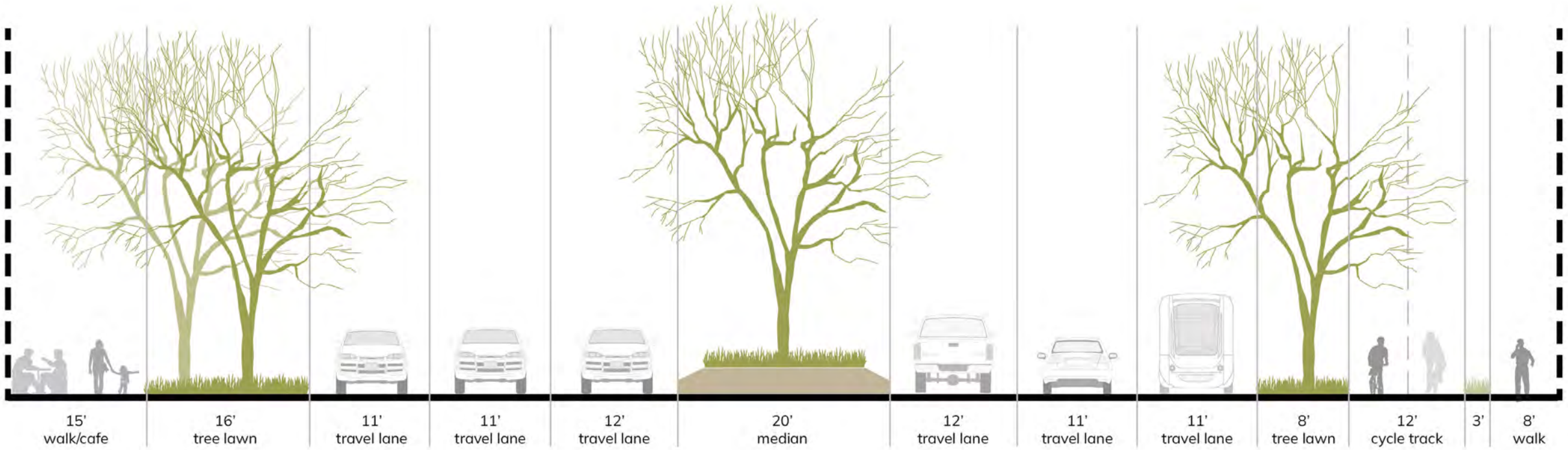


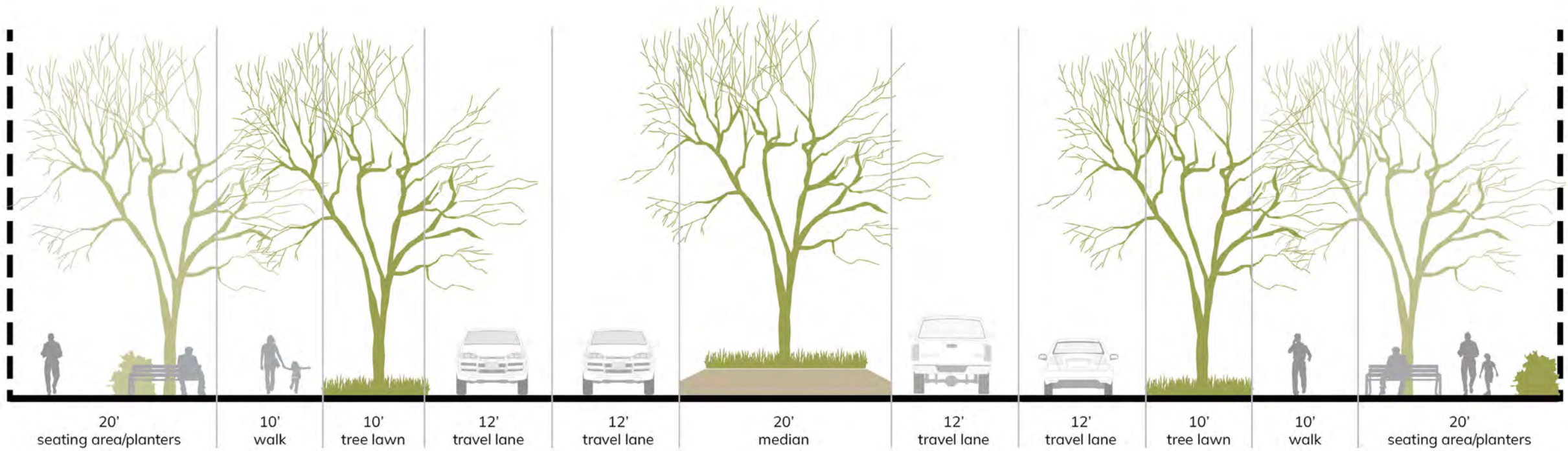
AURARIA PARKWAY - EXISTING

STREET SECTION:



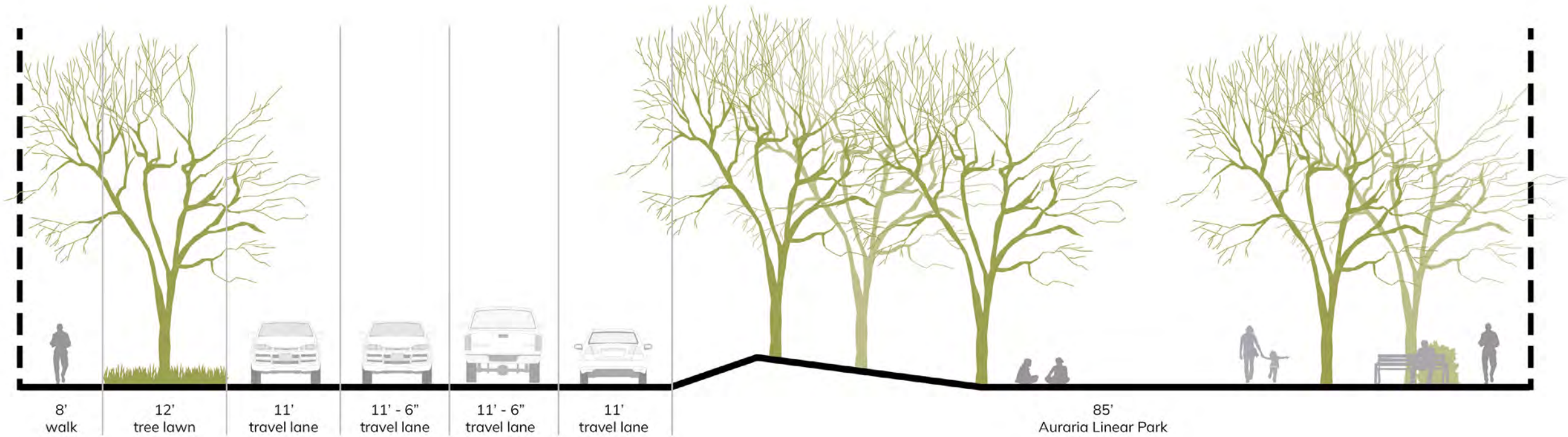
AURARIA PARKWAY - ALT 1

STREET SECTION:



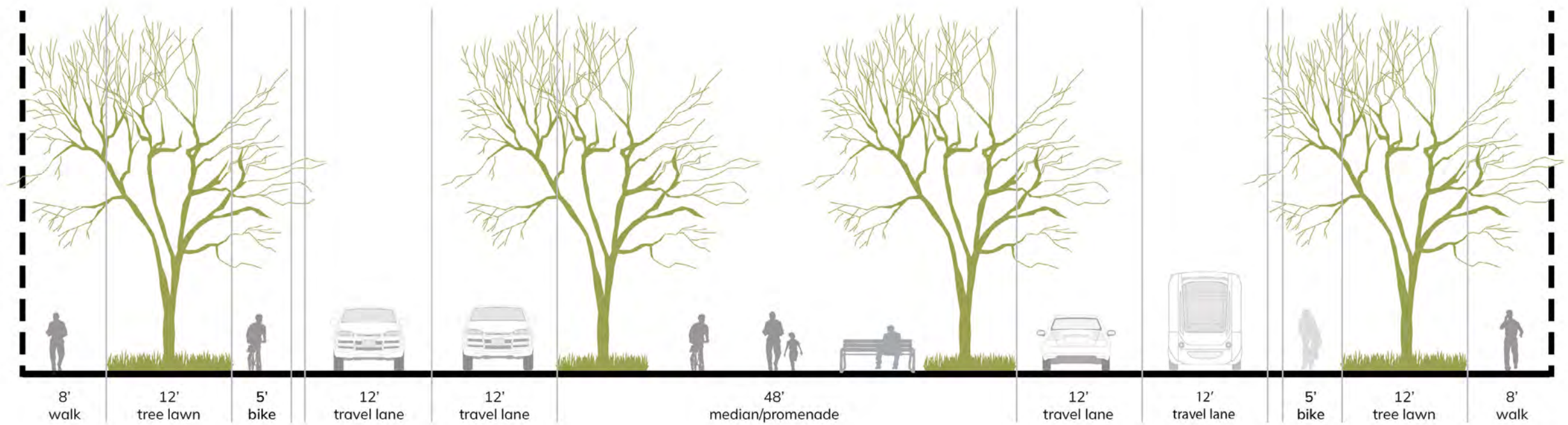
AURARIA PARKWAY - ALT 2

STREET SECTION:



AURARIA PARKWAY - ALT 3

STREET SECTION:

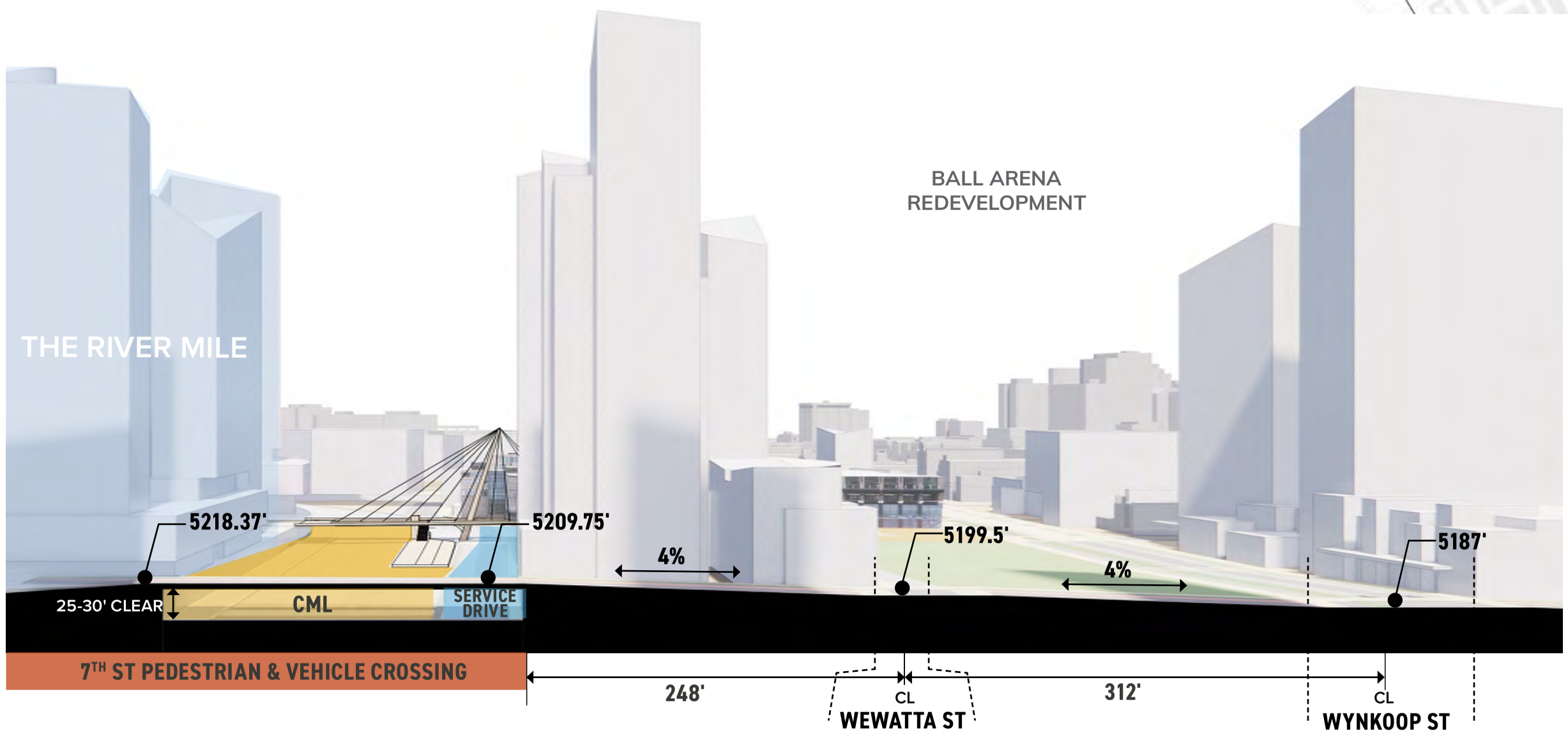


Lorem ipsum

AURARIA PARKWAY - ALT 4

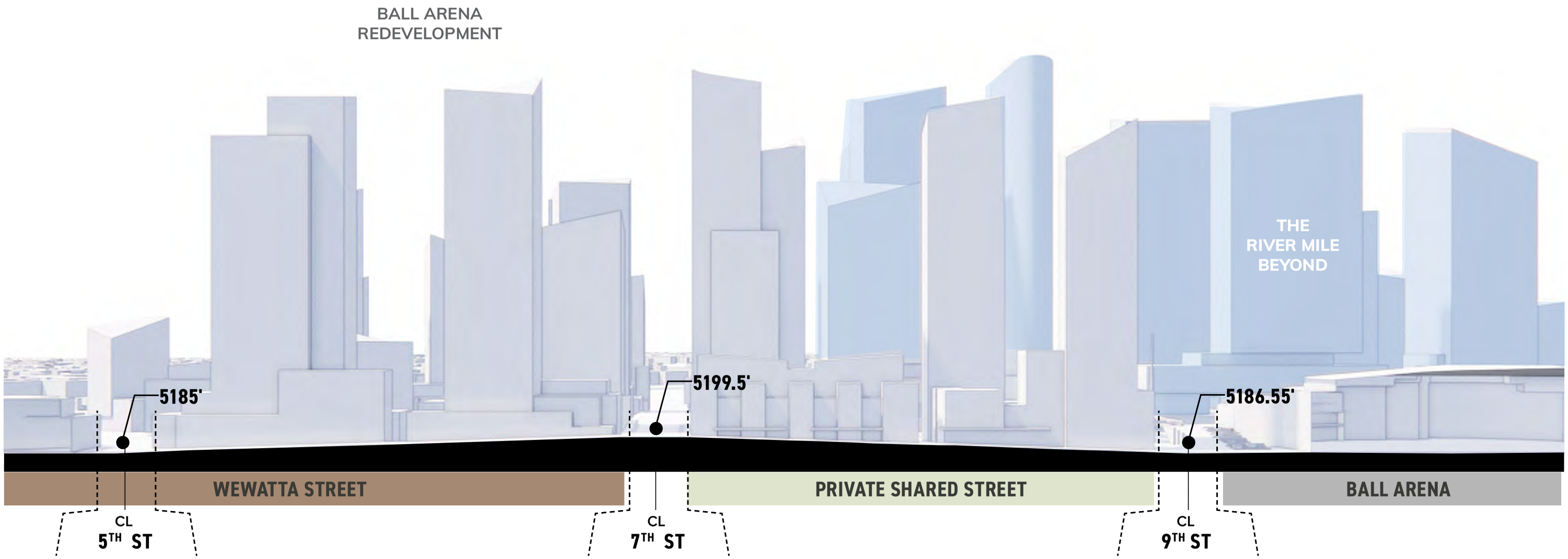
SITE SECTION 1

7TH STREET SECTION ELEVATION FACING NORTH EAST



SITE SECTION 2

WYNKOOP SECTION ELEVATION FACING NORTH WEST

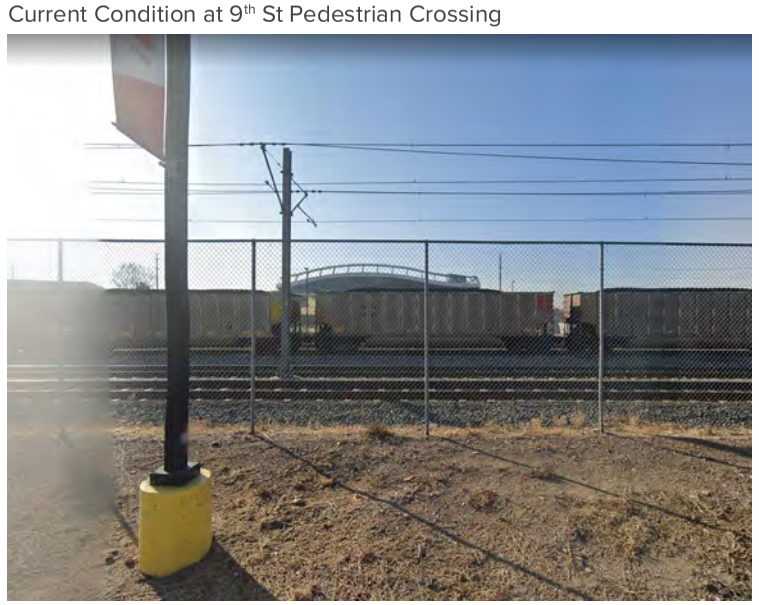


CROSSING THE RAIL

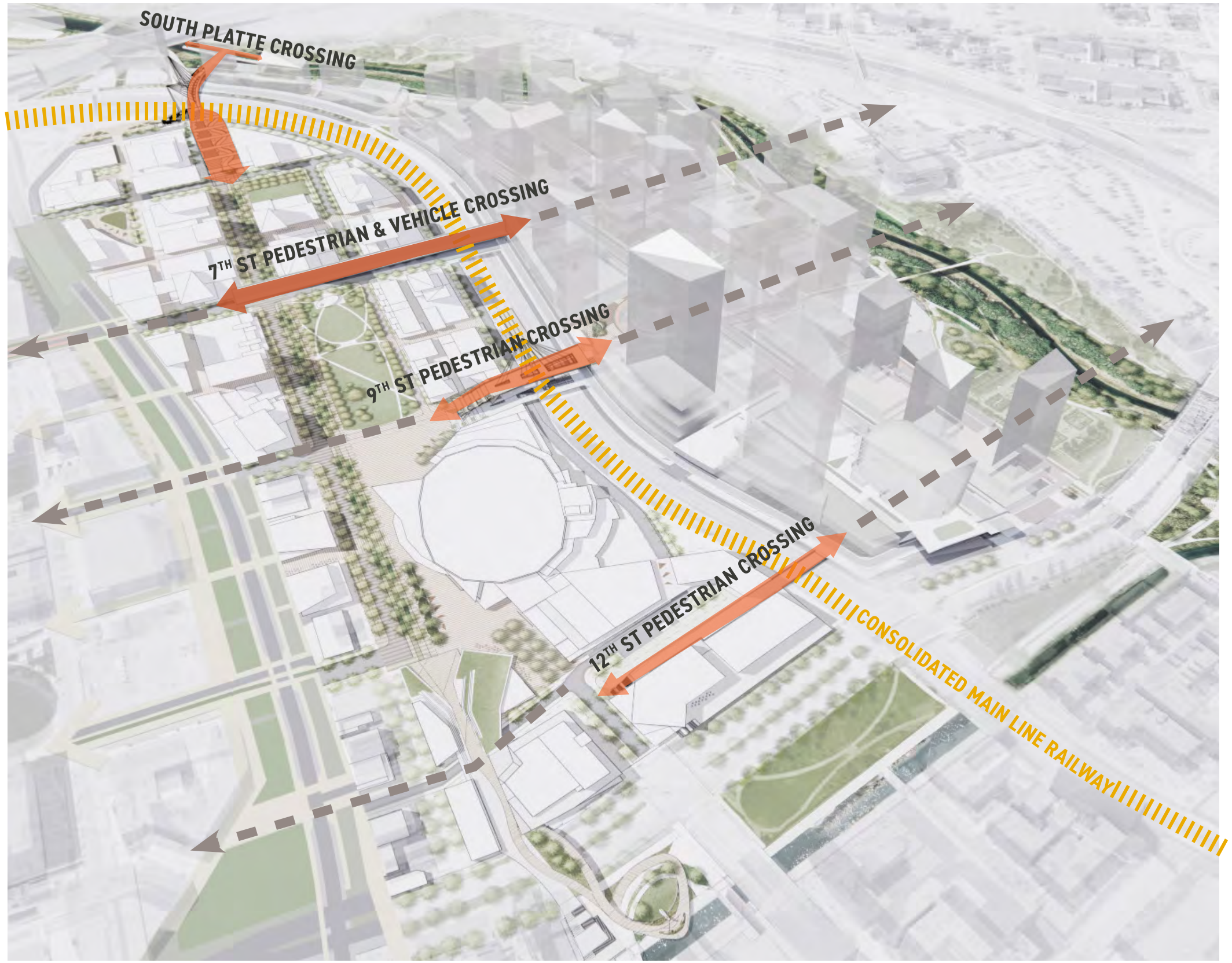
In the 1980s and 90s, the Consolidated Main Line (CML) Railway was created as way to get rid of the switching and maintenance yards in the Central Platte Valley. This consolidation opened up valuable land resulting in Commons Park and development in downtown, Jefferson Park and LoHi.

The CML does pose a physical barrier between the Ball Arena Redevelopment and The River Mile that hinders the complete connection of these 2 neighborhoods. The proposed 4 crossings across the CML will stitch these neighborhoods together, offering connections that go beyond the property boundary and extend up into Jefferson Park and over to Auraia High Education Campus.

Current Condition at 9th St Pedestrian Crossing



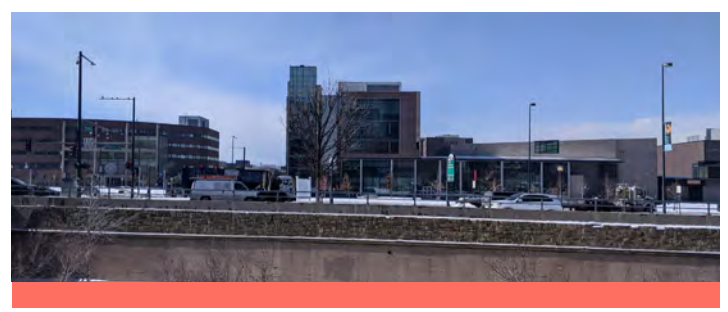
Current Condition at the South Platte Crossing location



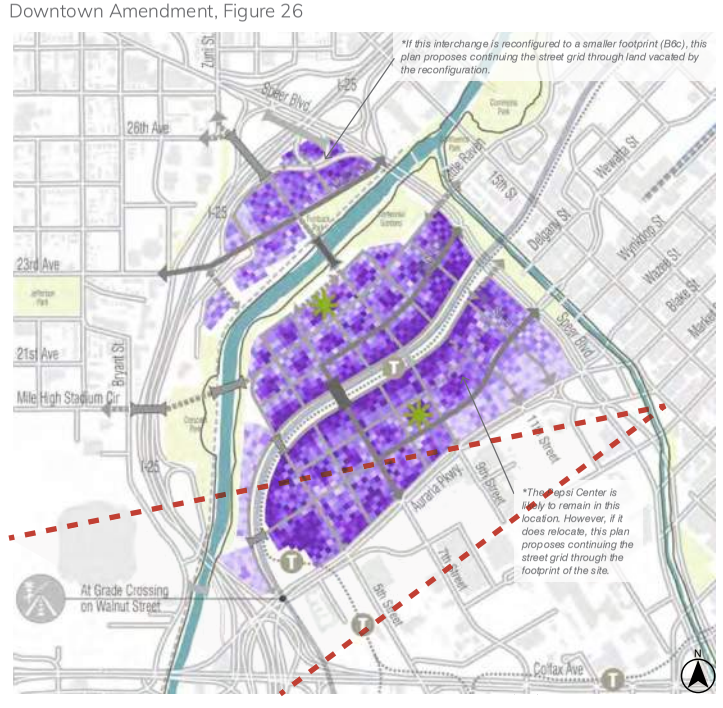
CPV AURARIA ZONING FORM WITH OLD CITY HALL VIEWPLANE IN PLACE

The Old City Hall Viewplane covers approximately 15-acres within the KSE-Ball Arena Redevelopment property (not including the 501 Wazee parcel which is a separately owned property), thereby decreasing the opportunity to maximize the affordable housing development yield around the existing RTD Empower Field at Mile High Empower Field at Mile High Light Rail Station.

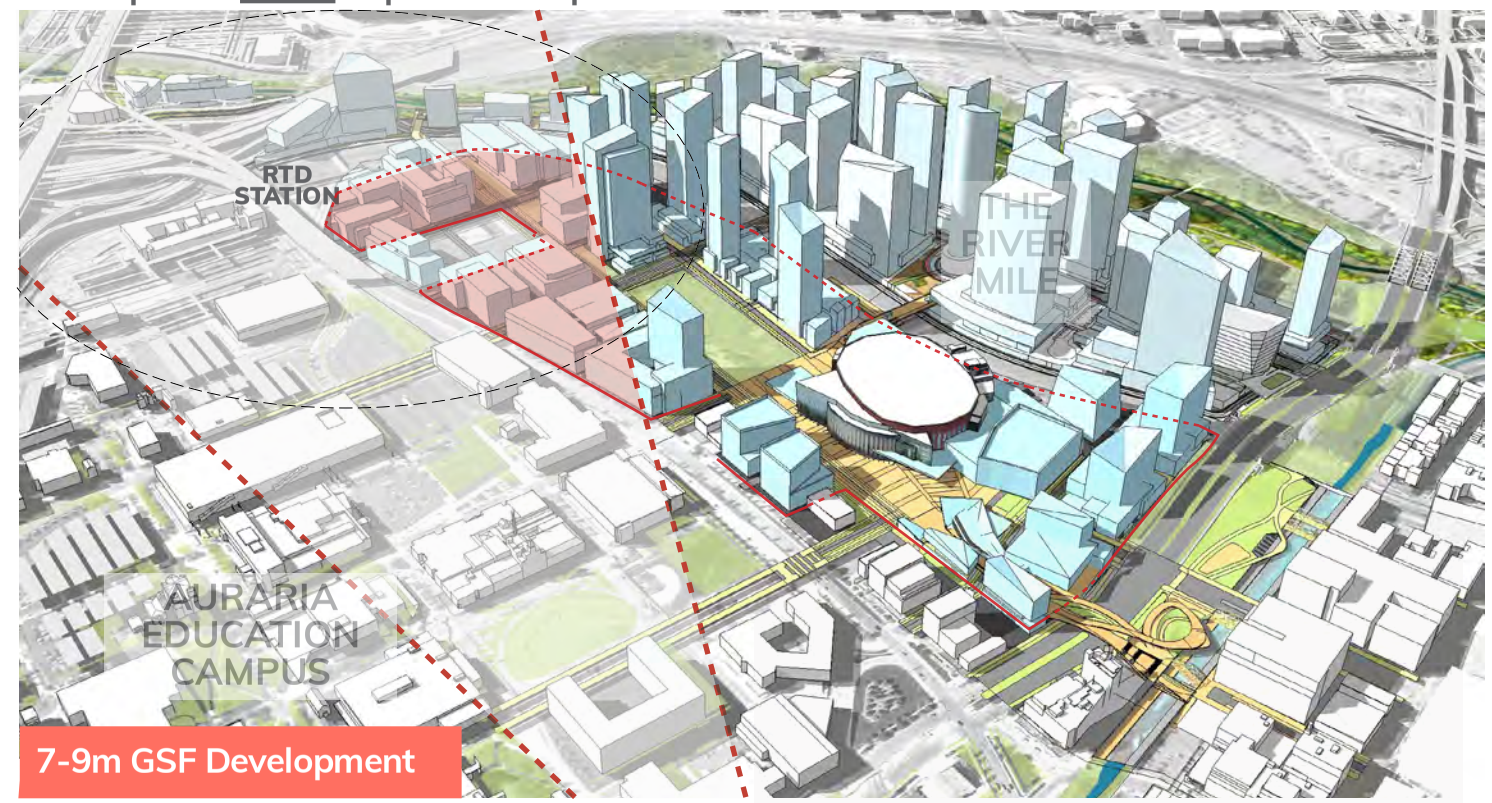
Views from Old City Hall



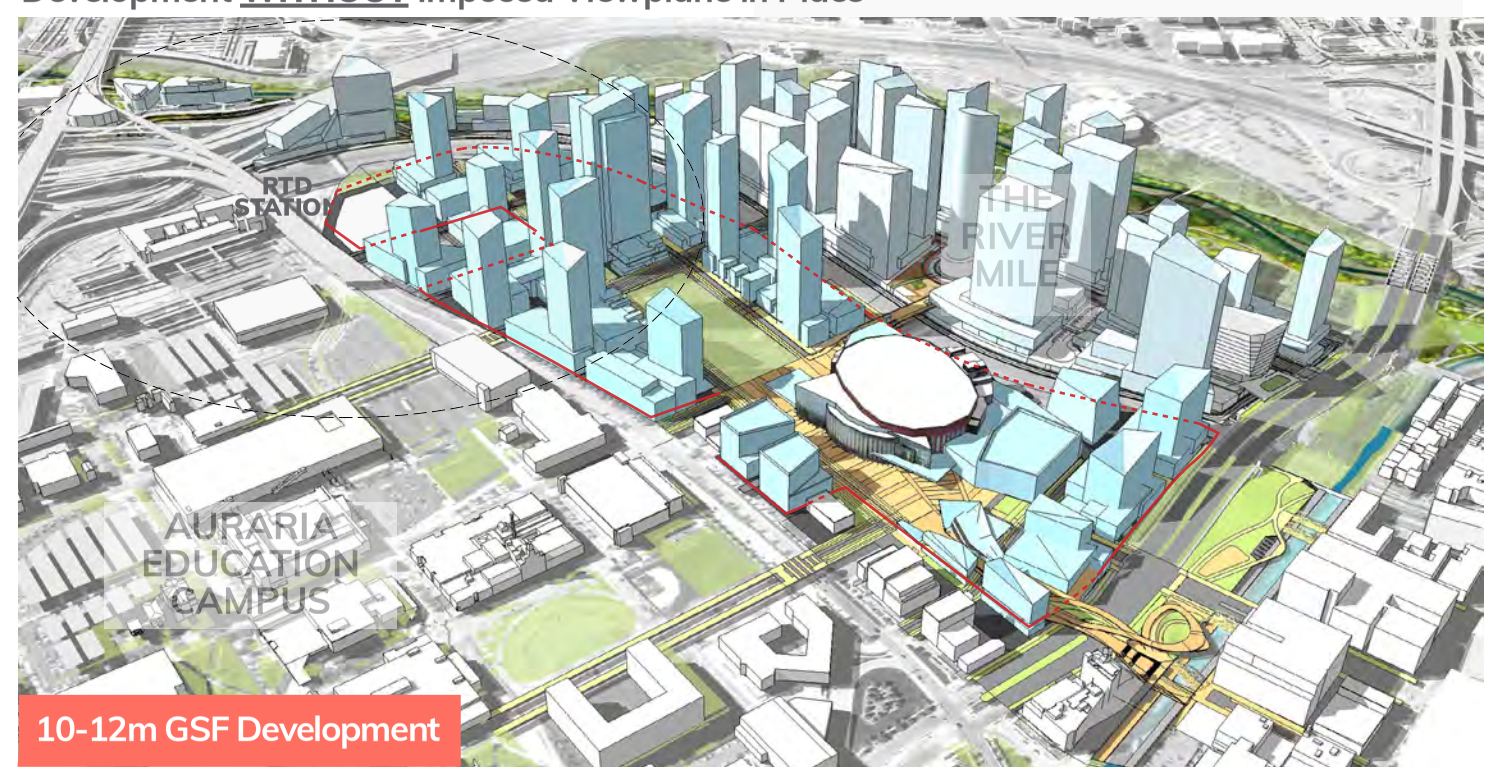
Variety of Building Intensity
Downtown Amendment, Figure 26



Development WITH Imposed Viewplane in Place



Development WITH Imposed Viewplane in Place



POTENTIAL PHASE 1 PROJECTS

NORTH

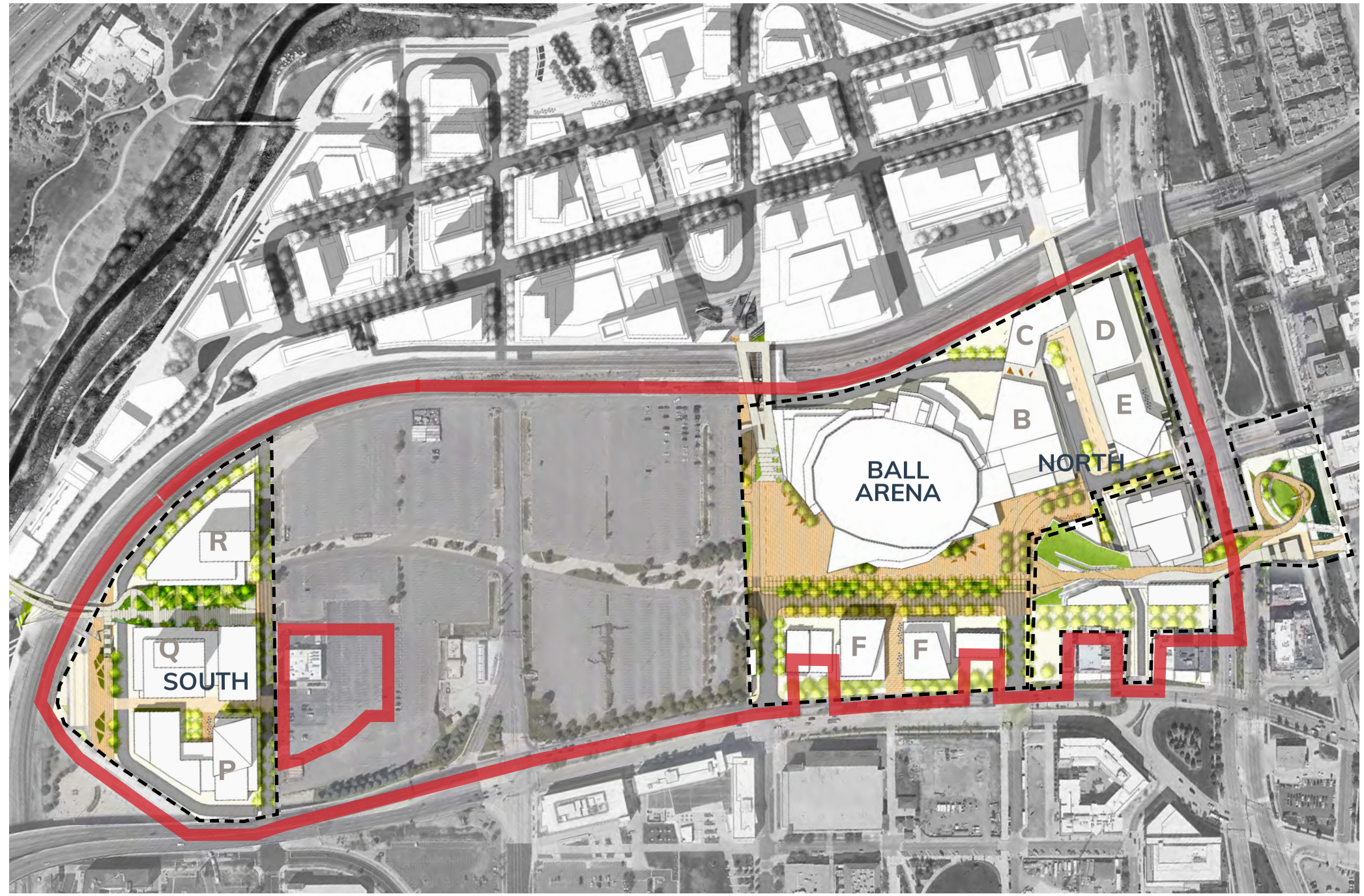
Following, or in conjunction with, the Wynkoop Crossing; two primary actionable development sites are identified to start the neighborhood.

The north district area is focused on enhancements and expansions to Ball arena itself (Lots B & C). Commercial or mixed use Medical Office Building opportunities (D & E) are present along Speer Boulevard. these sites offer the opportunity to replace and expand surface parking and high-clearance service bays.

Lot F fronting Auraria Parkway would be an excellent student or faculty housing opportunity for the Auraria Higher Education Campus.

A key element for the north actionable site is the reconstruction of the Ball Arena light rail station and bridge. This element will provide connectivity and development catalyst to the River Mile and offer a new West entry to the arena at the concourse level. An arena expansion on this side of the facility can also incorporate future energy efficient mechanical upgrades and additional service and parking space at grade.

Another opportunity for this enhanced light rail station would be the incorporation of the future Front range rail. Locating this regional commuter rail station at Ball Arena could provide multiple benefits for all stakeholders and the future users of this important transportation element.



LDR BOUNDARY

SOUTH

The south district is anchored by the Empower Field at Mile High Light Rail Station. The River Mile master plan currently proposes a pedestrian bridge from Lot 26 to the existing light rail station to provide people a safe crossing of the CML from the station to Meow Wolf, Empower Field, and the regional trail.

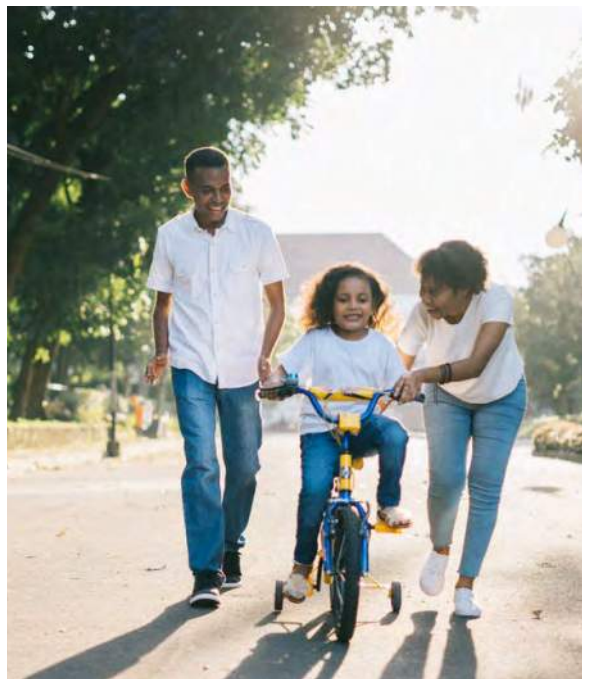
This plan proposes moving the Light rail Platform and future bridge to the end of Wynkoop Street, creating a more direct connection for all users across this area. Pedestrians can cross the light rail, CML, and Walnut Street; descend stairs or an elevator and be right on the Sports Walk on the east bank of the river. Cyclists and all users can also choose to continue on a ramp over the river and land at the South Platte River Trail on the west side of the South Platte River.

Extensive land is available here for development, with desirable uses being AHEC serving housing or support space, TOD office, and residential. Ultimate density will depend on the future of the Old CIty Hall Viewplane which currently limits height in this area to roughly 100'.

03 PUBLIC BENEFITS

COMMUNITY GOALS & OBJECTIVES

The KSE-Ball Arena Redevelopment must acknowledge the needs of the nearby neighborhoods - notably affordable housing - and complement them, not compete with them. Offering amazing connections across Speer Boulevard, Auraria Parkway and the CML/Light Rail line will inspire, promote innovation and solidify our amazing downtown community.



EQUITY + LIVABILITY

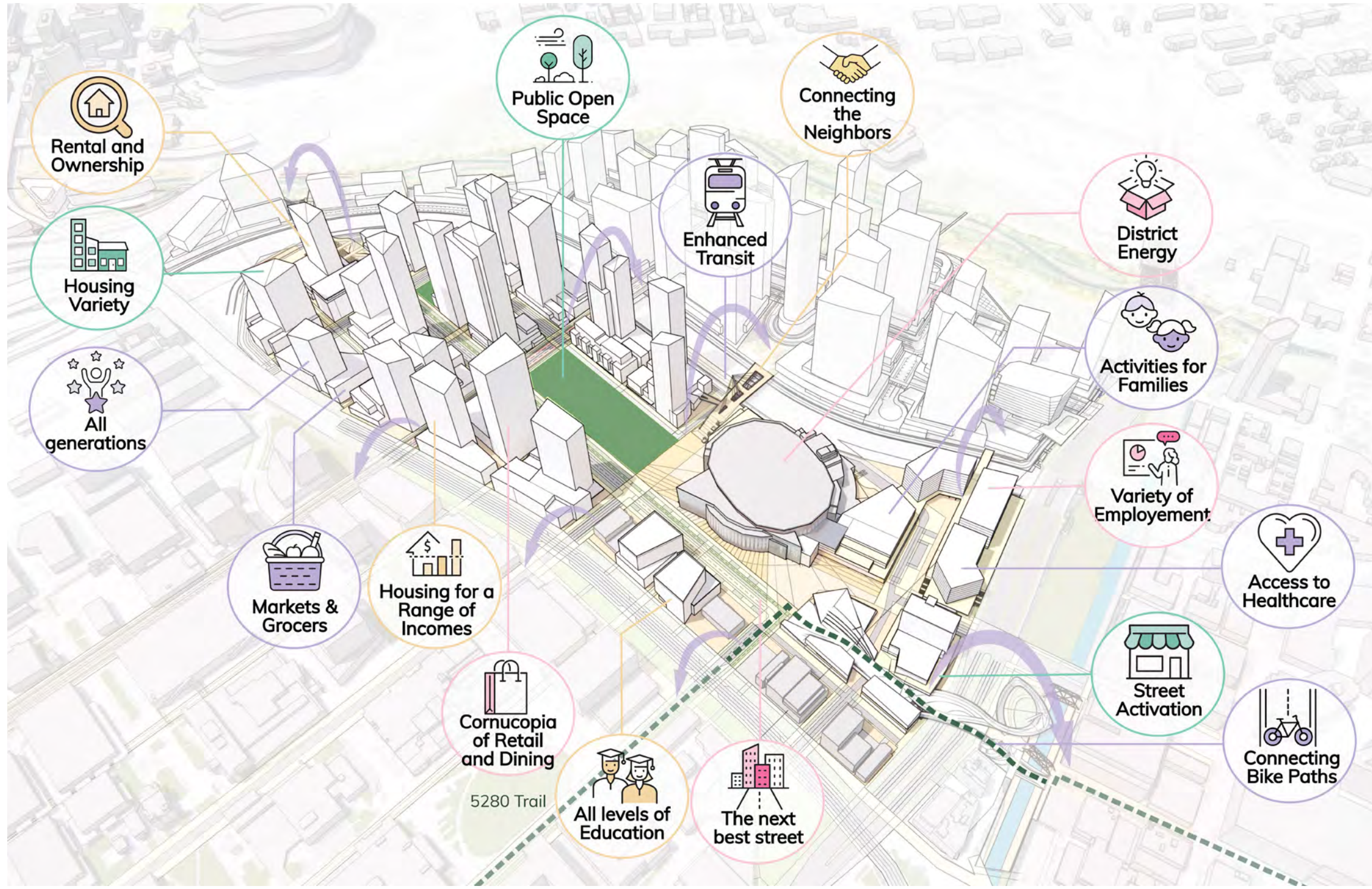
What is equity?

Equity is when **everyone,** regardless of **who they are** or **where they come from**, has the **opportunity to thrive.** Where there is equity, a person's **identity does not determine their outcome.** The city's vision is for every resident to live in a **complete neighborhood** with **access to jobs, amenities, and services so that all Denverites – regardless of their race, ability, income, age, gender, etc. – can thrive.** New development projects can impact equity for an area through factors such as access to **open space**, access to and the **mix of jobs**, and **housing choices**. Each rezoning and/or Large Development Review (LDR) proposal provides an **opportunity** to understand how one project can **improve, or at least not increase, existing inequities.**

How do we measure equity?

Equity is measured using three concepts from Blueprint Denver: **Access to Opportunity**; **Vulnerability to Displacement**; & **Housing Diversity** & **Jobs Diversity.** Each equity concept is measured using multiple metrics. For example, **Access to Opportunity** measures several indicators that reflect the city's goal for **all neighborhoods** to have **equitable access** to a **high**

A COMPLETE NEIGHBORHOOD



HOUSING TO SUPPORT A WIDER RANGE OF INCOMES
The Ball Arena redevelopment plans to partner with the state to address middle-income housing affordability & strives to be a pilot project for this program.

ENCOURAGING VARIETY
A variety of home types, including multi-family, condo, and townhomes will provide offerings for all stages of life from recent grads to families to seniors.

AN ACTIVE HEART
The Signature park has the opportunity to become the heart of the development and the entire Auraria neighborhood. With activation from the surrounding buildings, the active Wynkoop corridor and the potential Arena events, this flexible and community-focused space will ground the entire development.

ONE-STOP SHOPPING
Imagine a redevelopment that provides access to food, grocery stores, pharmacies, banks that will serve the new neighborhood, visitors, and the AHEC population.

A PLACE FOR GUESTS OF OUR CITY
Building on the excitement of the Arena and the potential new entertainment offerings, a hotel will make our out-of-town guests feel right at home.

CROSSING THE DIVIDE
Speer Blvd has been described as being incompatible with a successful, walkable downtown so this development has planned a robust crossing offering a unique experience that integrates with a new Children's park and an enhanced Cherry Creek connection.

A CORNUCOPIA OF RETAIL & DINING
Ball Arena & Signature Park will anchor a variety of retail and dining options that encourage active uses to spill out of buildings and engage the public realm.

INVITE THE NEIGHBORS OVER
AHEC has a diverse population of students and faculty so offering housing options for our neighbors help bridge the gap between the redevelopment and the Universities.

LEAVE THE CAR AT HOME
The redevelopment will improve the current light rail stations on the property. These stations have the opportunity to become mobility hubs offering enhanced connectivity for pedestrians and bikes - becoming gateways to other neighborhoods throughout the City.

ACTIVATING THE STREET
Lining the street with affordable rental and ownership business spaces will inject life and authenticity into the neighborhood.

ACTIVE & ENGAGING CORRIDORS
The redevelopment plans for Wynkoop to be an active and engaging corridor with a strong emphasis on pedestrian & bicycle mobility.

LIFE-LONG LEARNING
The redevelopment offers opportunities to extend the AHEC campus, whether that be integrating into CU Denver's Innovation District, offering incubator space or creating a Steam academy serving the younger generation.

LEVERAGING ALL ENERGY
What if Ball Arena forms the basis of an energy loop that can share thermal energy within the district, increasing efficiency and resiliency?

BRING FAMILIES BACK TO DOWNTOWN
Affordable units, more bedrooms and easy access to family amenities like high quality playgrounds, splash pads and recreation.

HOUSING FOR RENT & TO OWN
The Ball Arena redevelopment will create opportunities for a variety of for-rent & to-own housing and bedroom options to accomodate people & families of different ages, stages of life, incomes, & backgrounds.

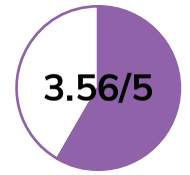
ACCESS TO ALL LEVELS OF EDUCATION
The project is exploring potential partnerships with the neighboring Universities to offer life-long learning opportunities and other various education opportunities for younger generations including daycare, student internships, student housing, and incubator spaces.

A VARIETY OF EMPLOYMENT OPPORTUNITIES
The redevelopment will create a variety of job opportunities that cater to the diversity of experiences & education levels of Denver.

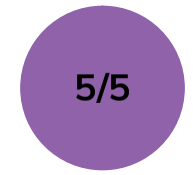
STAYING HEALTHY
With a focus on health and fitness throughout the development, imagine potential partnerships with local healthcare providers that can serve this new neighborhood.

ACCESS TO OPPORTUNITY

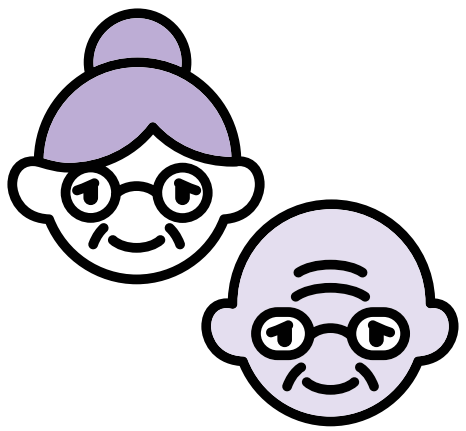
CREATING MORE EQUITABLE ACCESS TO QUALITY-OF-LIFE AMENITIES, HEALTH, & EDUCATION



PRE-REDEVELOPMENT
ACCESS TO OPPORTUNITY SCORE

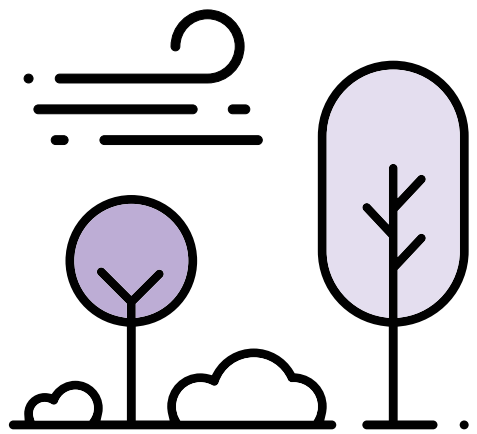


FUTURE DEVELOPMENT
ACCESS TO OPPORTUNITY SCORE GOAL



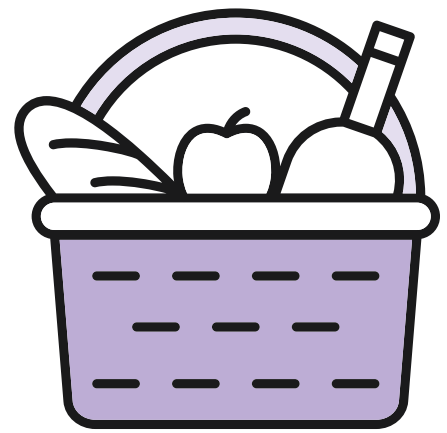
Life Expectancy

One of the goals of the Ball Arena redevelopment is to create abundant opportunites for healthy city living that support healthy lifestyles for everyone. There will be offerings for all stages of life from recent grads to families to seniors.



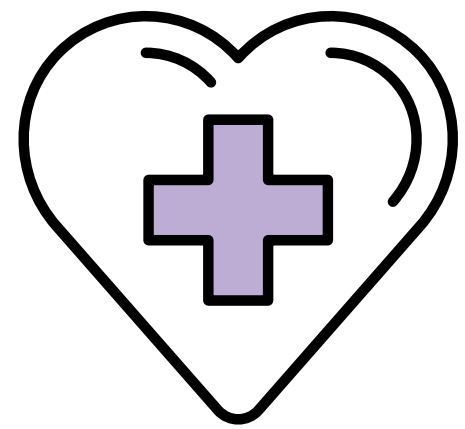
Access to Parks

The Ball Arena Redevelopment is committed to providing over 12% of the land area dedicated to parks and open spaces. In response to the Outdoor Downtown plan, every resident will be within a 3 minute walk of a quality open space and a 5 minute walk to a neighborhood park.



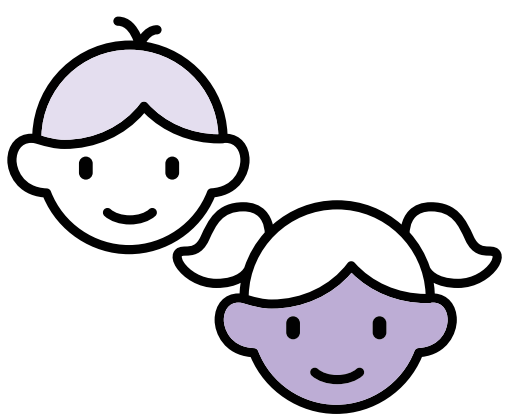
Access to Fresh Food

The creation of afforable rental and ownership retail spaces will be included in the program mix. The redevelopment strives to provide a variety of complementary uses such as: grocery stores, pharmacies, banks, medical services, & coffee shops just to name a few.



Access to Healthcare

Partnerships with local healthcare providers have been part of the masterplanning and programming discussions, espeically given the emphasis on sports within this redevelopment. Currently, Denver Health is 2 miles from the site, and there are over 4 medical offices within a mile radius

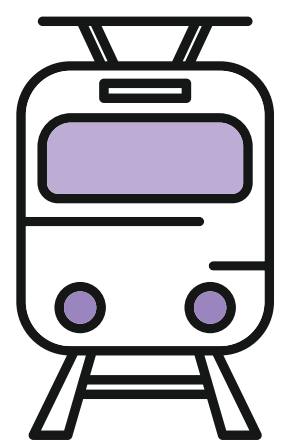


Child Obesity

With regards to children's health, outdoor and recreation spaces will be planned for programs and policies targeting physical activity and nutrition behaviors that have been shown effective in child health. Schools, community centers, health centers, and community engagement are also critical to setting the community priorities around health for children, youth and elderly.

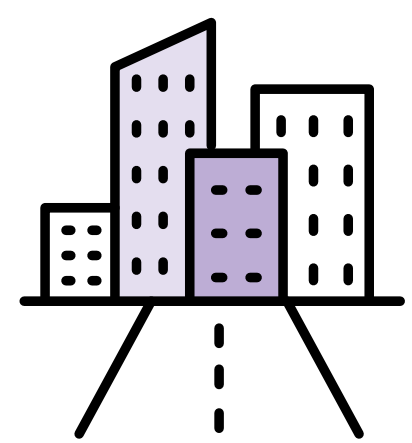
Social Determinants of Health

Per the CDC; social determinants of health are conditions where people live, learn, work, and play that affect a wide range of health and quality-of-life-risks and outcomes. The Ball Arena redevelopments seeks to provide high quality affordable housing, access to transportation, availability to healthy foods & healthcare, strengthened connections to all levels of education, & places such as Signature Park that create, anchor & strengthen the community.



Access to Transit

The Ball Arena Redevelopment is unique in that it has immediate access to 2 RTD Light Rail Stations. Studies indicate that households within transit-oriented-developments own fewer cars & drive fewer miles & use transit more than non-TOD households. Households located in TOD's save money on annual transportation costs.



Access to Centers & Corridors

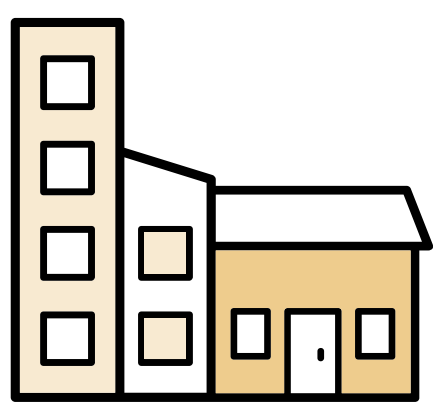
The Ball Arena redevelopment is located in central downtown Denver. The need for safe, pedestrian oriented corridors is essential. The pedestrian, bicycle, and vehicular circulation routes strengthen the connections of the Ball Arena Redevelopment to the adjacent properties as well as the greater Denver area by enhancing corridors and connections, and providing new, multi-layered modes of mobility.

VULNERABILITY TO DISPLACEMENT

STABILIZING RESIDENTS & BUSINESSES WHO ARE VULNERABLE TO INVOLUNTARY DISPLACEMENT DUE TO INCREASING PROPERTY VALUES & RENTS

Educational Attainment

The project is exploring potential partnerships with the neighboring Universities to offer life-long learning opportunities and other various education opportunities for younger generations including daycare, student internships, student housing, and incubator spaces.



Rental Occupancy

The Ball Arena will refer to the housing plan being implemented at The River Mile to maintain uniformity and cohesion between the two redevelopments. The Ball Arena Redevelopment is committed to providing a variety of housing types including for-rent housing options with a variety of bedroom configurations from studios to 3-bedrrom apartments,

Median Household Income

The Ball Arena will refer to the housing plan being implemented at The River Mile to maintain uniformity and cohesion between the two redevelopments. The middle-income housing authority plans to target an 80-100% AMI for housing affordability in filling the void of missing middle housing in the Denver region.

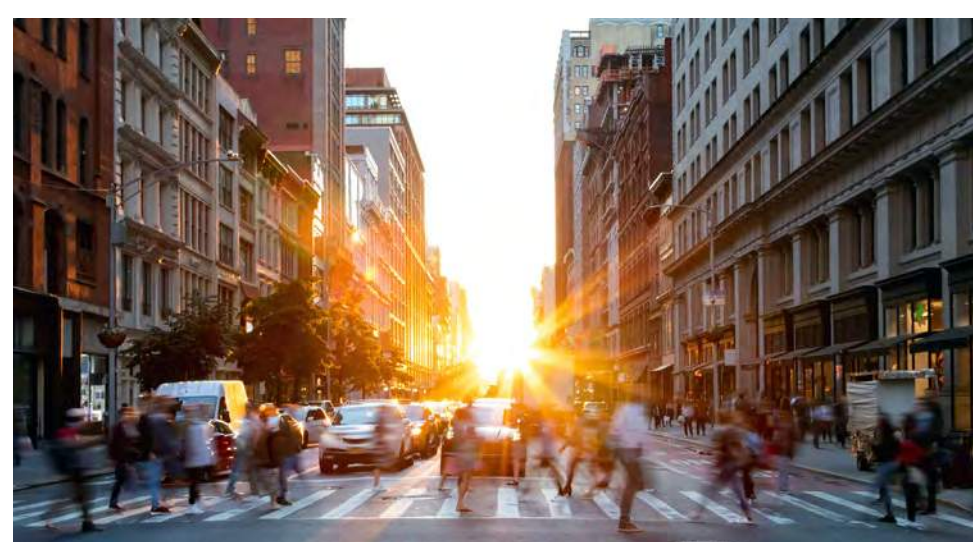
0/3

PRE-REDEVELOPMENT VULNERABILITY TO DISPLACEMENT SCORE

0/3

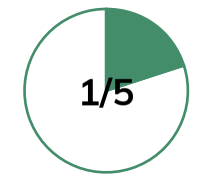
FUTURE DEVELOPMENT VULNERABILITY TO DISPLACEMENT SCORE GOAL

*NOTE: FOR THIS METRIC, LOWER SCORES ARE BETTER AS THEY INDICATE LESS VULNERABILITY TO DISPLACEMENT

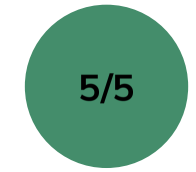


HOUSING DIVERSITY

PROVIDING A BETTER & MORE INCLUSIVE RANGE OF HOUSING IN ALL NEIGHBORHOODS



PRE-REDEVELOPMENT
HOUSING DIVERSITY SCORE



FUTURE DEVELOPMENT
HOUSING DIVERSITY SCORE GOAL

*NOTE: PRE-REDEVELOPMENT SCORE IS MISLEADING BECAUSE THE EXISTING USES ARE PREDOMINANTLY SURFACE PARKING LOTS, COMMERCIAL OR ENTERTAINMENT USES.

Housing Costs

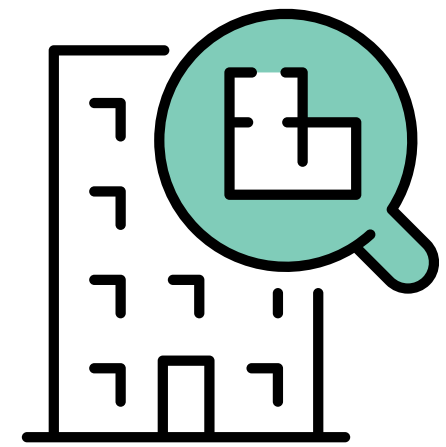
The Ball Arena will refer to the housing plan being implemented at The River Mile to maintain uniformity and cohesion between the two redevelopments. Additional affordable housing options are needed for people who make too much to qualify for traditionally subsidized housing but not enough to afford the high costs of housing in Denver today. With the newly established middle-income housing authority; The Ball Arena redevelopment hopes to help fill this housing void and work toward dispersing middle-income housing throughout the plan area.

Income Restricted Units

The Ball Arena will refer to the housing plan being implemented at The River Mile to maintain uniformity and cohesion between the two redevelopments. Additionally; Ball Arena is partnering with the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.

Missing Middle Housing

The Ball Arena will refer to the housing plan being implemented at The River Mile to maintain uniformity and cohesion between the two redevelopments. Due to the current statewide need for new middle-income housing supply; the Ball Arena redevelopment plans to partner with the state to address middle-income housing availability & affordability and strives to be a pilot project for the middle-income housing authority.



Diversity of Bedroom Count

The Ball Arena will refer to the housing plan being implemented at The River Mile to maintain uniformity and cohesion between the two redevelopments. A variety of home types, including multi-family, condo, and townhomes will provide offerings for all stages of life from recent grads to families to seniors.Additionally, the redevelopment is committed to providing diversity in bedroom count per unit including studios, 1 bedroom units, 2 bedroom units, and 3 bedroom units.

Owners to Renters

The Ball Arena will refer to the housing plan being implemented at The River Mile to maintain uniformity and cohesion between the two redevelopments. The Ball Arena redevelopment will create opportunities for a variety of for-rent & to-own housing options to accomodate people & families of different ages, stages of life, incomes, & backgrounds.

JOB DIVERSITY

PROVIDING A BETTER & MORE INCLUSIVE RANGE OF EMPLOYMENT OPTIONS IN ALL NEIGHBORHOODS

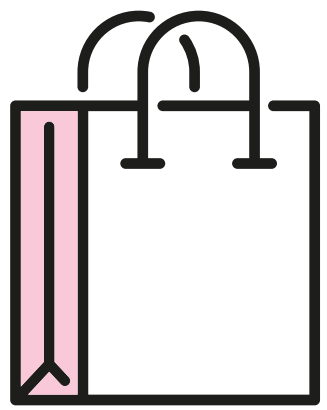
Dissimilar Job Mix

PRE-REDEVELOPMENT JOB DIVERSITY SCORE

Similar & Diverse Job Mix

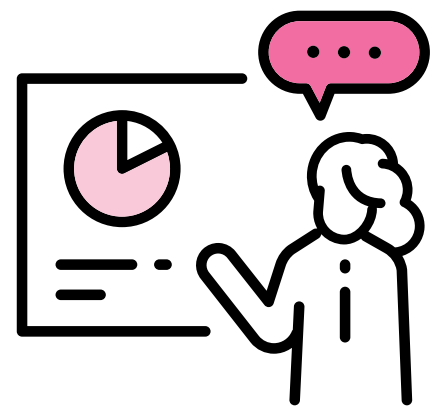
FUTURE DEVELOPMENT JOB DIVERSITY SCORE GOAL

*NOTE: PRE-REDEVELOPMENT JOB MIX IS MISLEADING DUE TO THE CAPTURE AREA INCLUDING AHEC, RIVER MILE, AND BALL ARENA.



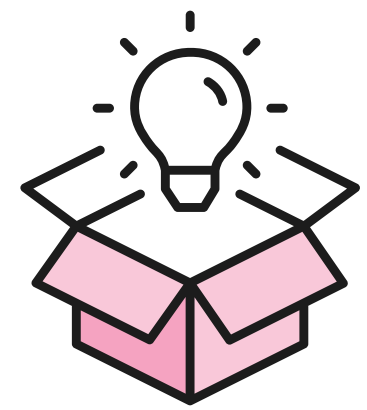
Retail

The plan has identified Wynkoop as an active corridor, resulting in nearly 3/4 miles of double-sided retail potential. The street sections along Wynkoop offer large amounts of café and activation space with 15' sidewalks and 17' of amenity buffer space. The Downtown Urban Design Standards require that the building massings promote the human scale at the street level and reinforce a sense of place that enhances the public amenity.



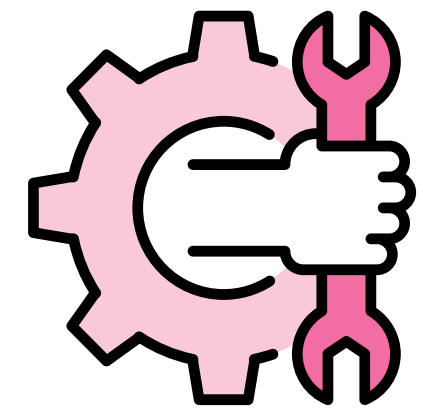
Total Jobs

As the mixed use program within the redevelopment is progressed, there will be opportunities for a variety of workplace environments & job opportunities, including varying businesses, services, retail, and facilities for career development. Initial conversations with CU Denver about extendingtheir proposed innovation district also provides opportunities for start-ups and small businesses.



Innovation

The project has had preliminary conversations with AHEC about potential partnerships and hopes to leverage this connection to develop long-term relationships. Potential partnerships could be enabled through student housing, incubator spaces, & career development opportunities such as student internships.



Manufacturing

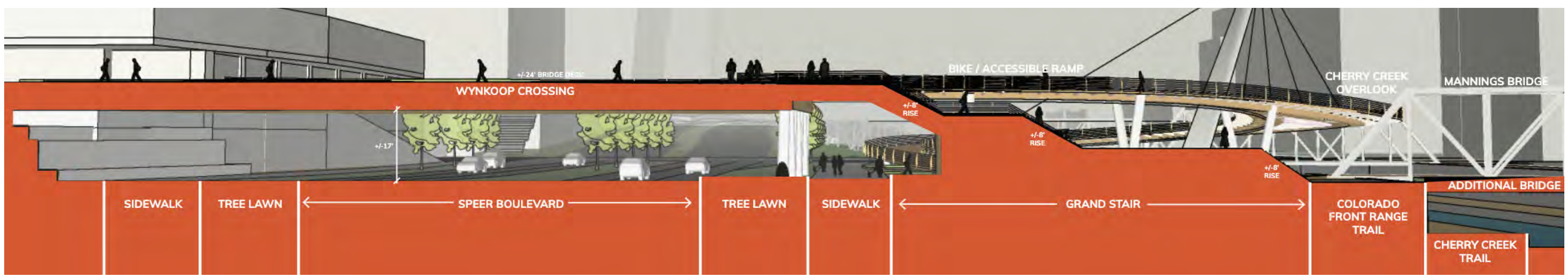
The Ball Arena Redevelopment is open to opportunities for potential partners on site that may promote further job diversity in all sectors.

THE WYNKOOP CROSSING

In addition to the primary goal of creating a safe Speer Boulevard crossing, the bridge must also address the following goals and considerations:
Complete the 5280 Trail at this location

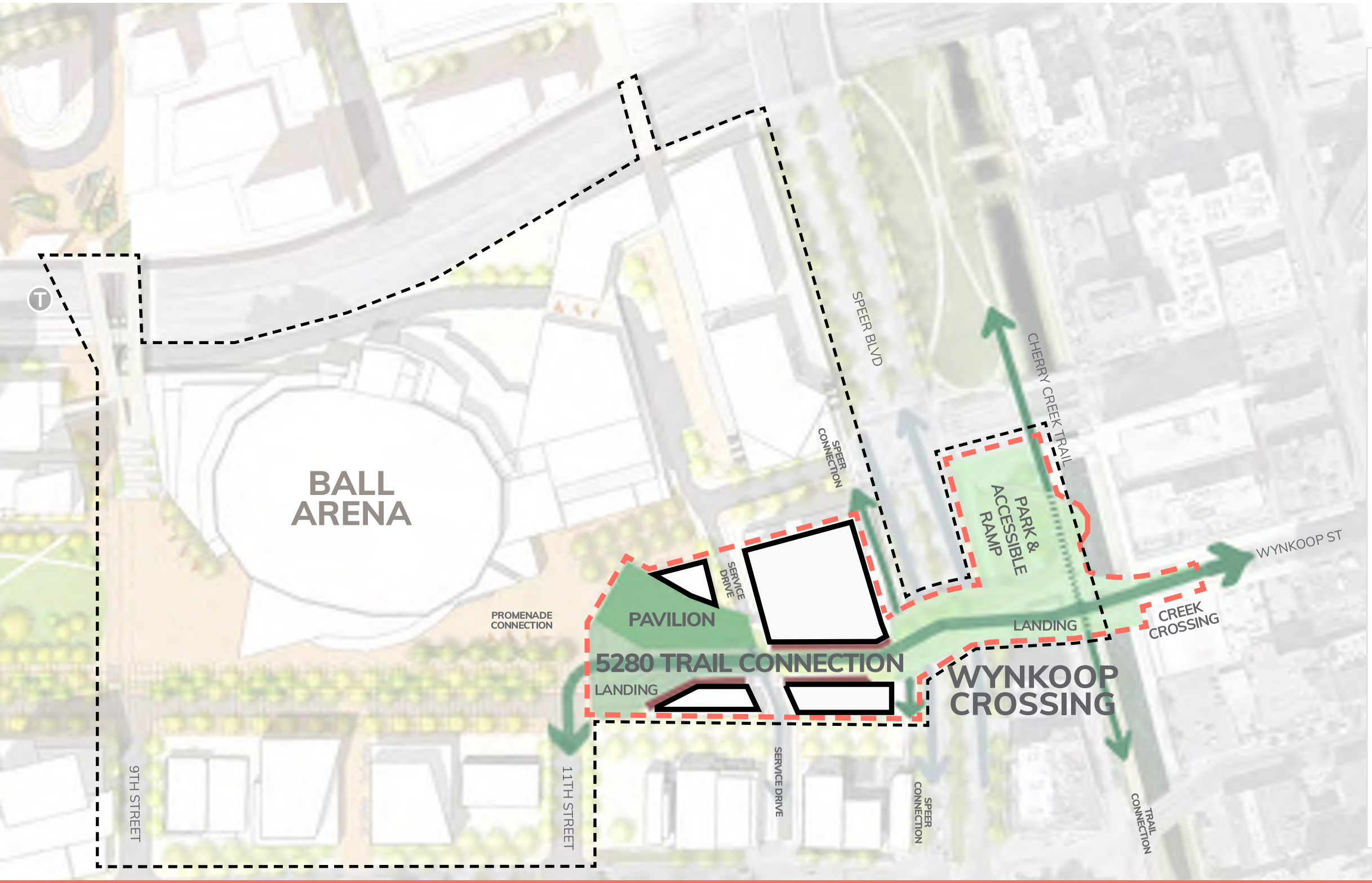
- Relocate or enhance-in-place the Downtown Children's Park
- Enhance Cherry Creek tail and connectivity
- Preserve the existing Manning's tressle bridge.
- Design and Process will acknowledge that Speer Boulevard is a Historic Parkway subject to Denver Parks design review
- Create a bridge that is an extension of Wynkoop Street and the existing green space along Cherry Creek.
- Consider a single span over the Speer ROW to allow future flexibility

WYNKOOP CROSSING CONCEPT SECTION & RENDERING



5280 TRAIL CONNECTION

STRENGTHENING THE CONNECTION OF THE BALL ARENA REDEVELOPMENT TO DOWNTOWN DENVER & BEYOND



The proposed Wynkoop Crossing contributes to safety and connectivity while including a significant link for the 5280 Trail across Speer Boulevard.

With skyline views in an urban setting, the re-imagined Downtown Children's Playground will re-purpose play areas for children of all ages and include features encouraging activity and adventure play. Amenities may include items such as shelters and tables intended for recreational and family outings.

Proposed 5280 Trail Route

Phase-1 Project Area

Phase-1 Bridge Limits of Work (Includes only city owned property on Cherry Creek Side)

SIGNATURE PARK & PLAZAS

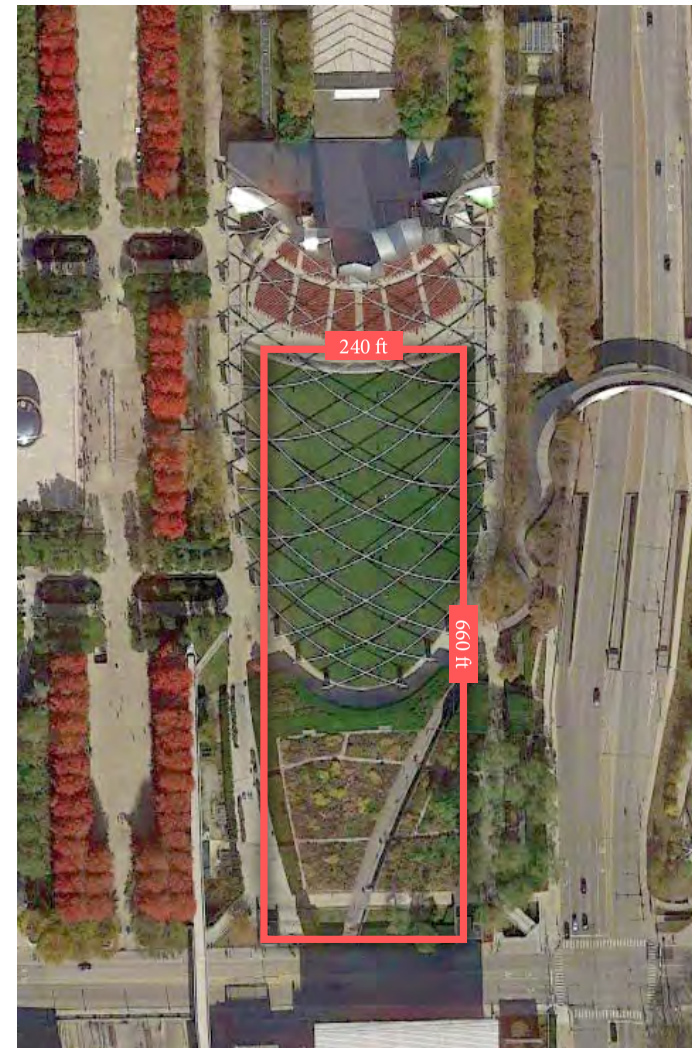
The Signature Park is envisioned as an approximately 3.5-acre site with flexible, open lawn areas, spaces for entertainment and community related programming, accessible pathways, and an urban forest tree canopy along the edges of the park.

The park could serve as an amenity for the community while also hosting events, festivals, and seasonal activities.

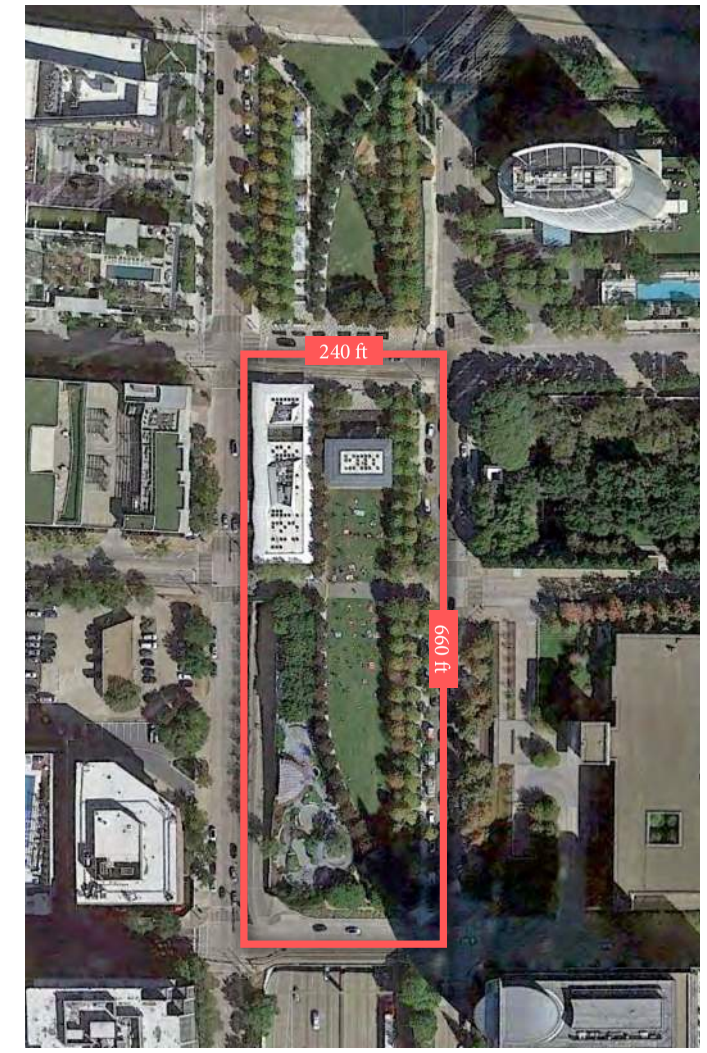
COMPARING THE SCALES OF ICONIC PARKS

The 3.5-acre Signature Park is similar in scale to the Pritzker Pavilion lawn and gardens at Millennium Park in Chicago and Klyde Warren Park in Dallas. Both park precedent comparisons are located in similar, urban mixed-use districts, and both function to host major outdoor events while also serving day-to-day needs of Downtown residents.

BALL ARENA SIGNATURE PARK
Denver, CO



JAY PRITZKER PAVILION, MILLENNIUM PARK
Chicago, IL



KLYDE WARREN PARK
Dallas, TX

CONCERTS

CIRQUE DU SOLEIL

GAME DAY / SPECIAL EVENT

EXHIBITION / FESTIVALS

DAY-TO-DAY ACTIVITIES

Meeting the day-to-day needs of Denver's residents requires the project's parks and open space to be flexible to host a range of programmed activities, requiring both hard spaces (plazas) and soft spaces like open lawns. The parks will also function to support spontaneous uses, leisure, and enjoyment of the outdoors with seasonal gardens, mature trees, and art.

BASKETBALL

FOUNTAINS

YOGA

LEISURE

CLIMBING WALL

PAVILION

RECREATION/LAWN

TREES

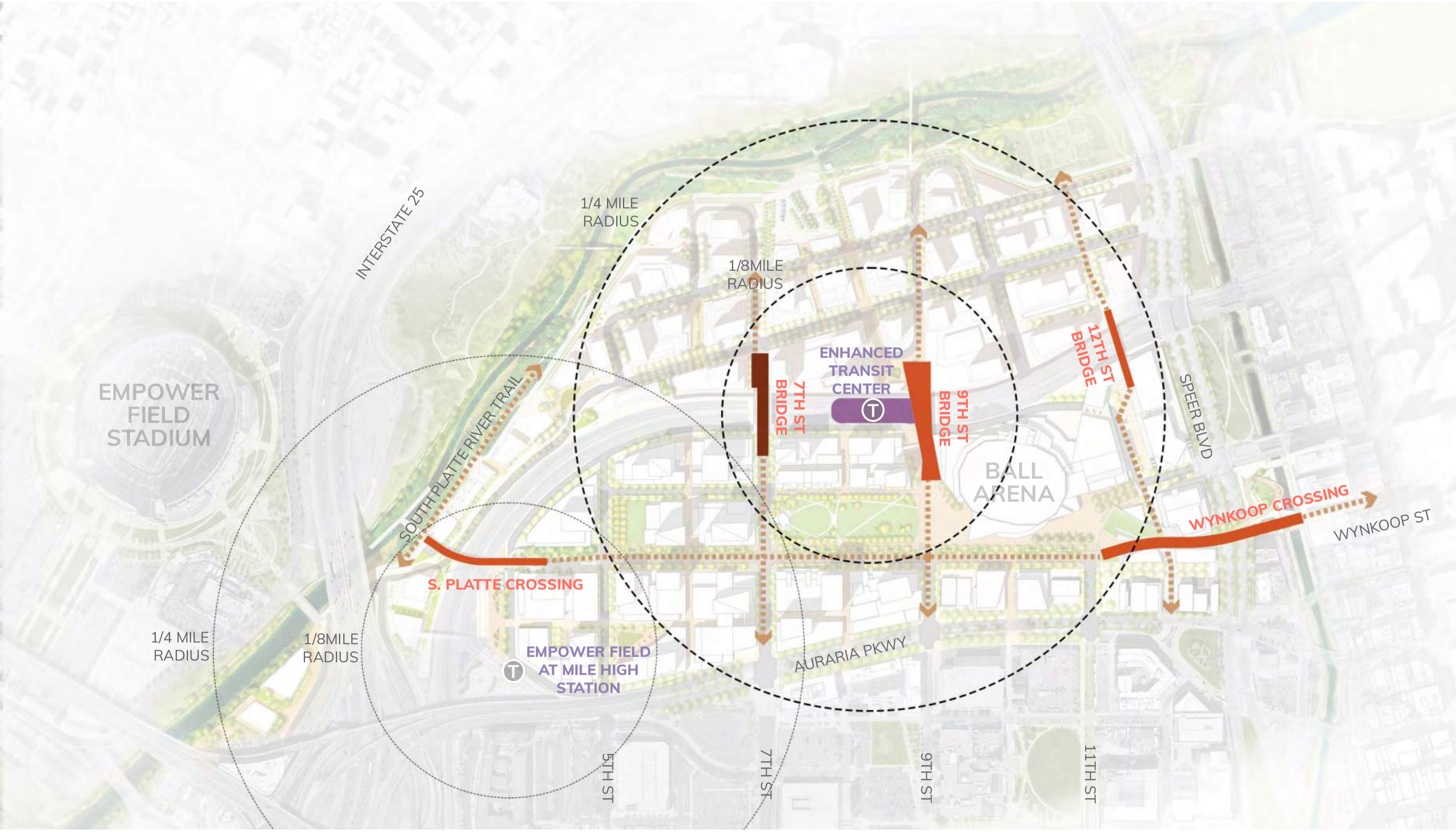
PICKLEBALL

ART

GARDENS

FOOD & BEVERAGE

ENHANCED TRANSIT CENTER & ACCESS BRIDGES



Connectivity to areas adjacent to the site such as The River Mile, Empower Field Stadium and the surrounding areas are important priorities to providing equitable access to services, amenities, and open spaces.

- RTD Light Rail Station
- Pedestrian/Multi-Modal Bridge
- Vehicular/Multi-Modal Bridge
- Enhanced Connections

A SUSTAINABLE COMMUNITY

KSE is undertaking an ambitious sustainability program for the Ball Arena which will continue to evolve through a development that prioritizes mixed mobility, water management, embodied carbon, and health outcomes for the community.

This master plan proposal anticipates the evolving demands for workplace and residences, and will respond to global and regional environmental challenges, expected to be more pronounced in the coming decades. Sustainability and a healthy environment is no longer just the "right thing to do"; it is increasingly a distinguishing and valued characteristic in real estate, with more sustainable properties leasing at a premium. KSE is already undertaking an ambitious sustainability program for the Ball Arena which could be continued through the development of this property by prioritizing substantial carbon reductions, sustainable water management, mixed mobility, and healthier outcomes for the community.

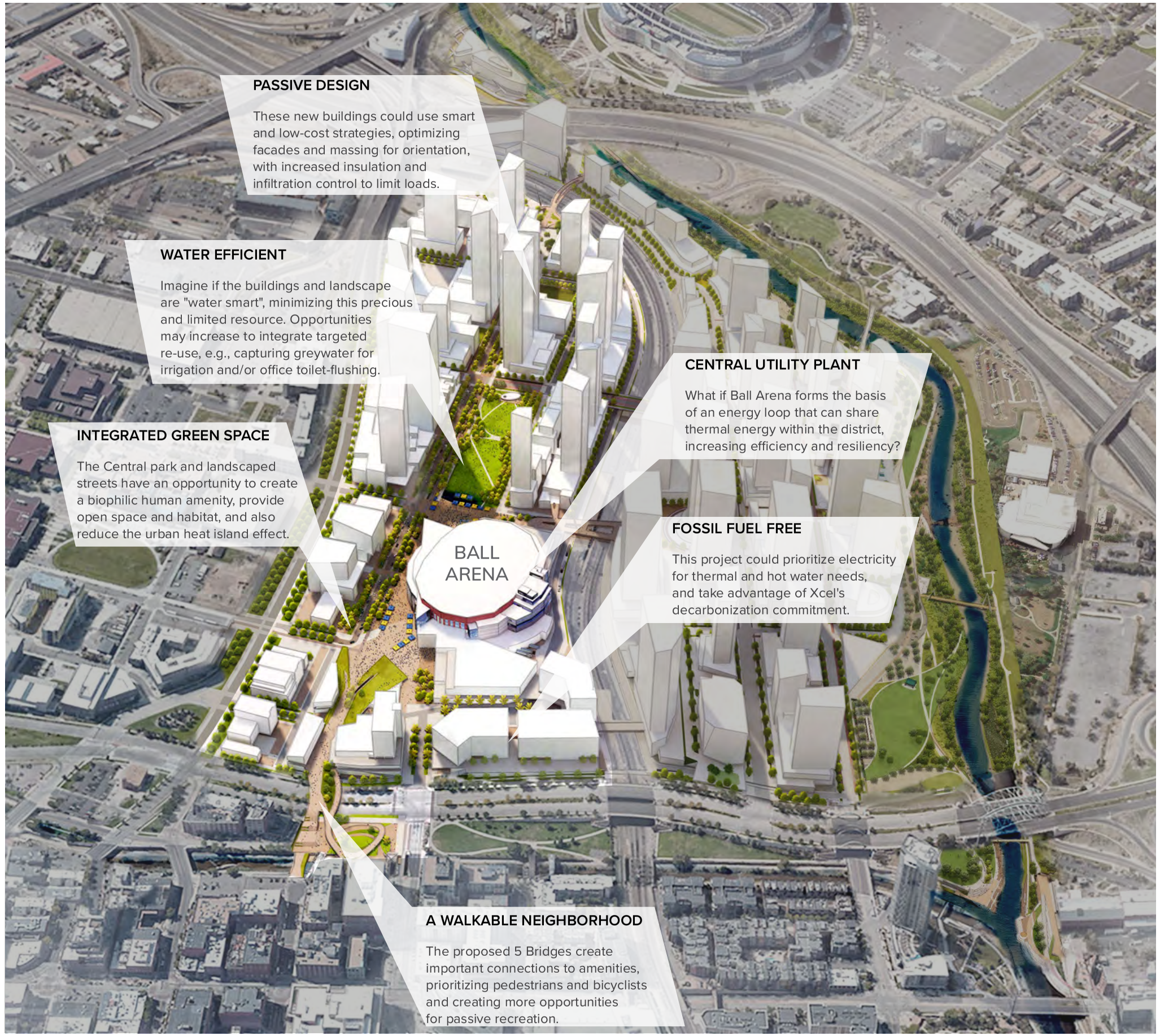
REDUCING AND STORING CARBON HERE

The entire district could be proposed as a "zero carbon" community, with all-electric buildings leveraging Xcel Energy's commitment to provide 100% carbon-free electricity to customers by 2050. Over the past decade, technology innovations in heating, hot water, and cooking equipment have shown electrification not only to be viable alternative, but preferable from a sustainability, health and resiliency perspective. A walkable, mixed-use community, and with abundant options like transit and bicycling, can significantly reduce transportation carbon. As well, the industry is developing increasing options – including optimized concrete, mass timber, and other alternatives – to reduce the carbon associated with building construction.

There are currently two options to distinguish the development as a zero-carbon community. ILFI's program requires the elimination of most fossil fuels, while LEED Zero is more flexible in allowing offsetting any carbon emissions. We could envision designing to or exceeding LEED Gold certification, as an endorsement of the development's sustainability aspirations, but also to meet the city of Denver's permitting requirements.

A HEALTHY COMMUNITY IS A HAPPY COMMUNITY

Even before the pandemic, the building industry saw in increasing interest in health and wellness. WELL and Fitwel certifications have grown over the last five years, recognizing the impact the built environment – and people's own homes and workplaces – have on human health and wellness. Colorado is an "outdoor" state, but front range communities have grown and its become more difficult to escape to the mountains. The district itself will offer many opportunities for health, wellness, and access to nature, from providing abundant outdoor space and connecting to the Platte River and Cherry Creek, to potentially providing biophilic residences and workplaces that provide healthy indoor air and access to fitness amenities. The recognition of the value of such design strategies will only increase over the next decade.



DISTRICT SCALE SUSTAINABLE STRATEGIES 1

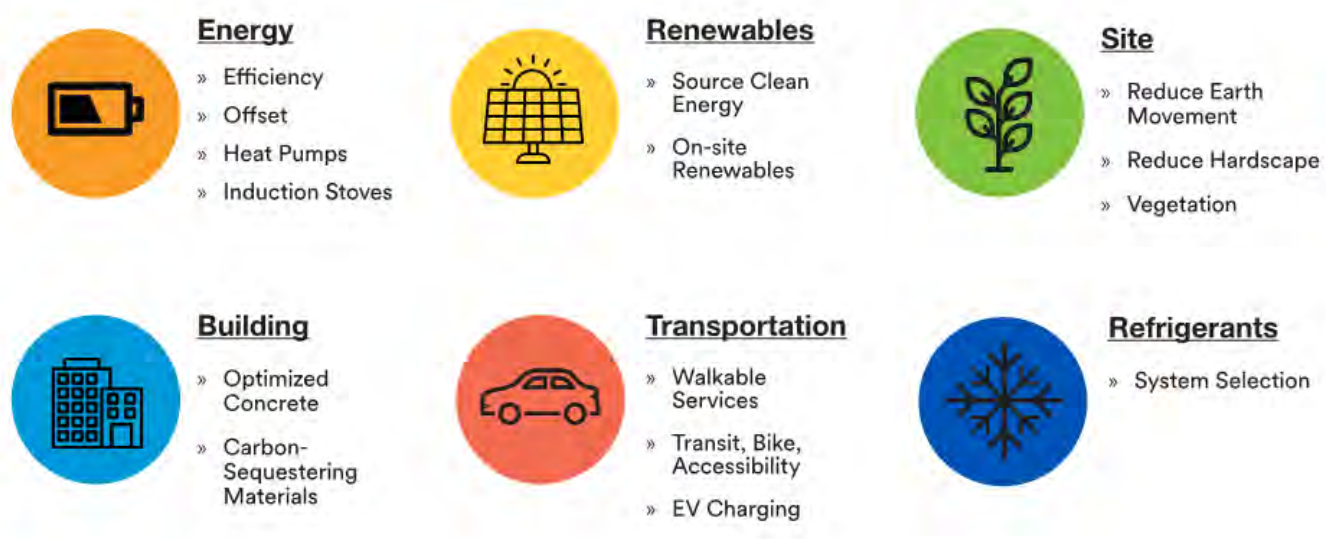
LOW CARBON LIVING

Given the global climate crisis, the most important sustainability metric is minimizing or eliminating carbon emissions. In typical operations, carbon dioxide is associated with energy use, transportation, landscape and building construction, and mechanical refrigerants. While the problem is enormous and widespread, there are many solutions that are ample and practical.

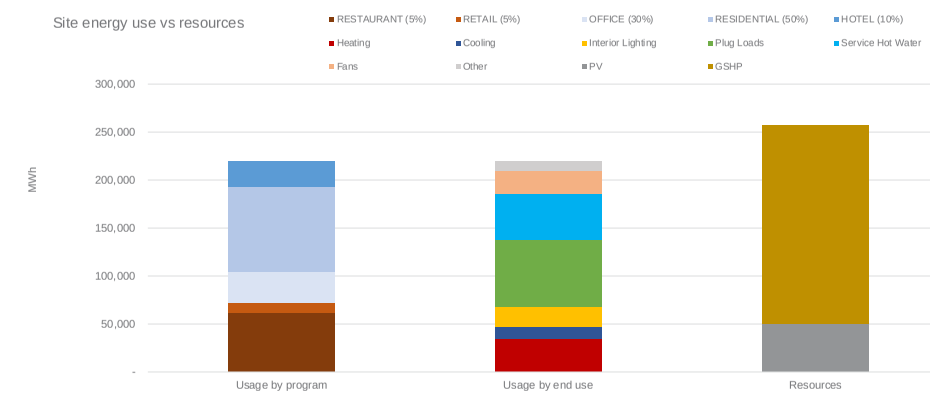
A “low carbon” district, that supports alternative transportation and implements best practices to reduce fossil fuel energy usage and addresses the most harmful building materials, is achievable with zero cost premium.

A “zero carbon” district, which would involve decarbonized fuel sources and offsets for unavoidable impacts, is a higher bar, though eminently achievable.

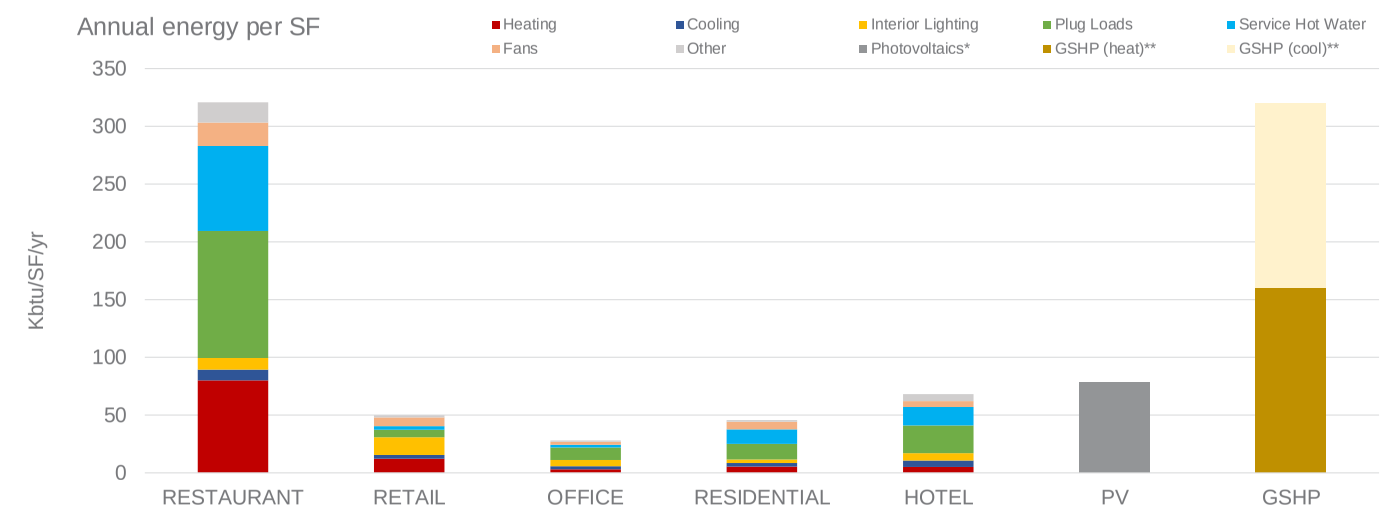
Either approach would also bring recognition to the district potentially offsetting any additional construction costs and potential certification fees.



ENERGY



Energy use is typically an area associated with higher carbon emissions, but an area where design efforts can have the greatest impact in achieving reductions. Climate change presents a threat to the local area, in terms of more extreme temperatures, but the impact can be mitigated by some of the same strategies used to achieve efficiency and decarbonization.



Heat recovery opportunities will exist throughout the new district, allowing excess heat to be moved to places where it is needed, and avoiding combustion. Central plants (that create heating and cooling and serve diverse buildings), do this effectively, but another opportunity lies in sewer systems, where wastewater is around 60°F year-round.

Efficient buildings provide long-term value in terms of reduced energy cost and increased thermal comfort, and strategies can enhance the impact of district strategies like CUPs and heat recovery.

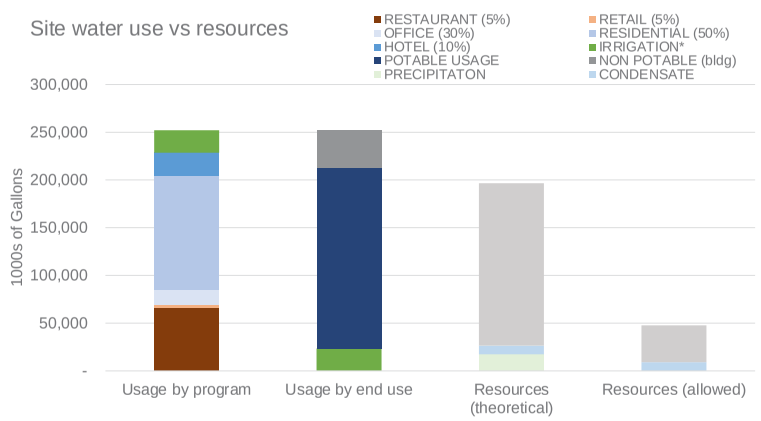
Decarbonization of building energy sources involves load reduction, and the switch to technologies like heat pumps and induction stoves that eliminate typical natural gas usage.

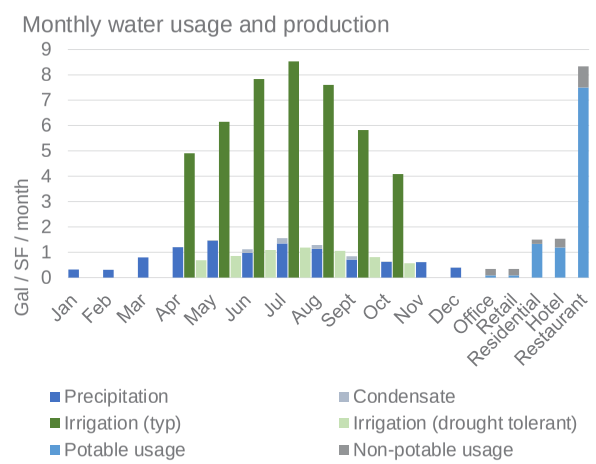
District energy provides efficiency through load sharing, reduces maintenance, increases redundancy, and makes roof space available for amenities. The district could potentially connect to Xcel’s downtown 34F chilled water loop, and/or develop their own central utility plant supplying hot and chilled water.

DISTRICT SCALE SUSTAINABLE STRATEGIES 2

WATER

Colorado's above and below-ground water supplies are steadily being depleted. While the state's water-laws have historically discouraged the recovery and re-use of non-potable supplies, limiting the options for new projects to achieve high reductions, these regulations are changing, providing new opportunities.





Conservation
Any new development in Denver should maximize conversation opportunities, including efficient WaterSense fixtures and a smart approach to irrigation. Most plantings should likely be irrigated for establishment and long-term health, but drought-tolerant and climate-adapted species that can tolerate the region's sporadic summer storms will greatly reduce demand.

Greywater
Denver's 2016 water regulations allows specific greywater re-use for multifamily or commercial structures from specific sources (bathroom and laundry room sinks, bathtubs, showers, and laundry machines) and for specific uses (outdoor subsurface irrigation, (2000 gpd per facility) and/or toilet flushing (400 gpd per facility)

AmmPhoTek™ Nutrient Recovery Process
Recovers high purity, concentrated nitrogen, phosphorus, and potassium from urine for commercial fertilizer, creating a high-value product that displaces traditional fossil-fuel intensive alternatives.

HEALTH & WELLNESS

Colorado is one of the healthiest states in the nation, with low rates of obesity, cancer deaths, and child poverty. With 300 days of sunshine, the state is famous for its outdoor recreation, and tends to attract and encourage residents to activities like hiking and skiing. But increased population, traffic, and costs are becoming barriers for many urban residents to head to the mountains for the weekend, and incorporating opportunities for increased activity within the district will not only lead to healthier residents, but a more active – and valuable – neighborhood.

While Denver has some extreme temperatures, there are a good number of comfortable hours from April to October. Importantly, thermal comfort can be increased dramatically through good micro-climate design – providing shade and access to breezes in summer, providing access to sun and blocking winds in winter.

Urban agriculture can provide outdoor activities for people, as well as a reminder and opportunity to eat fresh food. Plots can be located on under-utilized rooftops or activate open space, potentially serving as a transitional state until development is completed.

Biophilia is the innate human connection to nature. The use of natural materials, access to daylight and fresh air, and views to nature and water has been shown to increase health and productivity (as well as increased property values)

Connecting to the South Platte River and Cherry Creek Trails, while difficult, will give residents and visitors access to a natural corridor that provides recreation as well as increased accessibility by foot or by bicycle.

Public fitness amenities encourage exercise and can activate public space.

Bicycle infrastructure, including dedicated lanes and street-level as well as building-associated storage, encourages a healthy lifestyle and zero-carbon transportation.

DISTRICT SCALE SUSTAINABLE STRATEGIES 3

RESILIENCE

Resiliency Threats to Denver and Colorado

- **Climate Change**
- **Air Quality**
- **Hail Storms**
- **Pandemics**
- **Drought / Potable Water**
- **Stormwater Flooding**
- **Tornadoes**
- **Utility Disruption**
- **Wildfires**

Mitigation Strategies

The viability of strategies will depend on the type, likelihood, and magnitude of potential threats, as well as the criticality of function. These strategies, and more, could help to improve resiliency.

Passive Survivability: Designing buildings, (and public spaces, as applicable) to be more tuned to the climate – with increased insulation, summer shading, and winter sun – can reduce loads, increase comfort, and provide for habitability even if energy services are disrupted or reduced.

Green Infrastructure can mitigate some air quality issues, and provide a buffer for increased stormwater events.

Redundant Utilities: "Islandable" PV micro-grids can provide electricity to critical infrastructure during disruptions. Distributed and connected central plants can provide redundancy and reliability.

On-site Water Storage: To provide backup supply, and to potentially provide a means for recovering additional supply.

Community-Building and Spaces: Public spaces, events and other community elements to foster a resilient social network. Outdoor spaces with positive micro-climates can provide needed gathering spaces during or after threats; indoor spaces can provide respite from smoke, heat or other extreme weather events for vulnerable populations.

CERTIFICATIONS

Environmental and health certifications attract residents and corporations who understand the long-term value and quality of life that these sustainability measures bring. Numerous economic studies have correlated LEED certifications and EnergyStar ratings with increased rent valuation and reduced vacancy.

LEED-ND
Kashiwanoha, Japan (Platinum)

PASSIVE HOUSE
Vancouver Affordable Housing Agency

WELL / FITWEL
Water Street Tampa

ECODISTRICTS
Lloyd District, Portland

ZERO CARBON (ILFI / LEED / C40)
Seattle, WA

LIVING COMMUNITY CHALLENGE
Sacramento Valley Station

REZONING & COMMUNITY EQUITY OUTCOMES

AFFORDABLE HOUSING

- Downtown, TOD, desirable affordable units at various affordable income levels, with a range of bedroom counts, dispersed throughout the project
- Affordable business and retail opportunities (non-profit management.)

JOB CREATION

- Direct job creation (quantify based upon sqft of each proposed use)
- Construction jobs from horizontal and vertical development (buildout up to 20-25 years)
- Permanent jobs from commercial uses

QUALITY JOBS THAT PROVIDE A LIVING WAGE INCLUDING EMPLOYMENT BENEFITS

- Indirect and induced jobs from construction and commercial uses

ELEVATION OF AURARIA'S ROLE IN DENVER

- Partnership with Auraria Higher Education Campus that includes creating synergy/ relationship between properties to elevate the three campuses impact and role in the community
- Connect project programming to Auraria programming, need to develop relationship and story with each campus

TRANSPORTATION

- Mixed-use development located between two light rail stations in downtown Denver
- Pedestrian connections to link the South Platte, the project, and downtown

ENVIRONMENTALLY SUSTAINABLE OUTCOMES

- Remediation of environmental contamination will improve the environmental health of the surrounding area
- Incorporating green building standards and sustainable elements into the horizontal and vertical construction process
- High density design with large open spaces represents smart growth

PUBLIC SPACES

- Substantial public open space, parks and pedestrian/bicycle connections for community gathering and building
- Creation of City's most vibrant entertainment district
- Programming and primary gathering space

PROVISION OF COMMUNITY GOODS AND SERVICES

- Together with The River Mile, the two properties may expand the size of downtown Denver by up to 40%
- Expansion of commercial use will provide additional goods, services and cultural options to the surrounding community

EMBRACING THE DENVER 2040 COMPREHENSIVE PLAN

FROM COMMUNITY VALUES TO GOALS

The KSE-Ball Arena Redevelopment offers a unique opportunity to implement aspects of the Denver 2040 Comprehensive Plan.

The proposed redevelopment acknowledges the needs of the city and aims to leverage the identified community values within this plan in order to promote innovation, enhance connectivity, provide access, and equitable upward mobility for our amazing downtown community.

2040 COMPREHENSIVE PLAN ALIGNMENT 1

EQUITABLE, AFFORDABLE AND INCLUSIVE

GOAL 1: Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities.

A. Increase development of housing units close to transit and mixed-use developments.

B. Implement a high-quality, affordable and accessible multi-modal transportation system.

C. Improve equitable access to resources that improve quality of life, including cultural and natural amenities, health care, education, parks, recreation, nutritious food and the arts.

GOAL 2: Build housing as a continuum to serve residents across a range of incomes, ages and needs.

A. Create a greater mix of housing options in every neighborhood for all individuals and families.

C. Foster communities of opportunity by aligning housing strategies and investments to improve economic mobility and access to transit and services.

D. Increase the development of senior-friendly and family friendly housing, including units with multiple bedrooms in multifamily developments.

GOAL 7: Make neighborhoods accessible to people of all ages and abilities.

A. Encourage the integration of age-friendly community features into public and private development.

B. Prioritize infrastructure improvements that allow for residents of all abilities to access and live in any neighborhood.

C. Design and program public spaces and recreation centers to accommodate people of all ages and abilities.

GOAL 9: Improve equitable access to quality education and lifelong learning opportunities.

B. Improve the quality, availability and affordability of early childhood care, education and child development services.

C. Promote and encourage use of the Denver Public Library system, community centers, schools and other resources that provide opportunities for lifelong learning.

D. Partner with higher-education institutions to ensure residents have access to local, quality higher-education.

STRONG AND AUTHENTIC NEIGHBORHOODS

GOAL 1: Create a city of complete neighborhoods.

A. Build a network of well connected, vibrant, mixed-use centers and corridors.

B. Ensure neighborhoods offer a mix of housing types and services for a diverse population.

C. Ensure neighborhoods are safe, accessible and well-connected for all modes.

D. Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities.

GOAL 2: Enhance Denver's neighborhoods through high-quality urban design.

A. Establish a scalable, predictable and adaptable approach to improve design quality across the city.

C. Create people-oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm.

D. Use urban design to contribute to economic viability, public health, safety, environmental well-being, neighborhood culture, and quality of life.

GOAL 4: Ensure every neighborhood is Economically strong and dynamic.

A. Grow and support neighborhood-serving businesses.

B. Embrace the international nature of our neighborhoods through support of immigrant-owned businesses.

GOAL 5: Create and preserve parks and public spaces that reflect the identity of Denver's neighborhoods.

A. Ensure that parks and recreational programs reflect the unique context and cultural identity of the neighborhoods they share.

B. Design public spaces to facilitate social connections and enhance cultural identity.

GOAL 7: Leverage the arts and support creative placemaking to strengthen community.

A. Infuse arts, culture and creativity into all aspects of community planning and design.

B. Embrace existing communities and their cultural assets.

C. Integrate community-inspired art and artistic expression into the public realm.

D. Use city-owned facilities to expand arts and cultural programming.

2040 COMPREHENSIVE PLAN ALIGNMENT 2

GOAL 8: Conduct intentional, equitable and measurable neighborhood planning.

A. Create diverse and inclusive opportunities for communities to participate in planning.

B. Ensure all neighborhoods have a future vision that is both community-driven and longterm.

C. Ensure neighborhood plan recommendations are consistent with the local vision and with this comprehensive plan.

CONNECTED SAFE AND ACCESSIBLE PLACES

GOAL 1: Deliver a multi-modal network that encourages more trips by walking, rolling, biking and transit.

A. Prioritize transportation projects that will advance Denver's mode share goals.

B. Adopt policies that require Transportation Demand Management (TDM) programs for developments to maximize use of alternative modes and reduce single-occupancy vehicle trips on Denver's streets.

C. Measure roadway capacity by person trips, rather than auto trips, and prioritize projects and programs that achieve the most efficient levels of moving people.

GOAL 2: Provide a safe transportation system that serves all users.

A. Implement the city's Vision Zero Action Plan to achieve zero traffic-related deaths and serious injuries by 2030.

B. Build streets that are safe for everyone, especially for the most vulnerable, including the elderly, those with disabilities and children.

C. Create a transportation system to serve all ages and physical abilities.

GOAL 3: Maximize the public right-of way to create great places.

A. Create streets to foster economic activity, contribute to great urban design and accommodate green infrastructure, including street trees.

B. Develop tools, such as street design standards, to prioritize how valuable right-of-way is allocated among various demands including mobility, utilities, green infrastructure, trees and design amenities.

C. Protect, enhance and expand Denver's legacy pathways: its historic parkways, boulevards, greenways and trails.

GOAL 4: Create an equitable and connected multi-modal network that improves access to opportunity and services.

A. Ensure focused transportation investments—on streets as well as neighborhood trails—in areas with populations more dependent on walking, rolling and transit.

B. Use the multi-modal network to connect vulnerable populations to employment, education, parks and health services.

GOAL 5: Ensure the development of a frequent, high-quality and reliable transit network.

B. Implement Denver Moves: Transit, including the frequent transit network and transit capital investment corridors.

GOAL 6: Build and maintain safe bicycle and pedestrian networks.

A. Create a citywide network for bicycling, walking and rolling that is safe and accessible to people of all ages and abilities.

B. Implement the bicycle network, including facilities easy to use, recommended in Denver Moves: Bicycles.

C. Implement the complete network of pedestrian infrastructure recommended in Denver Moves: Pedestrians & Trails.

GOAL 8: Strengthen multi-modal connections in mixed-use centers and focus growth near transit.

A. Improve multi-modal connections within and between mixed-use centers including downtown, Denver International Airport and major urban centers.

B. Promote transit-oriented development and encourage higher density development, including affordable housing, near transit to support ridership.

GOAL 9: Advance innovative curb lane management and parking policies.

A. Promote strategies to balance demand for the curb lane (where vehicles park and load) that responds to the land uses on that street.

B. Promote on-street parking management strategies that maximize use of the curb lane and are tailored to the context and needs of specific areas at different times of the day.

C. Balance the demand for on- and off-street parking with other community goals including affordability and sustainability.

D. Implement innovations in pricing and regulations to better optimize the supply of curb lane access.

GOAL 10: Embrace innovations in transportation policy and technologies to improve movement throughout the city.

A. Deploy smart technology innovations to improve safety, traffic flow, curb lane management, wayfinding, trip planning and parking.

B. Proactively plan for the impacts of new technology, including driverless vehicles.

2040 COMPREHENSIVE PLAN ALIGNMENT 3

ECONOMICALLY DIVERSE AND VIBRANT

GOAL 1: Ensure economic mobility and improve access to opportunity.

B. Build the capacity and strength of businesses owned by women and people of color and increase city contracting with these businesses.

C. Support business development and grow the talent necessary to compete in the global economy.

GOAL 2: Grow a strong, diversified economy.

B. Facilitate the growth of a diverse business sector that serves as the foundation for a global, innovative economy.

C. Leverage Denver's community assets, outdoor lifestyle, quality parks and recreation amenities and natural environment to attract a wide range of talent, entrepreneurs and businesses.

D. Ensure a broad range of jobs to align with the skills and interests of local residents.

GOAL 3: Sustain and grow Denver's local neighborhood businesses.

A. Promote small, locally-owned businesses and restaurants that reflect the unique character of Denver.

B. Target investments and small business support to the most under-served or distressed neighborhoods.

GOAL 5: Strengthen Denver as a global city that will be competitive in the economy of today and tomorrow.

B. Create a business environment that supports new investment and that values cultural diversity.

GOAL 7: Accelerate Denver's economic vitality through arts, culture and creativity.

A. Encourage the development of creative districts.

C. Grow public-private partnerships and create tools to support creative businesses and job creation.

ENVIRONMENTALLY RESILIENT

GOAL 1: Mitigate climate impact by significantly reducing greenhouse gas emissions.

A. Embrace clean and local energy that comes from renewable sources such as sun and wind.

B. Reduce energy use by buildings and advance green building design, including green and cool roofs.

C. Invest in multi-modal transportation and support a clean, carbon-free transportation system.

D. Become a leader in smart technologies that help to reduce greenhouse gas emissions.

GOAL 2: Prepare for and adapt to climate change.

A. Prepare for the impacts of climate change including increased temperatures, loss of tree canopy, infrastructure damage, increased frequency of extreme weather events and reduced snowpack and earlier snow melt.

B. Plan for climate change through collaboration, innovation and special attention to the city's most vulnerable populations, who are disproportionately impacted by climate change.

GOAL 3: Conserve water and use it more efficiently.

A. Encourage requirements for water-conserving landscaping for private development and publicly owned land.

B. Support Denver Water's Integrated Resource Plan, including strategies to reduce water use, ensure use of metering or sub-metering in multi-tenant buildings, increase water recycling and efficiency and promote alternative water sources.

GOAL 4: Integrate stormwater into the built environment by using green infrastructure to improve water quality and reduce runoff.

A. Embrace stormwater as an asset and integrate it into the design of streets, open spaces and neighborhoods.

B. Restore and enhance waterways so they serve as community amenities.

C. Improve and protect all of Denver's waterways so they are swimmable and fishable and promote life and safety.

D. Encourage low-impact development that reduces impervious surfaces and positively impacts community health by using trees, low-water landscaping and green infrastructure.

E. Prepare a multi-disciplinary water plan that identifies high-need areas, uses innovative best practices and prioritizes both green and gray infrastructure to treat and manage stormwater runoff.

GOAL 5: Enhance and protect the South Platte River.

A. Promote the value of Denver's only river and expand its role in creating great neighborhoods, improving flood management and expanding natural habitat.

B. Restore the river's ability to provide natural benefits that promote water quality, flood control, ecosystem health and socio-economic growth.

C. Develop a multi-disciplinary plan to guide the future of the river including its environmental, stormwater, water quality, flood mitigation, recreation and urban design components.

2040 COMPREHENSIVE PLAN ALIGNMENT 4

GOAL 6: Protect and expand Denver's green infrastructure network.

A. Recognize parks, public space, trees and plants as vital elements of green infrastructure and ensure that the provision of these elements keeps pace with Denver's growth.

B. Connect parks, open spaces, trails, river corridors, parkways and street trees into an integrated green infrastructure network.

C. Maintain and expand the citywide tree canopy.

D. Preserve and enhance the city's system of parkland and adapt park landscapes to be more climate and heat resistant.

GOAL 7: Improve solid waste diversion and conserve raw materials.

A. Increase Denver's solid waste diversion rate through increased composting and recycling, including multifamily and commercial sectors.

D. Promote the use of recycled materials in the construction of new buildings.

GOAL 8: Clean our soils, conserve land and grow responsibly.

A. Promote infill development where infrastructure and services are already in place.

B. Encourage mixed-use communities where residents can live, work and play in their own neighborhoods.

C. Focus growth by transit stations and along high- and medium capacity transit corridors.

E. Identify, remediate and restore contaminated soils.

GOAL 9: Protect and improve air quality.

A. Attain national ambient air quality standards.

B. Improve Denver's air by reducing the use of single occupancy vehicles, advancing renewable energy sources, expanding the use of transit, promoting innovative and alternative technologies and supporting mixed-use, walkable neighborhoods.

GOAL 10: Promote diverse and environmentally responsible food systems.

C. Reduce food waste to help ensure that today's food systems preserve natural assets for the food systems of tomorrow.

HEALTHY AND ACTIVE

GOAL 1: Create and enhance environments that support physical activity and healthy living.

A. Recognize parks, recreation and the urban forest as vital components of a complete community.

B. Promote walking, rolling and biking through the development of a safe and interconnected multi-modal network.

C. Design safe public spaces and recreational areas to serve people of all ages and backgrounds.

GOAL 2: Provide high-quality parks, recreation facilities and programs that serve all Denver residents.

A. Ensure equitable access to parks and recreation amenities for all residents.

B. Make Denver's healthy outdoor lifestyle accessible to residents of all ages and backgrounds.

C. Expand the supply of parks, recreational facilities and programs relative to Denver's population growth.

GOAL 3: Ensure access to affordable, nutritious and culturally diverse foods in all neighborhoods.

B. Expand community food production and sharing.

GOAL 4: Increase access to health services for all.

A. Improve collaboration between health organizations, schools, faith-based organizations and other community organizations to promote preventive care and improve access to health services.

DENVER AND THE REGION

GOAL 1: Be a regional leader in smart growth.

A. Demonstrate the benefits of compact, mixed-use development for the region.

GOAL 2: Embrace Denver's role as the center of regional growth.

A. Direct significant growth to regional centers and community centers and corridors with strong transit connections.

B. Establish growth targets for specific regional centers to help the region achieve its goals for directing growth to designated urban centers.

C. Add a significant amount of jobs and housing in downtown.

GOAL 3: Lead the advancement and promotion of regional collaboration.

A. Collaborate with neighboring jurisdictions and the Denver Regional Council of Governments (DRCOG) on key topics including growth, equity, transportation, housing, arts, culture, open space preservation, waste management, homelessness and aging.

B. Coordinate with RTD, DRCOG and local jurisdictions to lead investments in multi-modal regional connections, including transit corridors.

GOAL 4: Capitalize on Denver's role as a transportation hub and enhance connections to the region and beyond.

A. Leverage the regional investment in RTD's FasTracks program to develop a network of transit-oriented centers at rail stations.

B. Utilize Denver Union Station's role as the heart of the RTD system to strengthen downtown's principal role in the regional economy.

DOWNTOWN AREA PLAN AMENDMENT ALIGNMENT 1

COMMUNITY ENGAGEMENT

The Redevelopment is strongly based on achieving the goals of the 2018 DAPA.

Extensive community outreach was undertaken by the City and County of Denver as well as The River Mile project team at the time.

This valuable process lead to a robust area plan and it is the responsibility of this redevelopment parcel to help achieve the goals.

The referenced pages are from the Staff Report on the Downtown Area Plan Amendment City Council Application describe the extensive DAPA outreach process.

The Downtown Area Plan Amendment is based on an extensive 12-month public engagement process, as described below:

Steering Committee Meetings
The project was guided by a steering committee comprised of stakeholders within the plan area and surrounding communities. The committee was a broad and diverse group, representing City Council, property and private business owners, educational institutions, cultural facilities, neighborhood organizations, and community activists. This committee served as the policy advisory group by discussing and approving the vision, strategies, and the final Plan Amendment.

The planning process included seven steering committee meetings:

1. April 26, 2017: Introduction to the plan area, context, and analysis
2. May 24, 2017: Identifying strengths, weaknesses, opportunities and threats
3. June 28, 2017: Identifying the vision
4. July 26, 2017: Establishing strategies and recommendations within the vision elements
5. September 27, 2017: Review and approval of Amendment strategies
6. October 18, 2017: Review and approval of revised Amendment strategies
7. February 20, 2018: Review and approval of final Amendment draft

Public Outreach

- Public Meeting #1
  - July 13, 2017
  - Kick-off meeting and introduction to the plan area was held to identify public input on strengths, weaknesses, opportunities and threats, and the vision for the plan area.
- Online Survey #1
  - August 1-30, 2017
  - An online public survey identified strengths, weaknesses, opportunities and threats, and it prioritized community needs and desires; the survey was open for one month and was completed by close to 500 participants.
- Public Charrette
  - October 18, 2017
  - A public design charrette was conducted to identify strategic planning direction of mobility, land use, density, connectivity and community benefits.
- Public Meeting #2
  - November 2, 2017
  - Meeting involved reviewing plan strategies based on input from previous public meeting and the steering committee and receiving comments.
- Online Survey #2
  - February 13-March 13, 2018
  - Online public survey of final Amendment draft vision, strategies and recommendations; the survey was open for one month and was completed by close to 85 participants.
- Public Meeting #3
  - February 22, 2018
  - Meeting involved reviewing and receiving comments on the draft Plan Amendment.

Coordination with Local Groups
There were also several meetings with the Downtown Denver Partnership boards and neighborhood organizations that informed these groups of the Amendment overview and progress to date, answered questions, and received feedback that was incorporated into the final plan:

- September 14, 2017: Downtown Denver Partnership's Denver Civic Ventures Board
- September 14, 2017: Downtown Denver Partnership Board
- October 18, 2017: Downtown Denver Partnership Board
- November 1, 2017: Auraria Higher Education Center Board
- November 30, 2017: Jefferson Park United Neighbors and Sloan's Lake Neighborhood Association
- December 6, 2017: La Alma-Lincoln Park Neighborhood Association
- December 12, 2017: Highland United Neighbors Inc.
- January 9, 2018: Federal Boulevard Partnership public meeting with Jefferson Park United Neighbors
- January 11, 2018: Downtown Denver Partnership's Denver Civic Ventures Board
- February 19, 2018: Lower Downtown Neighborhood Association
- February 22, 2018: Downtown Denver Partnership Council
- February 27, 2018: Meeting with 1143 & 1127 Auraria Parkway residents
- March 14, 2018: Urban Land Institute and the Downtown Denver Partnership
- March 15, 2018: Meeting with 1143 & 1127 Auraria Parkway residents
- March 15, 2018: Meeting with Jefferson Park United Neighbors and Sloan's Lake Neighborhood Association
- March 24, 2018: Inter-Neighborhood Cooperation
- April 10, 2018: Meeting with 1143 & 1127 Auraria Parkway residents

External Communications

CPD Newsletter mentions (More than 3,700 subscribers)

- April 6, 2018: http://myemail.constantcontact.com/Spring-news-from-Denver-Community-Planning---Development.html?soid=1109942844524&aid=yG4nn4GCSck
- February 14, 2018: http://myemail.constantcontact.com/Major-zoning-updates--Blueprint-workshops--paper-less-permits-and-more.html?soid=1109942844524&aid=2cOVR9gYsY
- December 4, 2017: http://myemail.constantcontact.com/Green-roofs--a-new-comp-plan---much-more--Late-fall-news-from-Denver-Community-Planning---Development.html?soid=1109942844524&aid=-O4bKgUDOA
- October 12, 2017: http://myemail.constantcontact.com/Fall-news-from-Denver-Community-Planning---Development.html?soid=1109942844524&aid=rf4e82EMIc
- June 30, 2017: http://myemail.constantcontact.com/Special-Issue--Denver-proposes-safe-occupancy-program--calls-for-professionals-to-lend-their-expertise.html?soid=1109942844524&aid=m2SDsFC_wLQ

Twitter (More than 4,300 followers)
This list does not include tweets that accompany the newsletters.

- March 6, 2018 – survey
- February 20, 2018 – draft and meeting
- February 13, 2018 – draft and meeting
- February 8, 2018 – draft amendment
- January 11, 2018 – public meeting
- December 22, 2017 – public meeting (new date)
- December 6, 2017 – public meeting
- October 30, 2017 – public meeting
- October 26, 2017 – public meeting
- October 19, 2017 – public meeting
- October 6, 2017 – save the date
- August 22, 2017 – survey
- August 17, 2017 – survey
- August 14, 2017 – survey
- July 11, 2017 – meeting reminder
- June 29, 2017 – public meeting notice (and retweet of DDP notice)

Nextdoor (More than 4,700 residents across all the following neighborhoods)

- Neighborhoods:
  - Auraria – 43 residents
  - Central Business District – 521 residents
  - Golden Triangle – 517 residents
  - Jefferson Park – 1068 residents
  - Lincoln Park – 1219 residents
  - Sun Valley – 120 residents
  - Union Station – 1307 residents
- Posts
  - March 6, 2018 – survey
  - February 20, 2018 – public meeting
  - February 13, 2018 – draft amendment
  - February 8, 2018 – public meeting
  - January 11, 2018 – public meeting
  - December 21, 2017 – public meeting, new date
  - December 6, 2017 – public meeting (edited post to reflect date change)
  - October 6, 2017 – public meeting
  - August 14, 2017 – survey
  - June 29, 2017 – first public meeting

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  - Auraria – 43 residents
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  - January 11, 2018 – public meeting
  - December 21, 2017 – public meeting, new date
  - December 6, 2017 – public meeting (edited post to reflect date change)
  - October 6, 2017 – public meeting
  - August 14, 2017 – survey
  - June 29, 2017 – first public meeting

Instagram (More than 1,000 followers)

- March 6, 2018 – survey
- February 20, 2018 – public meeting
- February 13, 2018 – draft amendment
- February 8, 2018 – public meeting
- January 11, 2018 – public meeting
- December 21, 2018 – public meeting
- December 20, 2018 – public meeting (new date)
- December 6, 2017 – public meeting
- October 26, 2017 – public meeting
- October 6, 2017 – public meeting
- August 14, 2017 – survey
- July 11, 2017 – public meeting
- June 29, 2017 – first public meeting

Media hits

- March 29, 2018: River Mile developers envision multiple buildings over 40 stories, records show
- March 12, 2018: Denver's Plan to Turn Its Lifeless Parking Crater Into a Walkable, Bikeable Neighborhood
- March 12, 2018: "River Mile" plan eventually replaces Elitch Gardens with new urban center
- March 7, 2018: Owners propose new river connected neighborhood in Central Platte Valley
- March 6, 2018: Plans taking shape for redevelopment around Elitch Gardens, but park not going anywhere soon, owner says
- March 5, 2018: Elitch Gardens Owners Will Seek Rezoning, Unveil Long-Term Plan for Site
- February 26, 2018: Denver prepares for Elitch Gardens' next ride in Central Platte Valley
- February 9, 2018: America's Worst Parking Crater Could Become Denver's Next Human-Scale Neighborhood
- January 13, 2018: A future move for Elitch's possible as new plans develop for downtown Denver
- October 26, 2017: Denver residents dislike the 'poor use of land' near Elitch Gardens

Finding: The Downtown Area Plan Amendment was developed through an inclusive public process.

DOWNTOWN AREA PLAN AMENDMENT ALIGNMENT 2

VISION ELEMENTS

The Redevelopment concept plan is grounded in the implementation of the DAPA, we are happy to have this comprehensive document as a guiding vision and the scope of this opportunity is uniquely suited to achieve and surpass the specifics of the area plan.

A Prosperous City

- A5a. Encourage a mix of uses.
- A5b. Promote a specific variety of uses that create an active, livable neighborhood.
- A6a. Promote robust and diverse businesses, amenities, and commercial services.
- A6b. Explore economically advantageous clustering of complementary uses that relate to existing uses in the plan area, Downtown, and in surrounding neighborhoods.

A Diverse City

- C5a. Include a variety of market rate and affordable housing to accommodate diverse households and incomes in the plan area.
- C5b. Implement requirements to ensure that affordable and workforce housing is provided in the plan area.
- C6a. Offer services and facilities that support families.
- C6b. Provide amenities and facilities that support seniors and people with disabilities.

A Green City

- E4a. Create new designated parks and open space.
- E4e. Contribute to a green public realm.
- E4g. Provide opportunities for healthy living.
- E4i.Create specific standards and policies for the maintenance and upkeep of both public and private parks and public spaces.
- E5b. Protect the river as a natural resource.
- E6a. Embrace ways to efficiently use resources and reduce waste.
- E6c. Encourage green and sustainable communities.

A Walkable City

- B6b. Create Complete Streets by utilizing street design that promotes multi-modal connectivity.
- B7a. Create a comprehensive pedestrian network with pedestrian facilities on all streets in the plan area.
- B9b. Provide additional transit services to and through the plan area.
- B10a. Require Transportation Demand Management.
- B10b. Remove parking minimums and establish parking maximums.

A Distinctive City

- D4c. Calibrate allowed building height and intensity by context.
- D4d. Leverage increases in allowed building intensity to promote community benefits.
- D4e. Ensure a minimum intensity of development.
- D5a. Adopt new or updated zoning standards to promote high quality design.
- D5b. Adopt design standards and guidelines (DSG's) and implement a design review process to promote high quality design.

EMBRACING "THE OUTDOOR DOWNTOWN"

A Social Downtown

EVERYDAY, WELCOMING, FAMILY-FRIENDLY, STIMULATING, SAFE

1.1 Safe & Secure Spaces
- Security
- Resources

1.2 Clean & Comfortable Environments
- Maintenance
- Amenities

1.3 Everyday Activation
- Food & Beverage
- Programming

A Recreational Downtown

ACTIVE, HEALTHY, DIVERSE, MULTI-GENERATIONAL, INCLUSIVE

2.1 Equitable Recreation Space
- Public Space
- Parks

2.2 Health & Wellness
- Sports Facilities
- Diverse Programs

A Connected Downtown

ACCESSIBLE, MULTIMODAL, COHESIVE, KINETIC, ENGAGING

3.1 Neighborhood Connections
- Cyclists
- Pedestrians

3.2 A Walkable, Bikeable City
- Wayfinding
- Facilities

3.3 Technological Downtown
- Technology
- Information

A Cultural Downtown

VIBRANT, ARTFUL, STORIED, INNOVATIVE, LAYERED, AUTHENTIC

4.1 A Culturally Vibrant Downtown
- Arts Integration
- Denver Identity

4.2 Explore History
- Partnerships
- Education

A Sustainable Downtown

BALANCED, THRIVING, RESILIENT, RESPONSIBLE, CIVIC, VISIONARY

5.1 A Greener Downtown
- Green Streets
- Ecology

5.2 Economic Vitality
- Activation
- Funding

5.3 Stewardship
- Engagement
- Governance

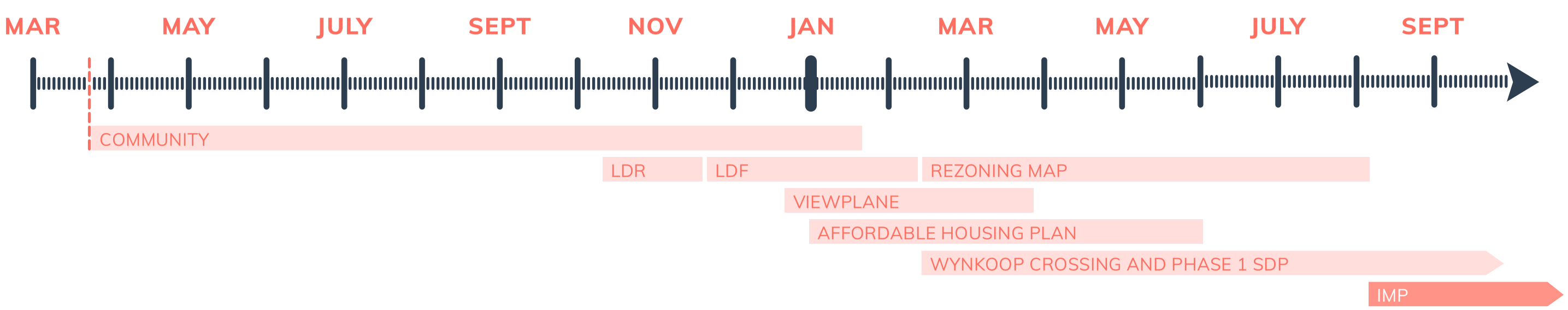
04 PROCESS

NEAR-TERM PRIORITIES

- Public Outreach-In Progress
- LDR
- Wynkoop Crossing Entitlement
- Old City Hall Viewplane Vacation
- Rezoning
- Affordable Housing Plan
- Phase-1 and Speer Bridge SDP

PROCESS AFTER RE-ZONING

- IMP
- TEP/SDPs



OUTREACH PLAN BACKGROUND

BACKGROUND

The River Mile rezoning application (2018) earned unanimous support from City Council, adjacent registered neighborhood associations and key stakeholders after an exhaustive public engagement process.

Public engagement began with convening the Central Platte Valley (CPV) - Auraria Steering Committee to guide development of the CPV-Auraria Amendment to the Downtown Area Plan. This process, led by the City and Downtown Denver Partnership, included 7 steering committee meetings, 1 design charrette and 3 community meetings in advance of Planning Board and City Council consideration of the plan amendment.

In parallel to the Steering Committee process, the River Mile team met with community stakeholders and City Council members individually to listen to their wants and concerns and brief them on the redevelopment opportunities made possible through the rezoning. Securing formal endorsements from stakeholder groups normally involved initial meetings with leaders of organizations followed by presentations to full boards of directors or membership groups.

REGULATORY LANDSCAPE

- The CPV-Auraria Amendment provides clear planning justification for applying CPV zoning.
- Design standards and guidelines are already in place for CPV Zone Districts.
- We have a strong support for our vision from within Community Planning and Development built through the CPV-Auraria DAP Amendment process.
- However, the Old City Hall View Plane prevents build out of that vision.

COMMUNITY WORKSHOPS

Reconvene CPV-Auraria Steering Committee and other stakeholders for series of working group meetings. There will be clear goals and planned outcomes for each of the three meetings to ensure that they are efficient, productive, and fulfill the objectives of convening the stakeholders, as further described below.

Meeting #1 Topic - Orientation

- Review the CPV-Auraria Amendment's vision, recommendations, and implementation strategies for the Ball Arena site
- Evaluate site history, existing conditions, surrounding context and projects, places, or trends influencing Ball Arena site; identify key constraints (including Old City Hall View Plane); highlight key opportunities for positive changes r
- Develop shared guiding principles or values that will guide the development

Meeting #2 Topic– Connectivity

- Explore and identify opportunities for mobility and connectivity with the development and surrounding communities – Wynkoop Crossing
- Connectivity to transit
- 5280 Trail & pedestrian infrastructure
- Traffic access & parking

Meeting #3 Topic – Density and Viewplane

- Review the Viewplane Ordinance
- Review the view today
- Talk about the implications of the viewplane for the Ball Arena Redevelopment

Meeting #4 Topic – Wrap Up

- Review the proposed open space and ownership options
- Review the opportunities for the signature Park
- Review the role of the children's Park

Separately, and in parallel to the community workshops we will:

- Conduct direct outreach to groups and individuals targeted for formal endorsements and public hearing testimony
- Prepare tailored briefings for each City Council member's specific policy priorities
- Organize site visits to Ball Arena

OUTREACH PLAN PROCESS

1: Meetings with City Administration Leadership and Staff
April 5, 2022
- Kickoff Meeting at Ball Arena with Community Planning and Development, Department of Transportation and Infrastructure and Denver Parks and Recreation Leadership

June 27, 2022
- Site walk with Community Planning and Development, Department of Transportation and Infrastructure, Denver Parks and Recreation and Department of Housing Stability Leadership and Staff

2: Meetings with AHEC and Downtown Stakeholders
March – June 2022
- Kourtny Garrett, Downtown Denver Partnership
- AHEC Leadership
  - Michelle Marks, Chancellor, University of Colorado Denver
  - Janine Davidson, President, Metro State University
  - Marie DeSanctis, President, Community College of Denver
  - Colleen Walker, Auraria Higher Education Center

3: Stakeholder Working Group Meetings
June - September 2022
- Auraria Higher Education Center
- CPV-Auraria RNO (Auraria Lofts Condominiums)
- Children's Museum
- Community College of Denver
- Downtown Denver Partnership
- Highlands United Neighbors
- Jefferson Park United Neighborhoods
- LoDo, Inc.
- Lower Downtown Neighborhood Association
- Metro State University
- Riverfront Park Association
- University of Colorado Denver

4. LRD Community Information Meeting
September 29, 2022

5: City Councilmember Meetings
June 2022 – November 2022
- Amanda Sandoval
- Kevin Flynn
- Jamie Torres
- Kendra Black
- Amanda Sawyer
- Paul Kashmann
- Jolon Clark
- Chris Herndon
- Candi CdeBaca
- Chris Hinds
- Stacie Gilmore
- Debbie Ortega
- Robin Kniech

6: Presentations to Community Stakeholders
September 2022 – March 2023

7: Presentations to Registered Neighborhood Organizations
September 2022 – March 2023

8: Presentations to DDP, AHEC, Community College of Denver Metro State University and UC Denver Boards
October 2022 – March 2023

9: Submittal of rezoning application
TBD

10: Planning Board Public Hearing
TBD

11: City Council Land Use, Transportation and Infrastructure Committee Review
TBD

12: City Council Public Hearing – Final Consideration
TBD

05 APPENDIX

2022-PM-184 Ball Arena Preliminary LDR Scope
(Review Comments)

Section	Page #	Overarching City Objectives Downtown Area Plan Amendment Objectives	
I. Determination of Applicability	2	• A prosperous city with a mix of land uses; • A walkable city with a connected multimodal street network, place for pedestrians, robust bicycle network, strong mobility hub and the use of Transportation Demand Management; • A diverse city with diver housing options and a diverse community; • A distinctive city with a variety of building intensities, high quality design, and unique branding and identity; and • A green city with vibrant parks and public spaces, a healthy South Platte River and resilient infrastructure.	
		Key Elements of Ball Arena Development (Outlined by City)	
VII. Anticipated Development Outcomes and Preliminary Comments	13	• High quality sustainable infill opportunit • Pedestrian-oriented design • Enhanced open space needs to incorporate publicly accessible open space for new residents and neighbors adjacent to the site • Providing diversity in housing options • Provide ground level activation along perimeter streets to further enhance the public realm and support the existing neighborhood-serving retail that surrounds the site • Consider urban design goals that include integration of the new development to be inclusive of, not turn its back on, adjacent development	
Section	**Page #**	**City Comment**	**Applicant Response**
2. Land Use & Site Design (CPD)	13	**a. Rezoning:** Staff and adopted plans are supportive of rezoning into the Denver Zoning Code. Prior to presenting the rezoning to the Planning Board or City Council, staff anticipates: i. Development Agreement: Although not a requirement, staff anticipates that there will be project commitments in support of satisfying adopted plan guidance. If such commitments are needed at the time of rezoning, a development agreement may be utilized; however, a development agreement should not provide commitments for items that will otherwise be required during the Infrastructure Master Plan Phase. **At this time potential commitments include: Ball Arena commitment to stay at its current location for a longer period of time, a commitment for park land dedication/improvements and an affordable housing plan.** **1. Extension of Ball Arena Commitment to stay in CCD: The City understands the current commitments that exist and would like to further discuss the importance of this arena to downtown and its impact on the land use framework for the site.**	This will be addressed in the DA Term sheet
	14	**b. Coordination Prior to CIM:** Prior to the Community Information Meeting (CIM), coordination is needed between the City and the applicant team to ensure that the city can support the plans that are presented to the public. **Specifically, coordination is needed regarding the proposed bridge over Speer Blvd. because the City has not decided if it will support the pedestrian bridge concept. Anticipated coordination before the CIM includes:** **i. Site walk with the City and the applicant teams to review the proposal and better understand the context.** **ii. Design charette with the applicant team. The meeting will be in-person and have a duration of approximately 2 hrs. with the propose of identifying existing conditions, opportunities, constraints and to agree on the primary issues that will need resolution in subsequent processes.** **iii. Follow-up meeting with the applicant team to review how concepts and ideas were integrated into the design.**	9/19/22. Task b.i and b.ii are completed. Follow up on b.iii required. Applicant team to evluate 2 modifications to the current Wynkoop Bridge alignment. Option 1: a more "centered" ramp (loff-center stairs). Option 2: Utilize the existing Wynkoop between C. Creek and 15th for a gradual ramp; 15th because a shared street. Both concepts to improve at grade crossings at Speer an Wazee.
	14	**c. Infrastructure Master Plan:** i. Staff anticipates the concept submittal of the IMP immediately following the completion of the Large Development Framework. The IMP review will provide staff with needed information that relates to concurrent processes and managing an efficient timeline. ii. The concept submittal shall include the entire site. iii. The Infrastructure Master Plan (IMP) will follow the process outlined in the Denver Zoning Code. **iv. A development agreement may be needed at the time of IMP for topics that require additional legal review, commitments above the minimum required by the City, and items that are identified by City Charter.** **v. The Infrastructure Master Plan may be completed in phases; however, the initial phase will need to identify the sitewide commitments (e.g. open space and connectivity).** **vi. If a pedestrian bridge is pursued with this project, an additional public outreach process will be required.**	Comment acknowledged
3. Transportation & Mobility (DOTI)	14	a. The 7th St. Bridge is anticipated to be designed and constructed by the River Mile development. Plans for the Ball Arena Development must be consistent with these plans	Comment acknowledged
	14	b. Refer to the Downtown Denver Area Plan for the required public street grid in this area.	Comment acknowledged
	15	c. A Mobility Study will be required to analyze impacts and proposed mitigations relative to this development.	Comment acknowledged
	15	d. The pedestrian connection across Speer Blvd., in any configuration, is a critical connection tc providing good pedestrian circulation in the area	Comment acknowledged
	15	e. Pedestrian bridges typically don't work when the vertical circulation is difficult/cumbersome. Particularly when there is an at-grade option.	Comment acknowledged
	15	f. A grade separated crossing can't be at the expense of the at-grade treatments.	Comment acknowledged
	15	g. A privately owned bridge would be a tier 3 encroachment with required approval by City Council.	Comment acknowledged
	15	h. A new bridge over Cherry Creek will require a multi-agency approval including MHFD.	Comment acknowledged
	15	i. A pedestrian bridge cantilever over Cherry Creek will require a multi-agency approval, including MHFD	Comment acknowledged
4. Parks & Open Space (DPR)	15	**a. Submissions should demonstrate how they meet the open space requirements of Section 10.8.1 of the Denver Zoning Code, the strategies of Game Plan for a Healthy City, and the recommendations and aspirations of The Outdoor Downtown.**	Future submittals will demonstrate how the open space plans meet the goals of the Zoning Code 10.8.1 (minimum 10% open space), and DPR plans
	15	b. The parks and open space plan should demonstrate a variety of park types and amenities. Specifically, the **plan should demonstrate the inclusion of active recreation elements such as sport courts and fields and/or other opportunities for unique urban active recreation.**	Future submittals will include a park typologies matrix that outlines program, including active recration, for the proposed open spaces. Similar to the River Mile LDR/ IMP, we will develop a typologies matriix for the IMP
	15	c. The parks and open space **concept plan should identify opportunities for new park space along the 5280 Trail Connection where possible.** As a citywide asset, new park space along the 5280 Trail will enhance the trail for all users.	Future submittals will demonstrate the adjacenecies of the 5280 trail and newly planned open space.
	15	d. The development area includes portions that are outside of a 10-minute walk/roll to a park or open space. For downtown Denver, DPR's guidance is to provide access to a park or open space within a 5-minute walk or roll. Additionally, the plan should try to meet the recommendation that residents in Downtown are a 3 minute walk to a quality public space.**Submissions should include graphics and an optional narrative describing how the parks and open space plan closes a gap in the parks and open space system.**	Future submittals will demonstrate a walk radius between the development to planned open spaces and to exitstng parks and open spaces
	15	e. In coordination with the River Mile development,**the Ball Arena redevelopment should consider partnership with DPR to build out the interior of the recreation center that is proposed for River Mile.** Per The Outdoor Downtown, additional sports and recreation infrastructure is necessary to support increased residential populations.	This project is focusing on recreation facilities and opportunities on the Ball Arena site. Further information will be provided in the Development Agreement.
	15	f. To provide for park equity across Denver, the largest park, identified in the pre-application submission as the **Signature Park, shall be dedicated as a public park to the City and County of Denver. The dedication will be fee simple with no encumbrances, easements, or public detention facilities (pending environmental review).**	More information will be provided in the Development Agreement.
	15	**g. DPR is supportive of a redeveloped signature downtown children's playground, but would like to discuss the proposed location.**	The team is open to relocating and/or improving the the children's playground that may be affected by the proposed Speer Bridge layout. In addition, the planned open space on on the Ball property would include opprtunities for children's play areas. The Applicant team is not proposing the "Signature Downtwn Children's Playground" on the Ball site.
	15	h. Proposed redevelopment of existing DPR parks along Speer Blvd. must be carefully coordinated. **DPR will require a more complete understanding of what is proposed and what is feasible given current city policies and procedures prior to agreeing to any redevelopment of existing DPR assets. A proposed bridge ramp may not meet the requirements of being a "park use."**	Agreed. The applicant team is currently not calculating the bridge towards the percentage of open space for the Ball Areana Plan
	16	**i. Please coordinate with DPR and DOTI to develop an understanding of the use of the two pedestrian bridges crossing Cherry Creek, any additional anticipated volume, and needed improvements to these bridges.**	The team plans to have further conversations with DPR and DOTI to further progress the pedestrian bridges.
	16	j. Any construction on DPR property must meet all DPR and CCD requirements, including design standards and specifications, prevailing wage, public art, DSBO, etc.	Comment acknowledged
	16	k. Any construction on DPR property would require a separate agreement for construction and likely for operations and maintenance.	Comment acknowledged
	16	l. Please verify the limit of disturbances for the proposed redevelopment of existing parks along Speer Blvd.	Future submittals will clarify the limit of disturbance along Speer

5. Department of Housing Stability (HOST)	16	a. Under the current EHA proposal, this project will be considered a "high impact development" because it will be built across 10 or more acres, The ordinance specifies that owners or developers of a high impact development must**submit to HOST a High Impact Development Compliance Plan that shall "demonstrate how the proposed development meets or exceeds the relevant standards set forth [by the mandatory housing requirement] and the goals of the HOST strategic plan, comprehensive plan goals, and any small area plan applicable to the area."** The High Impact Development Compliance Plan may include a plan to provide Income Restricted Units (IRUs), to dedicate land for affordable housing, and/or to support City housing goals by another means. High Impact Development Compliance Plans shall be negotiated with HOST and executed / recorded prior to building permit issuance.	Comment Acknowledged. Housing agreement will be included in the Development Agreement. Conversations with HOST have been taking place.
	16	b. The owner or **developer must also provide documentation to HOST "detailing outreach to the surrounding community, including but not limited to the organizations and individuals engaged, and how the proposed High Impact Development Compliance Plan is responsive to the conducted community outreach."**	Comment Acknowledged. Housing agreement will be included in the Development Agreement. Conversations with HOST have been taking place.
6. Stormwater & Wastewater (DOTI)	16	**a. Storm:** A master drainage report will be required to delineate basins and show where detention and water quality will be provided. Overland flow paths and patterns must be maintained or modeled and shown to cause no adverse impact (no rise). Water quality and detention are required for all private land disturbance, widening of existing public ROW, or proposed public ROW. Water quality must be provided for the entire tributary area of the facility.	Comment acknowledged. The project is anticipating inclusion of the Master Drainage Report with the IMP. Design options for handling water quality and detention is addressed in the LDR Grading and Drainage Plan. Water quality will be provided for the Ball Arena redevelopment area. It us understood that there is off-site flow from upstream basins that reach the Ball Arena site. Water quality and detention will not be provided for off-site tributary runoff but bypass of these flows will be handled.
	16	**b. Sanitary:** A sanitary master plan with basins, proposed average, and cumulative peak flows will be required to ensure downstream sanitary capacity is available. The master plan must include, but is not limited to, analysis of adjacent and downstream Denver public sanitary mains. Prior to approval Denver cannot commit to serve for sanitary. Review Denver sanitary plat maps showing significant public sanitary mains needing re-routed for Phase 1. Bypass pumping is required	Comment acknowledged and sanitary sewer main realignment and bypass is understood. The project is anticipating inclusion of the Master Sanitary Report with the IMP.
	16	**c. Erosion Control:** Erosion Control plan sets are required for all land disturbance	Comment acknowledged. A CASDP will be submitted to support the infrastrucure work.
	16	**d. Public Easements:** All public easements must be conveyed by separate document (not on Plat).	Comment Acknowledged
	16	**e. Roadway Cross sections:** Preliminary roadway cross sections are required. The cross sections must show separation between proposed utilities with depths and sizes. The cross sections must show all utilities including dry corridors. From previous projects it is noted 64-foot ROW street sections work with a single sanitary or storm main. With both sanitary and storm a 64-foot ROW street section may not meet standards. Proposing private streets does not remove utility separation requirements. Please refer to Denver Transportation standard details for street cross sections. You will need to coordinate with Denver Water, but Denver Wastewater will request placement of water mains out of tree drip lines and 5 feet from furthest projection of flow line. Locate sanitary (typically deepest utility) near street centerline.	The IMP will include road cross-sections including proposed underground utilities and proposed surface treatments
7. Denver Floodplain Review (DOTI)	17	a. See attached floodplain redlines of the Pre-Application Package and address accordingly moving forward.	Refer to comment responses on the redlines.
	17	b. As the project team may already know, much of**this site is in FEMA 100-year Floodplain, Zone AH. However, newer studies have identified additional flood risk due to an upstream spill condition.** See the City's Online Potential Inundation Area Map, specifically the "Riverine Flooding" layer, for more information: https://geospatialdenver.maps.arcgis.com/apps/webappviewer/index.html?id=12500a3b06b34b fcb2c297697a64c4de. The FEMA data is legally required for regulatory floodplain use, but the City also considers the best available flood data for ensuring the development can meet all flood protection requirements. The worst case of the two scenarios (FEMA floodplain vs best available data) is used to ensure new developments are reasonably safe from flood damage. See the Flood Protection Requirements for New Developments document for more information: https://www.denvergov.org/files/assets/public/doti/documents/programsservices/flood/applica ble-flood-protection-requirements.pdf. Much of**this site is within the purple Overlap Area on the graphic.** You likely also understand that The River Mile project intends to address the 100-year flooding from the South Platte River, however, at this writing the River Improvement plans are still in development.	Acknowledged. Please refer to the Floodplain Exhibit provided with the LDR resubmisison on page 21.
	17	c. It is unclear if this plan is predicated on the success of the River Mile project to address the existing floodplain problems. While this is certainly appropriate to be thinking about now, it may be premature to assume there will be no major flood risk at this site. The LDR and subsequent documents should not automatically rely on River Mile without more certainty as to the outcome of the River Improvement Project. Success and timing of River Improvements, and the status of the subsequent FEMA Letter of Map Revision (LOMR), will likely dictate the specific language that will need crafted and included in LDR documents, such that project risks to feasibility and schedule are mitigated. One end of the spectrum is to condition the proposed redevelopment on FEMA's approval of the LOMR. The other end of the spectrum is not depending on the River Mile improvements at all and creating a path for the development to proceed if (in the less-than-ideal scenario) the River Mile outcome is not as expected.	Acknowledged. Please refer to the Floodplain Exhibit provided with the LDR resubmission on page 21.
	17	d. The formal LDR must include discussion on current/future flood risk and should speak to development implications with and without successful River Mile project.	Please refer to the Floodplain Exhibit provided with the LDR resubmission on page 21.
8. Metro Water Recovery	17	a. Comments provided by Myles Howard, mhoward@metrowatewaterrecovery.com	Acknowledged.
	17	b. Metro Water Recovery owns a 54-inch RCP interceptor and a 42-inch BMP interceptor which lie within the phase 1 project area. Please review the comments below for Metro's requirements going forward in the design phase.	Comments reviewed and understood.
	17	**c. In future submittals, the SDP/site plan must include the following:** i. Labels of all Metro Water Recovery interceptors, manholes, or other structures that lie within the proposed site. ii. Indication of proposed land use/access routes above all existing manholes and Metro infrastructure. iii. Any required utility crossings over/under Metro Interceptors. Please provide a profile drawing indicating differences/clearances in elevation between the utility line and the sanitary line. iv. Any proposed connections to Metro lines. v. Proposed grade changes of existing manholes. vi. Existing Metro easements in the proposed site.	Comment acknowledged and will be addressed in the horizontal infrastrucutre work.
	18	**d. Please note the following standard requirements:** i. All Metro pipes shall be potholed, identified, and protected in place prior to any subgrade preparation or construction activities that may require excavation deeper than the existing top of the pipe. ii. Metro requests that all trees be placed a minimum of 10 feet off the centerline of existing sanitary sewer pipe. iii. Metro's standard procedure to reduce odors and to prevent vandalism especially in high traffic areas is to install concrete over the top of the manhole lids. At the completion of the project, the intention will be to install concrete to top of all the manhole lids in this area. iv. Any proposed utilities that are required to cross existing Metro lines must maintain a minimum of two feet of vertical clearance. If two feet is not possible, a concrete arch may need to be installed over the Metro line at the intersection. v. Permanent access to all Metro manholes will need to be provided with the final design. Metro crews will need to access these manholes with large and heavy vehicles, which will need to be able to drive on paved surfaces to manholes without damaging the paved surfaces. vi. Due to the proximity of the Ball Arena Redevelopment work adjacent to existing Metro infrastructure – depending on the methods and equipment used, Metro may require a pre and post video of the sanitary line to ensure no damage is done as a result of construction. vii. If a connection is desired, a connection request letter will need to be sent to William J. "Mickey" Conway, CEO of Metro Water Recovery from the local sewage service provider, and the proposed connection will need to be reviewed and approved by Metro staff. Mark Hofmeister can be contacted at 303-638-1049 or mhofmeister@metrowaterrecovery.com for more information on the connection approval process. A map showing the proposed connection will need to accompany the connection request letter. viii. Any grade adjustments of Metro manholes will be performed per Metro specifications (a detail can be provided). Note: The maximum height of grade rings including any proposed rings shall not exceed 18 inches. If the height is greater, the contractor shall remove the cone, install a	Comment acknowledged and will be addressed in the horizontal infrastrucutre work.
	19	a. Denver Economic Development & Opportunity's Neighborhood Equity & Stabilization division (NEST) **strongly encourages that the KSE-Ball Arena Redevelopment, as a part of its planning and community outreach, include participation and feedback from individuals and organizations that explicitly represent low-mod income communities, historically marginalized populations, and BIPOC communities. This may include residents or organizations that are not geographically adjacent to the development, but rather serve the interest of all underserved Denver communities with regard to mitigating displacement and expanding economic opportunity.** Additionally, we would expect that the inclusion of representatives of these communities in KSE's outreach process be reflected in a final community benefits or services package. This is particularly important given the historical context of the adjacent Auraria Neighborhood, in which the predominantly Latino neighborhood consisting of over 300 households, was forced to relocate due to the development of the Auraria campus.	This topic will be explored further as the project progresses but some initial thoughts include utilizing the Wynkoop Crossing to provide a historial narrative about the surrounding neighborhoods. The inclusion of art, signage and various levels of engaement along the route could help tell this important story.
	19	b. The opportunity this development poses in terms of creating a space that serves Denver's diverse communities is of the upmost importance.	Comment Acknowledged

9. Denver Economic Development & Opportunity (DEDO)	19	**c. In identifying potential community benefits or services associated with the project, NEST recommends:** i. KSE partners with Denver communities to explore and implement tailored community benefits, public, social, economic, infrastructure and environmental benefits, that positively impact quality-of-life outcomes. ii. KSE consider the economic and social benefits aligned with the Denver Downtown Area Plan and/or that have been implemented by similar-in-scope stadium development projects that include, but are not limited to: 1. Nonprofit and small business investments, considering BIPOC priorities (e.g., rent subsidies, rent-to-own opportunities, local entrepreneur, nonprofit, and small business networking events and resource workshops) 2. Workforce development and job creation (e.g., local and local hiring commitments, construction and permanent job creation and retention, job trainings, and living wage minimums) 3. Minority/Woman/Disadvantaged Business Enterprise Utilization 4. Community serving spaces (e.g., community centers, senior centers, green space, and recreation centers) 5. Youth programming and funding (e.g., college scholarships, partnerships with local school systems, and after-school tutoring)	Comment acknowledged and conversations will continue with NEST and CHAFA.
10. Sustainability & Climate (CASR + CPD)	19	a. The Office of Climate Action Sustainability and Resiliency is encouraged to see KSE's application includes sustainability as a key feature of this redevelopment project. The building energy efficiency and electrification and waste heat recovery elements align with CASR plans and climate initiatives, and CASR staff is available to provide guidance and support to KSE in achieving their high-impact project sustainability elements for the Ball Arena redevelopment.	Comment Acknowledged
	20	b. A conversation with representatives from the Office of Climate Action & Sustainability together with Community Planning and Development is encouraged to discuss specific sustainability goals and outcomes for the project. The City teams can support strategies to comply with plans, regulations and policies targeting high performance projects in alignment with community visions and goals, and other efforts around green infrastructure, site, and vertical side improvements. City staff can also introduce financial tools such as Property Assessed Clean Energy (PACE) that can assist projects with attaining capital to implement sustainability strategies. Specific items to discuss include: i. Building electrification ii. Water recovery system iii. Structural roof to support PV panels iv. Resiliency in warehousing v. Waste heat recapture	Team welcomes a conversation with the Office of Climate Action and Sustainability and Community Planning and Development to further progress the strategies being considered for this project. The high level opportunities have been illustrated on pages 55-58.
	20	**c. District scale measures:** implement district scale sustainable strategies as mentioned on pages 27-29 of the KSE application which includes: waste heat recapture, energy efficiency, renewable energy production, reducing hardscape and increasing vegetation, and green infrastructure. The project team is encouraged to speak to how the team has or will approach evaluating district scale opportunities within the property to support site specific and broader community benefits. Examples of opportunities include but are not limited to: energy efficiency and waste heat recapture, renewable energy on site, water quality and quantity treatment and innovation (in the vein of Brighton Blvd or Sun Valley innovations), habitat, biodiversity support, collection of challenging recyclables, resiliency (eg livability during power interruption), resident engagement (eg onsite agriculture or Community Supported Agriculture hosting or engagement in landscape care / gardening or EV fleet car-share or other).	The team is pushing to promote the highest levels of sustainability. Strategies such as district energy, electrification, heat recovery, emphasis on biophilia and more are being explored. Page 56-58 has been added to discuss a few of the high level strategies that will continue to be explored.
	20	**d. Building electrification:** eliminate natural gas usage as referenced on page 27 of the KSE application with efficient buildings, load reduction, and technologies like heat pumps and induction stoves. Denver supports KSE's vision of a low or zero carbon district by installing and producing renewable energy, addressing the most harmful building materials, and achieving these goals with zero cost premium.	Comment Acknowledged
	20	**e. Ecosystem considerations:** The project team is encouraged to speak to how the team has or will gain understanding of what lives on, migrates to, or is affected by landscape and natural elements within the property, speaking with as much quantification and specificity as possible to how landscape elements on this property can benefit health – eg: air quality, heat island, pollinator support, adaptive species trees and plants with minimal irrigation. Please speak to process the team will utilize to ensure benefits are incorporated to support health of Denver's greater ecosystem.	The site is comprised of over 95% asphalt parking lot and therefore we have not planned more a detailed environmental assesments or species analysis for the purposes of the LDR. Future submittals will speak to the ecosytem benefits of the project specific to the requirements of the LDR/IMP.
	20	**f. Community engagement:** The project team is encouraged to identify stakeholders from the Denver community expected to be affected by what this site both becomes, and can potentially become, and to speak to the planned Denver resident engagement process: what process the project team has gone through and/or will go through to learn and understand community aspirations for this location; where immediately connected neighborhoods wish their neighborhood to show leadership; what the broader Denver community hopes to gain from this neighborhood in terms of leadership, resource balance, ecosystem support, and innovation for Denver's health and ongoing strength as a community. Some of the best, most relevant ideas with the greatest chance of success can come through community engagement and ideas: what the community and neighborhood want and value. The project team is encouraged to speak to how consideration of strategies and opportunities will be approached and incorporated	In order to learn and understand community aspirations for the Ball Arena Campus, the project team recruited a working group of stakeholders from surrounding neighborhoods, higher education institutions and nonprofits. Organizations represented on the working group included: •Auraria Higher Education Campus •Central Platte Valley - Auraria District RNO •Children's Museum Denver •Community College of Denver •Downtown Denver Partnership •Highlands United Neighborhoods •Jefferson Park United Neighborhoods •Lower Downtown Historic District •Lower Downtown Neighborhood Association •Metro State University •Riverfront Park Community Association •UC Denver
			To date, the project team has hosted a series of 4 workshops with the working group which have addressed: •Site Orientation and Adopted Plan Guidance oReview the CPV-Auraria Amendment's vision, recommendations, and implementation strategies for the Ball Arena site. oEvaluation of the site's history, existing conditions, surrounding context and projects, places, or trends influencing Ball Arena site. oIdentification of site constraints, including the Old City Hall View Plane. •Mobility and Connectivity oStrengthening connections to the AHEC Campus, Downtown Denver and the River Mile. oActivating the two light rail stations on the site. oImplementing 5280 Trail bike and pedestrian infrastructure. oManaging traffic access & parking. oA bike and pedestrian crossing across Speer Boulevard •Site Uses, Density and View Plane oDiscussion of opportunities for addressing social, economic, and environmental equity goals. oStrategies to build an inclusive community that serves all Denverites. oOpportunity to develop affordable housing adjacent to transit and jobs center oOpportunity to serve the AHEC Campus through provision of affordable faculty, student and staff housing •Open Space oOpportunity to develop a signature park to serve the Downtown Denver and AHEC communities. oComplete street vision for Wynkoop Street. oDiscussion on community preferences for park programming.
			In parallel to the community workshops, we are conducting direct outreach and meeting with additional stakeholder groups, neighborhood organizations and homeowner's associations. To date we have completed and/o scheduled meetings with: o1411 Wynkoop HOA oAuraria Higher Education Campus oBike Colorado oCommunity College of Denver oDenver Streets Partnership oThe Greenway Foundation oHistory Colorado oMetro State University oSun Valley Community Coalition oUC-Denver oUC-Denver City Center oWater Tower Lofts HOA oWest Colfax BID We have also shared our targeted stakeholder outreach list with Councilwoman Jamie Torres and requested assistance in identifying representatives of the Displaced Aurania community from Councilwoman Torres, History Colorado, UC Denver-City Center and Metro State University.

11. DDPHE - Environmental Quality	21	a. The Denver Department of Public Health & Environment - Division of Environmental Quality (EQ) conducted a limited review of the proposed project site located at 1000 Chopper Circle (the Site) to identify potential environmental concerns. EQ identified the following: i. Petroleum releases have been documented at the Site and at nearby properties. For more information, please visit the Colorado Division of Oil and Public Safety website at https://ops.colorado.gov/petroleum or call 303-318-8525. ii. Gas stations may have historically operated on and near the Site. Because of past waste handling practices and general operations, these sites may be associated with historical releases of petroleum hydrocarbons and solvents to soil and groundwater as well as the presence of underground storage tanks. iii. EQ is aware that the Site as well as multiple nearby and upgradient properties have been included in the Voluntary Cleanup and Redevelopment Program (VCUP), with the Colorado Department of Public Health and Environment (CDPHE). Historical industrial uses of the Site, including a tar manufacturer, rail corridor, trucking operation, and manganese foundry, resulted in contamination of soils and groundwater across the Site. Contaminants included VOCs (TPH, PAHs), lead, and chromium. A VCUP was approved by CDPHE on 5/12/1995. Remediation and redevelopment efforts included the excavation of impacted soils only in locations where necessary for demolition and/or installation of foundations and/or utilities or where required for site grading. Other impacted or restricted soils were left in place (or reused onsite in some cases) under either three inches of asphalt or two feet of fill. On 10/26/2010, a No Action Determination (NAD) was approved by the CDPHE for commercial use based on the redevelopment of the site. In addition to the contaminated soils left in place and based on the most recent round of groundwater monitoring that occurred at the Site, groundwater is still impacted with elevated VOC (TPH, PAHs, BTEX, TCE). Groundwater	Comment Acknowledged. This information will be provided in the IMP as was done with The River Mile project.
	21	b. There is potential to encounter contaminated environmental media and/or regulated materials during development activities at this Site.**Proper due diligence, including environmental site assessments (ESAs), should be considered in order to determine the potential presence, nature and extent of possible contamination and to identify specific cleanup needs within the project area. Please note that if any property is to be deeded to the City for right-of-way (ROW) as part of this project, current ESAs will need to be submitted to DDPHE-EQ for review and approval prior to the acceptance of any fee-title property.** If encountered during development activities, contaminated environmental media and regulated materials must be properly managed in accordance with applicable local, state, and federal environmental regulations and statutes. State and federal environmental regulations and guidance may be applicable to the handling and disposition of suspect materials depending on the conditions encountered.	Comment Acknowledged. This information will be provided in the IMP as was done with The River Mile project.
	21	c. Because of the potential for vapor intrusion into buildings from contaminated soil or groundwater, the applicant may wish to consider installation of a vapor mitigation system, which would also accommodate concerns for naturally occurring radon gas. This is of special concern should the proposal include on-grade or below-grade living or working spaces.	Comment Acknowledged and will be investigated further
	22	**d. General Notes:** Most of Colorado is high risk for radon, a naturally occurring radioactive gas. Due to concern for potential radon gas intrusion into buildings, EQ suggests developers consider installation of a radon mitigation system in structures planned for human occupation or frequent use. It may be more cost effective to install a radon system during new construction rather than after construction is complete. i. If renovating or demolishing existing structures, there may be a concern of disturbing regulated materials that contain asbestos or lead-based paint. Materials containing asbestos or lead-based paint should be managed in accordance with applicable federal, state, and local regulations. ii. The Denver Air Pollution Control Ordinance (Chapter 4- Denver Revised Municipal Code) specifies that contractors shall take reasonable measures to prevent particulate matter from becoming airborne and to prevent the visible discharge of fugitive particulate emissions beyond the property on which the emissions originate. The measures taken must always be effective in the control of fugitive particulate emissions on the Site, including periods of inactivity such as evenings, weekends, and holidays. iii. The Denver Noise Ordinance (Chapter 36- Denver Revised Municipal Code) identifies allowable levels of noise. Construction noise is exempted from the Noise Ordinance from 7 A.M. to 9 P.M. Monday through Friday and 8 A.M. to 5 P.M. Saturday and Sunday. Variances for nighttime work are allowed, but the variance approval process requires two to three months. Be aware, finished projects may change the acoustic environment, but must maintain compliance with the Noise Ordinance. Violations of the Noise Ordinance commonly result from, but are not limited to, the following sources: music, public address and alarm systems, the operation or improper placement of HV/AC units, generators, and loading docks. For variance requests or questions related to the Noise Ordinance, please contact Paul Riedesel	Comment Acknowledged and will be investigated further
	22	**e. Scope & Limitations:** EQ performed a limited search for information known to EQ regarding environmental conditions at the project Site. This review was not intended to conform to ASTM standard practice for environmental site assessments, nor was it designed to identify all potential environmental conditions. The City and County of Denver provides no representations or warranties regarding the accuracy, reliability, or completeness of the information provided	Comment Acknowledged
	22	f. This review was not intended to assess environmental conditions for any potential right-of-way, park, or open space dedication. This review does not constitute an approval or action regarding any future property dedication to the City and County of Denver.	Comment Acknowledged
12. Denver Fire Department	22	a. The Denver Fire Department (DFD) is a nationally accredited organization that has received its status from the Center for Public Safety Excellence (CPSE) and the obtained the highest rating from the Insurance Service Office. In an effort to continue the highest level of service, DFD staff have reviewed the KSE Ball Arena proposal and we have the following comments based on our Denver Fire Department Strategic Plan: i. Based on the goals of providing faster and higher quality emergency response, increasing community preparedness and updating infrastructure, equipment and technology,**DFD requests an opportunity for a new fire station within the development. We look forward to exploring this request during future planning and design conversations.**	Comment Acknowledged and the team welcomes a conversation with DFD.
VIII. Development Review Process	23	**1. Community Engagement** – In addition to the community information meeting required through the LDR process, community engagement is anticipated during the rezoning process and anticipated during the IMP process.	Comment Acknowledged
	23	**2. Rezoning** – To ensure adequate support and clear coordination for the rezoning, staff has recommended several items to be addressed prior to the rezoning. The LDF will finalize these needed steps prior to rezoning as well as the timing of concurrent actions (e.g., the view plane modification/removal). As the LDF is finalized, staff and the applicant can work together on a timeline for the project and below is staff's initial timeline estimate:	Comment Acknowledged
	24	**3. Addressing the Old City Hall View Plane** a. The existing Old City Hall View Plane, set forth in Denver Revised Municipal Code Section 10.59.5 impacts a 15-acre portion of the site b. The view plane is currently substantially blocked by CU Denver's Student Commons Building, which is located closer to the view plane origin point near the intersection of 14th and Larimer streets c. AHEC campus went through a robust public process to collect feedback from students and the community regarding the view plane importance (people were either unaware or not impacted by the view plane) As a result, CU Denver felt it was appropriate to construct buildings that do not meet City of Denver view plane requirements as is allowed for a state institution. **d. The Downtown Area Plan Amendment notes that increased building height and intensity is appropriate in the area impacted by the view plane and plan amendment recommendation D5g says that removal of the City Hall view plane could be appropriate upon adoption of design standards and guidelines that address views.** e. Because Downtown Design Standards and Guidelines addressing key views have now been adopted, it is appropriate to consider removal of the Old City Hall View Plane concurrent with rezoning to D-CPV zone district that will apply the new design standards and guidelines to the area. f. Changes-to, or removal of, a view plane must be proposed by a member of City Council and will be considered by the full City Council in accordance with the procedures set forth for amendments to the Denver Revised Municipal Code.	Comment Acknowledged
	24	**4. Infrastructure Master Plan (scaled to the complexity of the project)** - Based on the size, scope, intensity and location,**the project will require an Infrastructure Master Plan (IMP)** to establish the conceptual, horizontal land use, development, and infrastructure systems for the area prior to final site-specific design and engineering. The IMP will include the information identified in the Rules and Regulations such as: **a. Mobility Study** **b. Sanitary Sewer Study** **c. Water supply capability to the area regarding fire flow requirements** **d. Parks Study and Concept Plan** **e. Affordable Housing Summary** **f. Off-site Improvements** **g. Open Space phasing, maintenance and ownership** **h. Roadway, bike, and pedestrian network improvements** **i. Development Agreement – A Development Agreement may be needed for the project to address project commitments that can't be covered in the Infrastructure Master Plan.**	Comment Acknowledged
	24	**5. Equity Analysis** – An analysis of how the project addresses the equity goals and policies set forth in the Area Plans will be required as part of the IMP review. Staff will assist with the Equity Analysis; however, the applicant team will need to provide information needed for the analysis	Comment Acknowledged
	24	**6. Subdivision Plat** – Concurrently with the plat, a master Transportation Engineering Plan and master Storm Sanitary Plan Review will be required.	Comment Acknowledged
	24	**7. Site Development Plan(s)** and related infrastructure construction drawings for horizontal and vertical development	Comment Acknowledged
		FLOODPLAIN COMMENTS - Jeremy Hamer	
		1. See attached floodplain redlines of the Pre-Application Package and address accordingly moving forward.	

		2.As the project team may already know, much of this site is in FEMA 100-year Floodplain, Zone AH. However, newer studies have identified additional flood risk due to an upstream spill condition. See the City's Online Potential Inundation Area Map, specifically the "Riverine Flooding" layer, for more information: https://geospatialdenver.maps.arcgis.com/apps/webappviewer/index.html?id=12500a3b06b34bfcb2c297697a64c4de. The FEMA data is legally required for regulatory floodplain use, but the City also considers the best available flood data for ensuring the development can meet all flood protection requirements. The worst case of the two scenarios (FEMA floodplain vs best available data) is used to ensure new developments are reasonably safe from flood damage. See the Floo Protection Requirements for New Developments document for more information: https://www.denvergov.org/files/assets/public/doti/documents/programsservices/flood/applicable-flood-protection-requirements.pdf. Much of this site is within the purple Overlap Area on the graphic. You likely also understand that The River Mile project intends to address the 100-year flooding from the South Platte River, however, at this writing the River Improvement plans are still in development.	Comment Acknowledged
		3.It is unclear if this plan is predicated on the success of the River Mile project to address the existing floodplain problems. While this is certainly appropriate to be thinking about now, it may be premature to assume there will be no major flood risk at this site. The LDR and subsequent documents should not automatically rely on River Mile without more certainty as to the outcome of the River Improvement Project. Success and timing of River Improvements, and the status of the subsequent FEMA Letter of Map Revision (LOMR), will likely dictate the specific language that will need crafted and included in LDR documents, such that project risks to feasibility and schedule are mitigated. One end of the spectrum is to condition the proposed redevelopment on FEMA's approval of the LOMR. The other end of the spectrum is not depending on the River improvements at all and creating a path for the development to proceed if (in the less-than-ideal scenario) the River Mile outcome is not as expected.	Refer to page 21 in the LDR
		4. The formal LDR must include discussion on current/future flood risk and should speak to development implications with and without successful River Mile project.	Refer to page 21 in the LDR

LDR for Ball Arena | 2022-PM-184 | Urban Design Concept Review
(Review Comments)

This area is under the "Downtown Area Plan Amendment" and is currently zoned as CMP-EI, I-MX-3, C-MX-16, and C-MX-5.

Section	Page #	City Comment	Applicant Response
1.Initial Urban Design Comments:	1	**A. General Observation/Comments:** i. The LDR boundary is bounded by Speer Blvd to the north, Auraria Parkway to the east, I-25 to the South, and CML to the west. ii. Applicant is developing the surface parking lots surrounding the Ball Arena iii. The recently adopted Downtown Area Plan Amendment has set community-led recommendations for this area. iv. Once this area is rezoned to the D-CPV zone districts, the Downtown Design Standards and Guidelines will be applied	**No response Needed**
	1	**B. Master Plan Vision** **i. The master plan aims to articulate a linear ped and bike connection across three sports complexes in downtown, running north and south. A strong focus is placed on the plaza-like connection within the Ball Arena corridor of the Sports Mile.** • A plaza-like Bridge connects the Ball Arena to the Cherry Creek • Additional renderings and drawings should be submitted to clarify the nature of the bridge, including, dimensioned plan view, cross-sections, and descending and ascending views from both landings. • Bridge should have significant place-like elements and have natural connections from the creek base, and from Wazee street. . • Bridge should aim to incorporate ramp within its design. • Under the bridge, the applicant should showcase how light (natural and artificial) will be utilized, as well as ground floor activation and usage. . • Applicant should consider additional short stairs directly from the Speer underpass to the bridge. . • Would like to see an opportunity for wildlife crossings across the Speer Bridge **ii. The master plan's secondary connection is 7th Street all mode ROW, and a ped and bike connection at 9th Street, both run east and west connecting River Mile development to the Auraria Higher Education Campus (AHEC).** • Provide renderings of the ROW bridge, including underpass condition, and the cross-section between RM and BA, as well as the ROW cross-section • Provide renderings of the ped and bike bridge, the cross-section between River Mile and Ball Arena, and the bridge cross-section (SAR & WENK) • Dimension underpass conditions with every 5' elevation change **iii. The two primary use focuses are the existing Ball Arena and a public park taking up a full two blocks** • Provide horizontal and vertical cross-sections of the park o Cross-section should identify soil depth • Identify potential park uses, and landscaping goals **iv. Provide a diagrammatic grade map for clarity of elevation changes within the LDR boundary** **v. Provide at least one East-West cross-section (capture from building edge of AHEC to building edge of building facades across the streets**	These components are still under development and in discussion with the City of Denver. Details around these components will be provided in the IMP.
	1	**C. Mobility and Connectivity** a. Provide dimensioned cross-sections of all streets to understand typical conditions. Cross-sections should include, drive lanes, on-street parking, amenity zones, clear pedestrian path, bike lanes, Food and Beverge spillover b. Applicant should speak to and show through detailed renderings and master plan drawings how the intersection at Wewatta and Speer will be a safe place for all modes c. Provide a clear diagram or mapping that shows tree canopy coverage in the area.	ROWs and associated street sections have been included on page 22
	2	**D. Open Space** a. As noted, provide cross-sections, and identify soil depths and uses.	Sections, including soil depth at proposed parks will be included in the IMP
	2	**E. Urban Design and Placemaking** i. Provide typical street cross-sections, and include adjacent buildings to understand potential wall height, street enclosure ratio, ground floor activation ii. Priority should be placed on enhancing urban design principles along Wynkoop, 7th, and 9th streets. 11th street along 5280 Trail should also be enhanced. iii. Identify placemaking qualities at the intersections of Auraria Pkwy and perpendicular streets connecting AHEC to Ball Arena iv. Would like for the applicant to speak to if and how they will be addressing the Downtown Area Plan Amendment recommendations under: • E6c. Future development should address stormwater and implement sustainable green infrastructure where possible.	Conceptual street sections have been included on page 22. Further discussion and study with The City of Denver around urban design and placemaking is ongoing. Strategies and details will be included in the IMP.
	2	**F. View plane** v. The existing Old City Hall View Plane, set forth in Denver Revised Municipal Code Section 10.59.5 impacts a 15-acre portion of the site vi. The view plane is currently substantially blocked by CU Denver's Student Commons Building, which is located loser to the view plane origin point near the intersection of 14th and Larimer streets • AHEC campus went through a robust public process to collect feedback from students and the community regarding the view plane importance (people were either unaware or not impacted by the view plane) As a result, CU Denver felt it was appropriate to construct buildings that do not meet City of Denver view plane requirements as is allowed for a state institution. ii. The Downtown Area Plan Amendment notes that increased building height and intensity is appropriate in the area impacted by the view plane and plan amendment recommendation D5g says that removal of the City Hall view plane could be appropriate upon adoption of design standards and guidelines that address views. iii. Because Downtown Design Standards and Guidelines addressing key views have now been adopted, it is appropriate to consider removal of the Old City Hall View Plane concurrent with rezoning to D-CPV zone district that will apply the new design standards and guidelines to the area. iv. Changes-to, or removal of, a view plane must be proposed by a member of City Council and will be considered by the full City Council in accordance with the procedures set forth for amendments to the Denver Revised Municipal Code.	No response Needed
2.DAPA Policies relevant to recommendations for Ball Arena that impact masterplan, placemaking, ROW, forestry, parks and open space, environmental analysis, floodwaters mitigation, economic development, housing, mixed uses and more.			
	2	**A5a. Encourage a mix of uses.** •**Downtown Concept Land Use:** Update the Blueprint Concept Land Use to Downtown. oThe desired land use for the plan area is an extension of the land use in Downtown Denver; it consists of a mix of residential, commercial, office, civic, institutional, and entertainment uses. Land uses can be mixed in each building, development, or block. Vertical and horizontal mixed-use is encouraged so residential and non-residential uses are within walking distance of one another. •**Regulations:** Update zoning regulations to encourage an appropriate mix of uses, as well as flexibility to incentivize a variety of uses in a concentrated area. oUpdated zoning regulations should include parking maximums rather than parking minimums. •For development replacing surface parking lots, some amount of the parking removed can be replaced with structured parking. The amount of parking for all development should be regulated by parking maximums that are calibrated using shared parking methodologies rather than by parking minimums.	Comment Acknowledged

A PROSPEROUS CITY	**3**	**A5b. Promote a specific variety of uses that create an active, livable neighborhood.** •**Complete Neighborhood:** Explore regulatory tools that incentivize appropriate uses that complement a variety of residents living in an urban neighborhood (see A Diverse City). The quality of life and walkability of the neighborhood will be best supported by a variety of housing types (see A Diverse City) as well as complementary uses such as grocery stores, pharmacies, banks, medical services, coffee shops, schools and childcare, playgrounds, dog parks, and other amenities that are within a close walking distance to each other and to residential units. •**Commercial Uses and Services:** Promote uses to support the development of an employment center, which include high-density commercial development and live/work opportunities as well as complementary uses such as office supply stores, shipping services, hotels, and food and beverage establishments. •**Civic and Community:** Promote civic and community uses such as libraries, community centers, schools, art venues, environmental education centers, and recreational centers to provide complete neighborhoods and attract diverse residents, employees, and visitors. oThe applicant should speak to how they will be incorporating this recommendation. (KSE, SAR, ZGF) •**Entertainment and Cultural Uses:** Leverage existing entertainment uses and support the growth of entertainment, cultural, and exhibition uses around the Pepsi Center, Downtown Aquarium, and the Children's Museum as well as any potential new complementary uses. oThe need for parking for these uses should be studied and parking should be provided within multi-story structures, as explained in D5d and portrayed in Figure 28. oEncourage entertainment and cultural uses to share parking with each other and with other uses. oExisting entertainment and cultural uses are an asset to the plan area and if their facilities become outdated, the City should work with property owners and operators to redevelop new facilities within the plan area. •**Public Spaces:** Ensure development of new multi-functioning public spaces that are accessible to all (see A Green City).	A complete neighborhood is the goal for this project. This team will continue to strategize on how we achieve this with help from The City of Denver, the neighboring institutions and the community. The complete neighborhood diagram on page 43 starts to illustrate some of the thinking that has been done to date.
	3	**A5c. Locate active uses on the ground floor across the plan area and in strategic locations to ensure accessible and walkable streets.** • **Active Corridors:** Through the implementation process as development progresses, identify streets that should become active corridors (see Figure 14). o Active corridors should be located along streets with high expected pedestrian and bicycle volume; for example, streets around Mobility Hubs developed at the two light rail stations and other internal transit services, streets designated as Downtown Collectors, streets that converge with the river, and streets that are adjacent to public spaces (see A Walkable City). o Locations designated as active corridors should include adequate public space to accommodate spillover of ground floor uses into the public realm. • **Active Uses:** Ensure that active ground floor uses generate activity throughout the day and night in specific locations as defined above. Incentivize the uses listed in A5b. o Encourage active uses, especially retail and food and beverage services, to spill out of buildings and into the public realm. o Limit residential uses on the ground floor. Residential uses should have a minimal frontage along Active Corridors. o Exclude primary and accessory uses such as: ・Mini-storage facilities or wholesale trade or storage ・Car wash bays and drive-thru services o Ensure future parking structures do not have visible parking (see D5d).	Comment Acknowledged and further discussions with The City of Denver, the neighboring institutions and the community will help further define activation at the ground floor.
	4	**B6a. Extend the existing street grid from surrounding neighborhoods to provide structure for a connected multimodal transportation network.** •**Extend Streets:** Extend the existing surrounding streets to create a connected street grid across the plan area. oExtend Little Raven Street, Elitch Circle, and Wewatta Street running parallel to the river; oA green spine is considered a street with enhanced or wider pedestrian walkways and amenity zones with additional street trees or green infrastructure. They should facilitate access to public spaces, including parks, and to surrounding neighborhoods. Green spines are encouraged throughout the plan area in locations shown in Figure 29 and an example cross-section is illustrated in Figure 15. **oExtend 5th Street, 7th Street, 9th Street, and 11th Street running perpendicular to the river (see Figure 16).** •**Create a Street Grid:** Create a street grid based on block sizes that promote walkability (see B7c) and can accommodate alleys (see B6b) and the desired building form (see A Distinctive City). oCreate small blocks; a potential range of block sizes would be 200 feet by 200 feet to 250 feet by 400 feet. Larger block sizes (250 feet by 400 feet) can be used to reflect the fabric of the existing downtown block grid. oAllow for some flexibility in block sizes and the grid pattern to accommodate development with a larger footprint East of the CML, particularly along Speer Boulevard and Auraria Parkway and for specific entertainment uses such as a potentially relocated Pepsi Center. •**Connect to Other Facilities:** Connect to existing and planned trails and pathways. Integrate the 5280 Loop into the plan area and provide clear and direct connections to it. The planned route connects to the eastern edge of the plan area through 11th Street and Wynkoop Street at Speer Boulevard.	Refer to the Framework plan on page 17. This plan illustrates the continuation of the street grid. The team has considered Wynkoop a green street - this street will include enhanced pedestrian zones and opportunities for more planting. The proposed street section of Wynkoop is on page 23. The parcel layout diagram on page 22 indicates the currently proposed block sizes. There is a variety of sizes offering development opportunities of varying sizes. The connection to planned and existing trails, including the 5280 loop are indicated on page 20.
	4	**B6b. Create Complete Streets by utilizing street design that promotes multimodal connectivity.** •**Street Typologies:** Implement the following street typologies to create a safe environment for all pedestrians, bicyclists, and motorists by limiting the number of vehicle lanes and utilizing streetscape strategies to calm motor vehicle traffic: **oDowntown Collectors** provide the backbone of the plan area's street grid and are identified as the main streets to move vehicles, bikes, and pedestrians through the plan area (see Figure 17). Downtown Collectors efficiently connect through the plan area and to surrounding areas. Within the plan area, Downtown Collectors should typically have: ・One vehicular travel lane in each direction, plus a turning lane where necessary with the flexibility to accommodate transit if needed (see B9b); if there are circumstances that warrant additional traffic lanes, street section design should still prioritize limiting the right-of-way dedicated to vehicles; ・Separated or protected bicycle infrastructure, such as a protected bike lane (potentially including parking-protected), shared use path, buffered bike lane or bike lane; ・Large sidewalks that accommodate a high volume of pedestrians; explore regulatory tools that ensure this area is distinct from additional space for outdoor seating to accompany active ground floor uses. The sidewalk design may be further enhanced along Priority Pedestrian Connections (see B7b); ・Provide an amenity zone that accommodates infrastructure to support healthy, large trees on every street and can act as a buffer to protect the walkways from the travel lanes; ・Designate on-street parking where possible; in locations with the limited right-of-way, on-street parking should be a lower priority than the uses listed above; and ・Discourage curb cuts; instead, direct loading and access to alleys	Page 19 includes the Vehicular Circulation and Service Network proposed for the site. This diagram indicates the varying street types as defined in the Downtown Amendment. Street sections indicating pedestrian zones and planting zones, bike lanes and drive lanes have been included on pages 22 to 34.
	5	**B6b…..Continued** **o Local Streets** primarily serve local trips, and they prioritize bicyclists and pedestrians over vehicles (see Figure 18). Within the plan area, local streets should typically have: One vehicular travel lane in each direction, plus a turning lane where necessary with the flexibility to accommodate transit if needed (see B9b); • Bicycle infrastructure that varies from a protected bike lane (potentially including parking-protected) to a bike lane to a shared roadway; • Medium to large sidewalks that accommodate a low to a moderately high volume of pedestrians that also provide room for outdoor seating to accompany active uses where appropriate. The sidewalk design may be further enhanced along Priority Pedestrian Connections (see B7b); • Provide adequate space for an amenity zone that accommodates infrastructure to support healthy, large trees on every street and can be permeable yet act as a buffer; • Designate on-street parking where appropriate; in locations with limited right-of-way, on-street parking should be a lower priority than the uses listed above; and • Discourage curb cuts; instead, direct loading and access to alleys. **o Shared Streets** are shared by pedestrians, bicyclists, and vehicles at all times and typically feature little to no formal distinction between spaces dedicated to different modes (see Figure 19). Shared streets are most appropriate in deliberate locations where vehicle volumes and speeds are low or expected to be sufficiently reduced with the implementation of a shared street. • Shared streets should have trees and planters where possible to provide shade. Shared streets are not shown on Figure 16, but can be implemented on appropriate street segments. Potential locations for shared streets include commercial areas, along with important pedestrian and bicycle connections (see B7b and B8a, respectively), or on the proposed extension of 12th Street adjacent to the existing buildings on the north side of Auraria Parkway. **o Alleys** are where loading, garage access, waste pickup, and other back-of-house uses should occur. Alleys need to be wide enough to accommodate these activities. The characteristics of alleys will vary depending on the type and intensity of adjacent uses, but their primary function is to accommodate these activities on the blocks they serve and to keep these uses and curb cuts of the other street types. They may also serve as multi-functioning spaces and allow spillover from active ground floor	Page 19 includes the Vehicular Circulation and Service Network proposed for the site. This diagram indicates the varying street types as defined in the Downtown Amendment. Street sections indicating pedestrian and planting zones, bike lanes and drive lanes have been included on pages 22 to 34.
	5	**B6c. Update existing facilities to reflect the desired character and function** • CML Pedestrian Bridge Improvements: Enhance the existing pedestrian bridge across the CML to ensure it is safe and convenient for pedestrians and bicyclists	Page 37 indicate the rail crossings that will be implemented on the site. There are goals to make the 9th street pedestrian crossing an enhanced crossing at the Ball Arena Light Rail Station and goals to integrate it with the proposed Arena addition.

A6. A WALKABLE CITY	5	**B6d. Provide new connections to and within the plan area to complete the mobility network.** • **7th Street Connection:** Extend 7th Street across the consolidated main line (CML) to provide a multimodal connection across the railroad to serve as the main vehicular connection between the East of the CML and West of the CML areas (see A in Figure 23). o Use fill to raise the grade adjacent to the CML; this enables a connection over the CML that is at the same grade as adjacent buildings and therefore provides a connection with seamless integration into the future surrounding development rather than requiring a bridge that would disrupt public spaces, development, and travel. • **West Connections:** Provide new connections from the study area to the neighborhoods to the west of the study area o Encourage a connection over I-25 that connects Mile High Stadium Circle and Bryant Street to the plan area. The connection should align with the prioritized East/West connection over the South Platte River and connect to Crescent Park. • **East Connection:** Continue a connection to the east across Speer Boulevard to Cherry Creek and into Downtown by providing at least one intuitive, safe, and convenient crossing of Speer Boulevard on both sides of the CML along priority pedestrian corridors.	Page 37 indicate the rail crossings that will be implemented on the site. Page 35 includes a section through 7th street indicating the grade change between Wynkoop and The River Mile Site. Connections within the Ball Arena have been located in consideration of the crossings proposed as part of te The River Mile project, potentially including a crossing across I-5. The project is proposing an enhanced pedestrian bridge at the south end of the development, connecting the redevelopment to The River Mile, over the South Platte River.
	5	**B7a.Create a comprehensive pedestrian network with pedestrian facilities on all streets in the plan area.** • **Pedestrian Amenities:** Construct all new roads with pedestrian amenities that contribute to a quality-built environment and encourage users to engage with their surroundings. Amenities include lighting, seating, wayfinding, and interactive elements such as public art or water features. • **Pedestrian-Friendly Intersections:** Construct all intersections with best practice design elements; for example, all stop-controlled intersections should have well-marked and protected crossings, limit crossing distance with curb extensions, and be ADA compliant, disallow right turn bypass, and include pedestrian signals. • **Safe Routes to School:** Design pedestrian and bike networks to accommodate future schools as envisioned in the plan area (see C6a). Construct new networks to protect vulnerable pedestrians while encouraging physical activity.	Will be further addressed in the mobility study in the IMP
	6	**B7b. Designate and enhance priority pedestrian connections and intersections.** Priority pedestrian connections and intersections should exceed these standards by providing excellent facilities for safety, wayfinding, and aesthetics. The final design should accomplish the following: • **Identify Priority Connections:** Identify priority pedestrian connections in the plan area. Priority connections should reinforce desired connections detailed in B6d, including the proposed bridges. The priority pedestrian connections should include: North/South: A direct route from Auraria Parkway to and across the South Platte River to any future connections north of the river; potential alignment is along 9th Street, and segments of this connection could be the shared street typology (see A in Figure 24; see B6b). o East/West 1: A direct route on the west side of the CML from Downtown to Jefferson Park and the Mile High Stadium area; potential alignment is along Little Raven Street (see B in Figure 24). • **Identify Priority Intersections:** Identify priority pedestrian intersections in the plan area; these should be the intersection of any priority pedestrian connections, and there should be a minimum of one priority pedestrian intersection along the streets closest to the river and adjacent to any significant public space. Priority pedestrian intersections should also include major connections from the plan area to the surrounding neighborhoods, such as Chopper Circle at Speer Boulevard and any major future streets that connect to Speer Boulevard or Auraria Parkway. • **Design Elements:** At these priority pedestrian connections and intersections, dedicate enhanced right-of-way to pedestrian facilities, and prioritize design elements that enhance pedestrian safety, comfort, and convenience. • **Existing Connections and Intersections:** Improve existing connections and intersections as detailed in B6c.	Will be further addressed in the mobility study in the IMP
	6	**B7c. Develop an intimate block size to create a comfortable and safe walking environment. Block Size:** Design blocks that are small enough to provide a pedestrian-friendly block rhythm, but large enough to accommodate both alleys and efficient parking garage layout that allows for active uses to wrap the entire facade.	Comment Acknowledged. Block sizes are being reviewed and will continue to be refined prior to the IMP being submitted.
	6	**B8a. Provide comprehensive bicycle facilities throughout the plan area.** • All streets in the plan area that include bicycle facilities should ensure these facilities are safe and comfortable for bicycle riders of all ages and abilities. Facilities should range from protected bike lanes on higher capacity streets to shared roadways on quiet streets with low vehicle volumes. The bicycle network should accomplish the following objectives: o **Protected Facilities:** Protected bicycle facilities within the plan area should connect to existing or planned protected facilities in the surrounding neighborhoods. o **Facility Design:** Bicycle lanes and routes should have clear wayfinding and be contiguous; while there is some flexibility in the specific design of bicycle facilities, variation in width and quality along a single route within the plan area should be minimized. o **Determining Facility Type:** Particularly for new roads that are not limited by a constrained existing right-of-way, protected and conventional bicycle lanes can be applied where vehicle volumes are lower than where they might otherwise be recommended. o **Intersections:** Intersections should be designed to provide safe, comfortable, and convenient crossings for bicyclists by prioritizing bicyclists through designated bicycle signals where appropriate based upon facility type. Specific intersection treatments should be determined with each design. o **Parking:** Bicycle parking should be available and convenient throughout the plan area. • **Existing Facilities:** The bicycle network within the plan area should provide a direct connection to the existing facilities, including bicycle infrastructure on 5th Street, 11th Street, the Platte River Trail, and along the Cherry Creek Trail. • **Planned Facilities:** The bicycle network within the plan area should also connect to the planned facilities detailed in Denver Moves: Bicycles. • **5280 Loop:** The network should connect to the planned 5280 Loop.	Will be further addressed in the mobility study in the IMP
		B9a. Establish a protocol to transform Pepsi Center/Elitch Gardens and Mile High light rail stations into Mobility Hubs. • Mobility Hubs, which are a type of transit-oriented development, are locations served by transit that seamlessly integrate transit services into the surrounding transportation network, including other transit services, bicycle facilities, and walkable destinations. In addition to higher density and well-designed transit plazas, mobility hubs should also include: o **Pedestrian and Bicycle Connections:** Provide excellent pedestrian and bicycle infrastructure around light rail stations to create clear and convenient connections to the stations; provide pedestrian and bicycle connections across Speer Boulevard to existing transit services on 15th Street. o **Bicycle Parking:** Provide convenient and secure bicycle parking at the stations.	to be addressed in the Mobility Study in the IMP
C5. A DIVERSE CITY	7	**C5a. Include a variety of market-rate and affordable housing to accommodate diverse households and incomes in the plan area.** • A diverse range of housing should include a cross-cutting variety of both affordable and market-rate options across the following measures: o **Variety of Building Types:** Promote a variety of affordable and market-rate building types that include, but are not limited to, apartments, condominiums, townhomes, and live/work units. o **Mixture of Unit Sizes:** Promote a variety of affordable and market-rate unit sizes to accommodate a range of age groups and household sizes. Units should range in size from studios and one-bedroom units to units with three or more bedrooms to accommodate larger households or families. o **Ownership and For-Rent Units:** Promote both ownership and for-rent affordable and market-rate housing opportunities to provide flexibility and ensure an equitable community. o **Residential Amenities:** Promote provision of on-site residential amenities that attract residents of all ages, including families with children as well as elderly residents in both affordable and market-rate units.	Comment Acknowledged. The Ball Arena will refer to the housing plan being implemented at The River Mile in addition to current efforts like the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.
	7	**C5c. Ensure that housing is appropriately located throughout the plan area.** • **Dispersed Affordable Units:** Ensure that when affordable housing is planned through regulatory tools, such as a built alternative plan or other housing strategy, require affordable units to be geographically dispersed throughout the plan area rather than concentrated in a specific location. o Specifically avoid concentrating affordable units near I-25 or the CML (see E7c for strategies regarding residential uses adjacent to the CML or I-25). • **Location of Family-Sized Units:** Ensure that both affordable and market-rate family-appropriate housing units are located to provide safe access to educational facilities, parks and other recreational opportunities, transit, and fresh food. • **Location of Student Housing:** If student housing is provided in the plan area it should be in close proximity and accessible to Auraria Campus.	Comment Acknowledged. The Ball Arena will refer to the housing plan being implemented at The River Mile in addition to current efforts like the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.
	7	**C6a. Offer services and facilities that support families.** Childcare: Explore funding opportunities or partnerships with developers and providers to introduce child care, including affordable child care, and daycare services into the plan area. • **Community Gathering Spaces:** Create unique places with diverse uses, activities, services, and gathering spaces that help to draw people together and create desirable destinations in the community. Design community gathering spaces to be versatile, accessible, and adaptable to appeal to a broad range of groups and interests, including resident groups, families, clubs, sports teams, and community groups.	As we look at the definition and components of a complete neighborhood, Children are a large piece of the puzzle. The team will continue conversations with neighboring instituions and the community about the needs of families and how this development brings them back downtown.

	8	**C6c. Explore strategies to attract a diverse group of businesses, employees, and visitors.** Diverse Businesses: Work with the Office of Economic Development (OED) and non-profits to identify organizations, businesses, or entrepreneurs that can leverage retail, office, lab, or other new spaces in future development.	Comment Acknowledged. Conversations with the community and potential partners will continue throughout the project to ensure a diverse group of businesses.
A DISTINCTIVE CITY	8	**D4a. Adopt new or updated zoning standards to require a variety of building intensities.** • **New Zone Districts:** Develop new zone districts to implement the objective for a variety of building intensity.	Comment Acknowledged.
	8	**D4b. Promote a variety of building heights and intensities.** The Plan recognizes the need for a relatively high development intensity to support affordable housing, parks and other benefits, but it seeks to balance that need with varied building heights and massing to support a human-scale pedestrian environment. • **Building Height:** Allow tall building heights if the regulatory tools for building intensity and massing described below are implemented. • **Overall Building Intensity/Massing:** Encourage a variety of building intensities by requiring design features that break down the mass of larger, taller buildings to promote human-scale and ensure access to light and air.	The site will be following the guidance for building massing found in the Downtown Area Amendment plan for D-CPV.
	8	**D4c. Calibrate allowed building height and intensity by context.** • The Plan Amendment envisions a variety of building intensities (building height and massing) across the plan area. Lower building intensity is appropriate near the river and around existing lower-scale buildings. Greater building intensity with more frequent towers is appropriate in the most active areas away from the river and away from existing lower-scale buildings. • **Highest Intensity of Development:** Includes taller buildings and/ or more building mass. Below are areas where the highest building intensity is encouraged: o At mobility hubs near light rail stations. o Along the Consolidated Main Line (CML). o Along 7th Street. • **Lowest Intensity of Development:** A lower intensity of development is appropriate along the riverfront and portions of the plan area that transition to surrounding lower-scale development. Such areas include: o The South Platte Riverfront and Water Street (including about 1.5 blocks on the southeast side of the river). o Limits on building mass. o Significant spacing between towers and/or a specific limit on building height. o Areas adjacent to I-25 interchanges may be appropriate for towers with limits on building mass. • Along the transition to the Lower Downtown Historic District and Auraria Campus (including the area with existing buildings along Auraria Parkway near Speer Boulevard). o Limits on building mass. o Significant spacing between towers and/or a specific limit on building height.	Comment Acknowledged
	8	**D4d. Leverage increases in allowed building intensity to promote community benefits.** • **Zoning Incentives:** Development beyond a set base intensity could be required to provide specific community benefits. • **Development Agreements:** Development agreements could be negotiated between the City and individual developers to require specific community benefits.	Comment Acknowledged
	9	**D4e. Ensure a minimum intensity of development.** • **Minimum Building Intensity Requirements:** Use regulatory tools to require minimum floor area ratios or building heights to prevent under-development.	Comment Acknowledged
	9	**D5a. Adopt new or updated zoning standards to promote high-quality design.** • New or updated zoning standards will be an important regulatory tool to implement recommendations and strategies D5c-D5i below (see D4a for more information).	Comment Acknowledged
	9	**D5d. Promote human-scale building design.** • Universal Design: Ensure streets and buildings meet the needs of all potential users regardless of age, ability or disability (see C6b). • **Public Realm Enclosure:** Provide a comfortable sense of enclosure through building massing and height in relationship to block sizes and street widths. Techniques can include required upper story setbacks or stepbacks that relate to street width (see Figure 28). • **Facade Articulation:** Promote articulated facade designs that provide a human-scale rhythm of building elements. Facade articulation can include vertical and horizontal design elements, such as wall offsets, material changes and other techniques.	Comment Acknowledged
	9	**D5e. Promote distinctive building design.** • **Timeless Design:** Promote a sense of permanence by incorporating classic proportions and materials into new building designs to provide a sense of permanence. Timeless design can incorporate modern design innovations if new techniques and building forms reference traditional design principles or existing buildings in the surrounding context. • **Design Variety:** Promote variety in landscape and architectural design. • **Distinctive Skyline Design:** Promote distinctive upper story building designs that will contribute to a skyline that is recognizable for its unique and iconic architecture. • **Adaptable Design:** Require adaptable design to accommodate potential future needs, such as minimum street level height or convertible parking design.	Comment Acknowledged
	9	**D5f. Minimize visual impacts associated with automobiles.** • **Wrapped Parking:** Require most structured parking to be wrapped with other uses so that it is not visible from the street. Such requirements are especially important along active corridors and the river frontage.	Comment Acknowledged
	9	**D5g. Acknowledge, preserve, or enhance key views.** • **Identify View Corridors:** Conduct view studies concurrently with establishing future street layouts and developable lots. View studies should identify a street configuration and key sites that contribute to key views, including: o Sites at key entry points into the plan area that impact views into, out of, and through the plan area. o Sites within the plan area that have potential views to the mountains and into Downtown Denver. • **Old City Hall Mountain View Plane:** Analyze the effectiveness of the Old City Hall Mountain View Plane once DSG's have been created and consider removing the view plane if the new tools effectively enhance key views and render the view plane obsolete.	Comment Acknowledged
	9	**D6b. Encourage a sense of neighborhood identity.** • **Identifying Gateways & Entries:** Identify entries, intersections, or points within the mobility network that can become specific gateways or entry points into the plan area such as Auraria Parkway and 7th Street, Speer Boulevard and Wewatta, Speer Boulevard and Elitch Circle, Speer Boulevard and Little Raven, and the proposed new bridges into the plan area. These high profile and heavily traveled entries present an opportunity to generate interest, curiosity and memory of a place. Gateway features could be integrated into highly visible signature buildings, or formed by vertical elements, landscape forms, walls, pylons, special lighting and public art.	Comment Acknowledged
	9	**D6c. Develop ways to create a sense of place and identity through public art and civic land uses.** • **Public Art:** Encourage arts and cultural strategy to create, reinforce and enhance a sense of place. • **Civic and Cultural Uses:** Explore unique land uses such as regional civic and cultural destinations that contribute to a distinctive identity.	Comment Acknowledged

A GREEN CITY	10	**E4a. Create new designated parks and open spaces.** New parks and public spaces should be developed throughout the plan area, as described below, and be integrated within or connected to existing parks and trails and future development. Utilize future north/ south and east/west mobility connections to physically connect parks and public spaces. At least two large parks are encouraged: one north of the CML and one south of the CML (see Figure 29). In addition, centrally located plazas and public spaces are encouraged within the plan area and adjacent to transit stops. • **Retain Land for Accessible Parks and Open Space:** Retain land to provide equitable recreation and public space. Per the Outdoor Downtown Plan, expand upon parks and public spaces to ensure all residents are within a five-minutewalk of a park (either a neighborhood or special-use park, which is a pocket park with a themed or specialized space), and within a three-minute walking distance to a quality outdoor public space. o The amount of land dedicated for public and private parks and open space should be based upon density and population. Innovative design solutions should be considered to address the amount and types of users. • **Types of Spaces:** Provide public spaces that have a variety of engaging uses that generate a sense of place. Spaces could include: Large social gathering spaces that can support community events such as neighborhood parties, farmers' markets, seasonal pop-up events, and festivals o Programmable space for community events or concerts o Special-use parks (a pocket park with a themed or specialized space) o Recreational space o Playgrounds o Commercial use space such as recreational equipment rentals o Outdoor dining/retail/food trucks o Dog park o Informal seating space o Promenades o Boardwalks o Natural habitat and riparian areas	Comment Acknowledged
	10	**E4a.....Continued** Enhance Connectivity: Public spaces should be accessible and usable to the general public, and they should be located strategically and designed to tie into and enhance the overall mobility network, including mobility hubs around light rail stations (see B9a). • **Green Spines:** Implement green spines, which are defined in B6a, to facilitate access to public spaces, including parks, and to surrounding neighborhoods (see Figure 15 and Figure 29). • **Designated Parks:** In addition to the new parks connected by green spines, additional parks may be warranted based on the five-minute walk metric and the population density (see Figure 29). Great urban parks, old and new, vary in size from 5 to 10 acres. The parks are centrally located in neighborhoods surrounded by residential, commercial and retail similar to traditional town squares. These parks function as the "heart" of the neighborhood bringing life and vibrancy to the area, and defining the character of the neighborhood. Successful urban parks are accessible, inviting and comfortable with a variety of amenities and activities that create an enjoyable experience for daily use, year-round. o Examples of great urban parks, include: Washington Square Park (NYC), Klyde Warren Park (Dallas), Downtown East Commons Park (Minneapolis), Bryant Park (NYC), and Jamison Square (Portland). These public parks are managed and operated daily through successful public-private partnerships. • **Privately-Owned Public Spaces:** Establish a variety of privately-owned and operated public spaces integrated through private development, both in the right-of-way and in tract, that can include public spaces like parks, plazas and promenades that can vary from an urban plaza character to a natural park character.	Comment Acknowledged
	11	**E4b. Establish opportunities for existing and new parks to accommodate a variety of activities and programs year-round.** • **Existing Parks:** Strengthen existing parks and open space by focusing on social, recreational, and cultural needs (see E4c). Update the plaza adjacent to the Mile High Stadium light rail station to provide for efficient and convenient flow of pedestrian traffic while also connecting to future development. o Encourage the creation of public space at the Pepsi Center/ Elitch Gardens light rail station. • **Adaptable Parks:** Existing parks and new parks, open spaces, and public spaces should be designed to host events, accommodate a variety of activities for all ages, and be enjoyed year-round. Address multi-generational considerations, such as playground areas for children, seating for adults, and interactive play features for all ages including games, dancing, art, learning, and theater. o Encourage small-scale commercial activities, such as recreational equipment rentals, that further activate the park with uses. o Design some public spaces to allow people to enjoy quieter or relaxing activities, such as sitting and sightseeing. • **Food and Beverage Services:** Establish opportunities for increased seasonal or temporary food and beverage services with outdoor seating to be near, adjacent to, or within parks or public spaces. Allocate spaces for vendors, booths/kiosks, and small truck access.	Comment Acknowledged
	11	**E4d. Provide a variety of amenities within parks, open spaces, and public spaces.** • **Lighting:** Establish a lighting plan that promotes the use of public spaces and provides safety for those spaces but does not contribute to light pollution. • **Seating:** Incorporate permanent and movable seating within existing and future public spaces. • Interactive Features: Encourage interactive features and attractive elements within parks and open spaces such as water features. • **Public Art:** Provide facilities, access and programs that support performing arts (dance, music, theatre) and promote the incorporation of iconic and noteworthy public art into public spaces (reference D6c). Encourage integrated and interactive art installations that reflect the history and heritage of the area. • Consider continuous temporary installations of prominent artists that will draw visitors. • Fund public art for the study area through developer contributions and an art fee established within other organizations, such as a potential owner association. • Establish a committee that oversees, selects, and manages public art installations. • **Facilities:** Develop opportunities for integrating year-round programs and services by building functional and adaptable facilities (see E4b). Implement necessary amenities like shade, seating, and restroom facilities for people using parks and open space. • Designate space for vendors, booths/kiosks, and small truck access (see E4b) and possibly other commercial uses that serve the park and visitors' needs, such as farmer's markets, movies in the park, fitness classes, winter activities/temporary ice rink, cultural events, and public events. • **Signage and Wayfinding:** Develop and implement a signage and wayfinding master plan that provides meaningful and attractive tools to help users effectively navigate the plan area, surrounding neighborhoods, and the South Platte River trails (see D6b). • **Safety:** Utilize the best practices in Crime Prevention Through Environmental Design (CPTED), including lighting and design and placement of fencing, walls, and landscaping. • **Space for Dogs:** Coordinate with residential developments to provide adequate space for dogs, especially near entrances to residential buildings.	Comment Acknowledged
	11	**E4e. Contribute to a green public realm.** The publics' highest priority in The Outdoor Downtown plan was to grow the urban forest and plant street trees. Tree plantings in the right-of-way, parks, and open space create a comfortable and more enjoyable experience. o **Tree Canopy and Streetscape:** Promote an active and vibrant green public realm through incorporating a multitude of trees and a diverse arrangement of vegetation within the amenity zones and public spaces. o All streets should be tree-lined and the street trees should have varying widths and species for biodiversity and natural habitat. o Locate trees and vegetation appropriately and provide adequate room for the biological needs of the plants (soil, light, and water) so that urban vegetation can thrive. • **Utility Location:** Locate utilities in zones that allow for repair or replacement with minimal disruption to vegetation, including trees. • **Best Practices for Planting:** Coordinate with the City Forester, Parks and Recreation, and Public Works to identify standards that enhance the streetscape and public realm. Use best practices for tree design, installation, maintenance, and management of vegetation within the right-of-way to ensure landscaping thrives and serves multi-functional needs. o Use native plants or endemic species where possible. o Encourage the use of landscaping as a screening	Comment Acknowledged
	12	**E4f. Activate parks and open space edges.** • **Vibrant Active Edges:** Encourage vibrant active edges around parks and public spaces that may include residential or commercial uses (see A5b and A5c).	Comment Acknowledged
	12	**E4g. Provide opportunities for healthy living.** • **Physical Activity:** Offer opportunity for physical activity for all ages in public spaces. • **Fitness Trail:** Develop a portion of an existing or new multi-use path as a fitness trail. Incorporate the 5280 Loop within the plan area to be easily accessible as a potential extension of a fitness trail. o Identify segments of multi-use paths along the river that can create a fitness loop. • **Adaptable Space:** Provide amenities and programs year-round to encourage multi-generational recreational and physical activity. Elements within public open space should be adaptable to have the ability to be used for fitness activities. • **Recreation Center:** Incorporate a city recreation center adjacent to or fronting nearby parks, trails and public spaces.	Comment Acknowledged
	12	**E4h. Utilize the guidelines and principles of the Outdoor Downtown Plan by incorporating its policies, projects, and programs.**	Comment Acknowledged. Please refer to page 18 for open space network.

	12	**E4i. Create specific standards and policies for the maintenance and upkeep of both public and private parks and public spaces.** • **Maintenance District:** Explore opportunities for a district to provide maintenance of privately-owned public spaces (POPS) and streetscapes. • **Maintenance Facility: Designate land for a central maintenance facility for the Downtown Parks Operations team.** • **Increase Maintenance Resources:** Provide adequate resources to ensure existing and new parks receive sufficient maintenance and upkeep.	Comment Acknowledged. Further discussion is needed.
	12	**E6c. Future development should address stormwater and implement sustainable green infrastructure where possible**. • **Natural Water Cycle:** Develop sustainable green infrastructure systems that protect, restore, or mimic the natural water cycle, improve water quality, and enhance land resources and ecology. • **Water Quality:** Improve water quality by naturally treating all stormwater runoff through green infrastructure systems before it reaches the river or a pipe. • **Flood Resiliency:** Utilize resilient design strategies that allow opportunities for green infrastructure to mitigate flooding and stormwater runoff volumes and provide water quality. • **Best Practices:** Use best practices for storm drainage design and green infrastructure design. Best practices for the design, installation, maintenance and management of green infrastructure components should be used to ensure it thrives, is functional, and remains effective. o Use best practices that are aligned with the goals of Denver's Ultra Urban Green Infrastructure Guide for future design and renovation of parks, public spaces, and streets. o Utilize the Urban Drainage and Flood Control District (UDFCD) Urban Storm Drainage Criteria Manual: Volume 3 and the Department of Public Works (DPW) Storm Drainage Design and Technical Criteria Manual. • **Impervious Surfaces:** Work with City departments to establish regulations to minimize impervious surfaces and utilize materials and techniques that allow for natural water absorption and flow. For denser urban areas, work with the City and the Urban Drainage and Flood Control District to develop new and improved methods for runoff volume reduction, such as the use of infiltration-based water quality methods rather than volume-based methods for stormwater management. **o Work with the City, Department of Public Works, and agencies to develop green street details and requirements that would allow for permeable paving in the ROW, and within the roadway cross-section.**	Comment Acknowledged and further discussions and analysis is needed prior to the IMP submission.
	13	**E7a. Address environmental contamination to allow for mixed-use development.** • Portions of the plan area have a history of industrial uses spanning more than 100 years. Railyard and railroad operations, manufactured gas and related coal tar industries encompassed most of the area east of the South Platte River, and urban fill operations took place in the area west of the South Platte River. Because of these industrial uses, environmental contaminants exist on portions of the plan area. Confirmed and suspected contaminants include petroleum-related constituents, coal tar derivatives, solvents, metals, and buried urban fill, among others. • Some of these contaminants have gone through partial remediation to address the exposure risks associated with the plan area's current land uses. Specifically, limited remediation took place on the property where Elitch Gardens Theme and Water Park is located pursuant to a 1992 Consent Agreement with the Colorado Department of Public Health and Environment ("CDPHE"), and on the property where the Pepsi Center is located pursuant to a voluntary cleanup plan approved by the CDPHE in 1997. Because remediation standards are tailored to specific land uses, any redevelopment of the plan area will likely trigger the need for additional investigation and remediation or mitigation measures to address the exposure risks associated with new land uses such as residential and mixed uses. • **Mitigate Contamination: Work with property owners to execute a development agreement to address environmental concerns including, but not limited to the following: Investigate each site prior to redevelopment to characterize the nature and extent of contamination, the potential for human exposure and environmental harm, and suitability for the intended land use;** **o Develop an environmental management and cleanup plan tailored to the existing conditions and intended future use of the site; and Secure the approval of the state and local public health agencies for the environmental management and cleanup plan prior to establishing the desired land use.**	Comment Acknowledged and further discussions and analysis is needed prior to the IMP submission.
	13	**E7b. Address the floodplain within the plan area.** • The Urban Drainage and Flood Control District ("UDFCD") is currently in the process of updating the City's South Platte River floodplain boundary. The preliminary results of this process indicate that due to overland spills from the main channel of the South Platte River, certain properties within the plan area are at a higher risk for flooding than as indicated on FEMA's Flood Insurance Rate Maps (FIRM's) dated 11/20/2013. The City has partnered with the U.S. Army Corps of Engineers and UDFCD on an Urban Waterways Restoration Study to address flood risks and identify holistic and preemptive solutions to flooding. • **Preemptive Flood Risk Management:** Property owners who are contemplating redevelopment should contact the City early in the process to understand the flood risk(s) associated with their properties. Developers in high-risk areas are encouraged to analyze in-river improvements that reduce flood risk by lowering the water surface elevation of the South Platte River by widening and lowering the river to further the City's goal to enhance the South Platte River. **o Run-Off and River Health:** With a large stretch of riverfront property, development in the plan area has the potential to substantially impact the quality of run-off water entering the South Platte River. **Address stormwater run-off on-site in planning future development as required by D.R.M.C. § 56-111.** **o Filter and slow stormwater run-off on-site through green infrastructure and green roofs (see E6d).** **o Use tools that improve the health of the river, expand wetland and riparian habitats, and enhance the recreational user experience adjacent to the river identified in the Urban Waterways Restoration Study.**	Comment Acknowledged. Preliminary analysis can be found on Page 21. Further investigation, calculations and strategies to be identified in the IMP.

Equity Brief_Ball Arena: Equity + Livability
(Review Comments)

Section	Page #	Metric	Score	Description	City Comment	Applicant Response
ACCESS TO OPPORTUNITY **Creating more equitable access to quality-of-life amenities, health, and education.**	3	Social Determinants of Health	**5.0**	Measured by a) % of high school graduates or the equivalent for those 25 years of age or older and b) percent of families below 100% of the Federal Poverty Line.	• This number reflects the lack of existing development here due to the predominant surface parking lot. The number is scoring high as there is only one condo residential building in the Ball Arena district. **• Applicant should speak to how the proposed development will be an actual reflection of this score.**	As we continue to define what a complete neighborhood means for this development, conversations will continue about job opportunties, job training opportunities, partnerships with AHEC and of course education facilities.
	3	Access to Parks	**4.0**	Measured by % of living units within ¼-mile walk to a park or open space.	• Due to the area's proximity to the South Platte River and the lack of uses on the site this score is misleading. Refer to the Outdoor Downtown Plan for the 10-15 min radius walkshed to park and open space. • E4a. Create new designated parks and open spaces. At least two large parks are encouraged: one north of the CML and one south of the CML. **• Applicant should speak to how the proposed development will be an actual reflection of this score.**	The diagrams in CIMP Section 5 convey the commitment to providing over 12% of the land area dedicated to parks and open spaces. The KSE-Ball Arena Redevelopment provides 2 parks south of the CML. These parks are intentionally located centrally in the development to provide easy & equitable access to open space. The River Mile Redevelopment provides additional parks and open space north of the CML.
	4	Access to Fresh Food	**4.0**	Measured by % of residents within a ¼-mile walk to a full-service grocery store.	• This score is misleading, applicant should indicate their commitment to promoting increased access to fresh food options including a grocery store. **• A5b. Provide a variety of complementary uses such as grocery stores, pharmacies, banks, medical services, coffee shops...**	The creation of afforable rental and ownership retail spaces will be included in the program mix
	4	Access to Healthcare	**3.0**	Access to Health Services - such as clinics, prenatal services, and more. 0.00% of women receive no prenatal care during the first trimester of pregnancy in this area	• This score is misleading, no permanent community to address, however, the applicant should showcase how uses that support wellbeing, such as clinics and doctors' offices will be encouraged. • C6b. Provide amenities and facilities that support seniors and people with disabilities. **• Applicant should speak to how Access to Health Services will be addressed in the proposed development.**	Partnerships with local healthcare providers have been part of the masterplanning and programming discussions, espeically given the emphasis on sports within this redevelopment. Currently, Denver Health is 2 miles from the site, and there are over 4 medical offices within a mile radius.
	4	Child Obesity	**0.0**	Child Obesity measure % of children in the area that are overweight/obese. 0.00% of children and youth are obese	• This metric is misleading, as there's no residential community within the LDR boundary. • Future development should prioritize healthy food options. **• Applicant should explain how they're committed to providing open spaces that encourage outdoor activity, with a focus on children, youth, and the elderly.** **• Implement bike and ped priority street network.**	In regards to children's health, outdoor and recreation spaces will be planned for programs and policies targeting physical activity and nutrition behaviors that have been shown effective in child health. Schools, community centers, health centers, and community engagement are also critical to setting the community priorities around health for children, youth and elderly. The plan currently exceeds the 12% open space required by the LDR. The Ball plan proposes 5 pedestrian/bike bridges creating critical connections between its planned parks and open spaces; those on the approved River Mile plans and the South Platte and Cherry Creek Greenway. The applicant demonstrates a vision for The Confluence Loop (working title). Together with the planned improvements at the River Mile, the loop creates over 2.5 miles of urban and greenway trails unimpeded by a single vehicular crossing. The applicant is using the Outdoor Denver Downtown Plan as guidance for park program to alleviate gaps in outdoor recreation in the Downtown. The applicant will work directly with DPR staff to identify recreational programs and activities for the parks and open spaces that can be acccomadated with the future design of the park and open spaces.
	4	Life Expectancy	**3.0**	Life expectancy (in years): 78.50	• This metric is not expected to be directly impacted by the applicant but may be indirectly improved via other metrics.	Comment acknowledged
	5	Access to Transit	**1.0**	Has Access to Transit. Site was completely inside of a transit buffer ½ mile from high-capacity transit or ¼ mile from frequent transit	• Applicant to expand on how the following recommendations from DAPA will be addressed: **• Provide transit hubs at existing light rail stations.** **• Provide excellent pedestrian and bicycle infrastructure around light rail stations to create clear and convenient connections to the stations; provide pedestrian and bicycle connections across Speer Boulevard to existing transit services on 15th Street.** **• Provide convenient and secure bicycle parking at the stations.**	The diagrams in CIMP Section 4; streets & mobility convey the pedestrian, bicycle, and vehicular circulation & how they connect to transit hubs.
	5	Access to Centers and Corridors	**5.0**	Average Score: 5 Total Evaluation: 1000% of the area is covered by a walk, bike, and driveshed to a center or corridor.	**• Applicant to identify gateways and corridors connecting to adjacent neighborhoods via all modes of mobility.**	The diagrams on page 17 convey how the new corridors/future urban grid of the Ball Arena development align to the adjacent properties encompassing both existing and future developments. The diagrams on page 20 convey how the pedestrian, bicycle, and vehicular circulation routes strengthen the connections of the Ball Arena Development to the adjacent properties by providing new, and multi-layered modes of mobility to this area of Denver. The Ball Arena redevelopment is located in central downtown Denver. The need for safe, pedestrian oriented corridors is essential. The pedestrian, bicycle, and vehicular circulation routes strengthen the connections of the Ball Arena Redevelopment to the adjacent properties as well as the greater Denver area by enhancing corridors and connections, and providing new, multi-layered modes of mobility.

REDUCING VULNERABILITY TO DISPLACEMENT **Stabilizing residents and businesses who are vulnerable to involuntary displacement due to increasing property values and rents.**	5	Educational Attainment	**0.0**	Percent of 25-year-olds and older without a college degree: 42.99% Citywide Average: 50.6% Lack of opportunities for higher education can leave residents unable to make more money and get jobs to offset increased costs	• This metric is not expected to be directly impacted by the applicant but may be indirectly improved via other metrics. **• Applicant to expand on access to all levels of educational facilities within a 2-mile radius, including daycare, K-12, and higher education.**	The project is exploring potential partnerships with the neighboring Universities to offer life-long learning opportunities and other various education opportunities for younger generations including daycare.
	6	Rental Occupancy	**0.0**	Percent of Renter Occupied: 21.05% Citywide Average: 50.12%	• This metric is misleading, as there's no residential community within the LDR boundary. Applicant to expand further on how the following recommendations from DAPA are to be met: **• Applicant should include a variety of market-rate and affordable housing to accommodate diverse households and incomes in the plan area.** **• Promote a variety of affordable and market-rate building types that include, but are not limited to, apartments, condominiums, townhomes, and live/work units.** **• Promote a variety of affordable and market-rate unit sizes to accommodate a range of age groups and household sizes. Units should range in size from studios and one-bedroom units to units with three or more bedrooms to accommodate larger households or families.** **• Promote both ownership and for-rent affordable and market-rate housing opportunities to provide flexibility and ensure an equitable community.** **• Promote provision of on-site residential amenities that attract residents of all ages, including families with children as well as elderly residents in both affordable and market-rate units.**	The Ball Arena will refer to the housing plan being implemented at The River Mile in addition to current efforts like the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.
	7	Median Household Income	**0.0**	Median Household income: $86,875 Denver's Median household income: $68,952	**• Applicant to expand further on committing to affordable housing on-site and to target the marketing of affordable units to the nearby communities.** **• Applicant to expand on their commitment for attracting a diverse employment sector**	The Ball Arena will refer to the housing plan being implemented at The River Mile in addition to current efforts like the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.
EXPANDING HOUSING DIVERSITY **Providing a better and more inclusive range of housing in all neighborhoods.**	7	Missing Middle Housing	**1.0**	Percent Housing with 2-19 units: 25.76% Citywide: 19% If an area had over 20% middle density housing units, it was considered "diverse", if it was less than 20% middle density it was considered "not diverse."	**• Applicant to expand on their plan to provide a diverse mix of residential types on-site: multi-family, duplex, and single family** **• Applicant to expand on their plan to provide a percentage of missing middle housing types**	The Ball Arena will refer to the housing plan being implemented at The River Mile in addition to current efforts like the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.
	7	Diversity of Bedroom Count Per Unit	**0.0**	Ratio: 15.50 Mix Type: Low Measured by comparing the number of housing units with 0-2 bedrooms to the number of units with 3 or more bedrooms.	**• Applicant to expand on their commitment to providing units on-site with a variety of bedroom counts** **• Applicant to provide a percentage of 2 & 3 bedroom units**	The Ball Arena will refer to the housing plan being implemented at The River Mile in addition to current efforts like the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.
	7	Owners to Renters	**0.0**	Owners: 78.9% Renters: 21.5% Denver Owners: 49.69% Denver Renters: 50.1%	• This data is misleading as it accounts for student housing at AHEC there are no rental residential properties within the LDR boundary. **• Applicant to expand on their commitment to providing a strong mix of ownership vs rental properties**	The Ball Arena will refer to the housing plan being implemented at The River Mile in addition to current efforts like the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.
	8	Housing Costs	**1.0**	Mix Type: Low The ratio of (a) housing units affordable to households earning up to 80% if the city's median income to (b) housing units affordable to households earning over 120% of the city's median income.	**• Applicant to expand further on how the following recommendations from DAPA are to be met:** **• Ensure that housing is appropriately located throughout the plan area.** **• Dispersed Affordable Units: Ensure that when affordable housing is planned through regulatory tools, such as a built alternative plan or other housing strategy, require affordable units to be geographically dispersed throughout the plan area rather than concentrated in a specific location.** **• Specifically avoid concentrating affordable units near I-25 or the CML (see E7c for strategies regarding residential uses adjacent to the CML or I-25).** **• Location of Family-Sized Units: Ensure that both affordable and market-rate family-appropriate housing units are located to provide safe access to educational facilities, parks and other recreational opportunities, transit, and fresh food.** **• Location of Student Housing: If student housing is provided in the plan area it should be in close proximity and access to Auraria Campus.**	The Ball Arena will refer to the housing plan being implemented at The River Mile in addition to current efforts like the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.
	8	Income Restricted Units	**0.0**	Income Restricted Units: 0 Citywide Average Income Restricted Units: 175.4	**• Applicant to expand on their commitment to providing a specific amount of Income Restricted Units on-site**	The Ball Arena will refer to the housing plan being implemented at The River Mile in addition to current efforts like the Middle Income Housing Authority to create a robust and equitable housing plan for the redevelopment. The full housing plan will be provided in the Development Agreement.
	9	Total Jobs	**3518 Jobs**	Total Jobs per Acre: 8.520000	• The desired land use for the plan area is an extension of the land use in Downtown Denver; it consists of a mix of residential, commercial, office, civic, institutional, and entertainment uses. Land uses can be mixed in each building, development, or block. Vertical and horizontal mixed-use is encouraged so residential and non-residential uses are within walking distance of one another. **• Applicant to expand on how a mix of job opportunities that cater to a variety of experiences and education levels will be accommodated from construction to build-out.**	As the mixed use program within the redevelopment is progressed, there will be opportunities to explore a variety of workplace environments, including facilities for career development. Initial conversations with CU Denver about extending their proposed innovation district also provides opportunities for start-ups and small businesses.

EXPANDING JOB DIVERSITY **Providing a better and more inclusive range of employment options in all neighborhoods.**	9	Retail	**247 Jobs** **7.02%.**	This is less than the citywide Retail average of 7.02% Retail Jobs per Acre: 0.60 This is less than the citywide Retail average of 53.5%	• This metric is misleading, as there's very limited rail in this area due to the majority of the LDR boundary consisting of surface parking lots. **• As development progresses, identify streets that should become active corridors. Active corridors should be located along streets with high expected pedestrian and bicycle volume** **• Locations designated as active corridors should include adequate public space to accommodate spillover of ground floor uses into the public realm.** **• Ensure that active ground floor uses generate activity throughout the day and night in specific locations as defined above.** **• Encourage active uses, especially retail and food and beverage services, to spill out of buildings and into the public realm.** **• Limit residential uses on the ground floor. Residential uses should have a minimal frontage along Active Corridors.** **• Applicant to expand on how the above-mentioned goals from DAPA will be met.**	The plan has identified Wynkoop as an active corridor, resulting in ample opportunity for retail. The street sections along Wynkoop offer large amounts of café and activation space with sidewalks ranging up to 15'. The Downtown Urban Design Standards require that the building massings promote the human scale at the street level and reinforce a sense of place that enhances the public amenity.
	10	Innovation	**3,256 Jobs** **92.55%.**	This is greater than the citywide Innovation average of 35.7% Innovation Jobs per Acre: 7.88	The high percentage in this metric is reflective of Innovation activity at AHEC. This metric is not expected to be directly impacted by the applicant but may be indirectly improved via other metrics	The project has had preliminary conversations with AHEC about potential partnerships
	10	Manufacturing	**15 Jobs** **0.43%.**	This is less than the citywide Innovation average of 10.7% Manufacturing Jobs per Acre: 0.04	This metric is not expected to be directly impacted by the applicant but may be indirectly improved via other metrics	There are opportunities for potential partners on site that might impact these numbers.

Next Steps

The Downtown Area Plan Amendment area is part of a dynamic system of components that are forever evolving. Blueprint Denver establishes a framework for equitable planning across Denver. By incorporating equity into planning, neighborhoods such as those in the Downtown Area Plan Amendment can achieve Blueprint Denver's vision of creating dynamic, inclusive, and complete neighborhoods.

Actions

1. In response to the equity analysis provided by staff above, applicant will need to address the identified equity gaps by completing the Equity Response. The Equity Response is attached to this analysis.
2. The applicant may refer to the Equity Menu, also attached, for ideas about how to respond to equity gaps identified for this site.

Community Information Meeting Q & A

	Author	Question	Answer
9/29/2022	Mervyn Lapin	What is the plan for parking replacement for the existing arena when those lots are removed?	A parking model is being developed that will take into account a multitude of factors. Some of those include the existing lot utilization rates, the various ride share opportunities and a shared parking model. The team understands that parking is necesary for the function of the arena.
9/29/2022	Mervyn Lapin	Can you provide the details (aspects, uses) for each of the buildings proposed in the rendering? [context: I live in 1443 Auraria Pkwy and would like to know what the adjacent buildings will be]	This will be a mixed use development that could possibly includes office, retail, housing, recreation, healthcare, education and more.
9/29/2022	Anonymous	How does the future employement/equity analysis consider the current and future workforce at Ball Arena itself - is there any assumed growth in employement based on additional development on the site?	
9/29/2022	Steve Penrose	Are details of river mile project available - many aspects overlap	We are working very closely with The River Mile team as there are so many similiarities.
9/29/2022	Anonymous	Can you just clarify what will happen with Manny's Bridge? Will it be moved, improved, maintained?	The current design for the Wynkoop Crossing does not rely on any manipulation to Manny's Bridge.
9/29/2022	Anonymous	Love the idea of improving Children's Park! It has been important while the neighborhood has grown around it, but feels a bit worn out, underutilized, and unsafe in its current state.	Discussions with the City and Carolyn Rothman have been had to discuss the opportunities of this playground.
9/29/2022	Leslie Twarogowski	These look like exciting plans. How will features like bridges (Wynkoop et. al) and RTD light rail connectivity be funded?	The project and metro district will provide most of the funding for this project.
9/29/2022	Elizabeth Stark	What is the time line?	We are working to rezone the property in the next year or so. The next steps and opportunities to build are under discussion with the City.
9/29/2022	Gregg Rich	Is there a planned time frame for start and completion?	We are working to rezone the property in the next year or so. The next steps and opportunities to build are under discussion with the City.
9/29/2022	Anonymous	What are the proposed height restrictions of the new builds?	We are submitting for rezoning under the new CPV-T and CPV-P
9/29/2022	Anonymous	will the bikes/scooters be required to stay off Ped bridges?	No. We are designing these bridges to be wide enough to accomoadate both pedestrians and wheels while keeping both confortable.
9/29/2022	Bruce Polkowsky	Will residential development provide for transition to electric cars with sufficient and equitable access to charging?	The transportation studies that we are running will take into account the future of cars over the next 20 years.
9/29/2022	DeeDeeClang	What about the Elitch Gardens sight? Are you expanding to that property as well?	No.
9/29/2022	Alex Staneski	In some prelimary material related to this project that I've seen, Education space is mentioned. Can you give some context as to what's envisioned for the development of Education space(s) as part of this?	We've discussed partnerships with AHEC and how educational spaces could cross over Auraria onto Ball Arena. Again, many conversations to be had with AHEC but also how we provide amenities on our site for families.
9/29/2022	Anonymous	The displacement score was at 0 because there isn't a neighborhood there but does that score take into account surrounding neighborhoods?	No
9/29/2022	Isaac Law	Exciting presentation for moving Denver towards a more active/public transportation focused city! Is there currently an estimate for when this project could break ground?	We are working to rezone the property in the next year or so. The next steps and opportunities to build are under discussion with the City.
9/29/2022	Geoff	What is the timeline, when will construction start, when would the first condos be occupied?	We are working to rezone the property in the next year or so. The next steps and opportunities to build are under discussion with the City.
9/29/2022	Gregg Rich	Any plans for Delgany bridge?	No
9/29/2022	Anonymous	Does KSE Plan to develop all parcels? If so, does the development team have affordable housing experience?	KSE does plan to develop all the parcels. As the various projects progress, the appropriate teams will be implemented.
9/29/2022	Tom Fertal	what will be construction timing of ball arena plan vs river mile area plan (between rr tracks and the platte) ?	We are working to rezone the property in the next year or so. The next steps and opportunities to build are under discussion with the City.
9/29/2022	Jeanne Granville	There are a lot of good public benefits identified - thank you! However, there are no metrics yet to show implementation success. Community Benefit Agreements (CBA) are a tool that is being used for this. The Westside Stadium Community Coalition has been working on these in preparation for a CBA for the development of the Stadium District. We would be happy to work with you and other Community groups/members on one for the Ball Arena development	Happy to have a conversation
9/29/2022	Anonymous	Can you speak to what you anticipate going in adjacent to the Auraria Lofts? Specifically, the building height? This is the "Wynkoop Crossing" area.	Programming is still under consideration. We will be reviewing the heights in relationship to the surrounding buildings and the market analysis.
9/29/2022	Anonymous	do you have an idea as to how much of the housing will be rental vs privately owned housing?	Affordable housing discussions are ongoing. The project is reviewing The River Mile, having conversations with the state about the new Middle Income program, Chafa and Nest to come to an acceptable number of units.
9/29/2022	Jeanne Granville	From where will you be getting your electricity for this development? What substation?	The project is exploring a district energy strategy to be self-sufficient
9/29/2022	Anonymous	With this development, River Mile and a possible redevelopment by Broncos stadium, are all of you in contact with one another on how the construction will effect surrounding neighborhoods, in terms of traffic, enviromental aspects, and possible displacement? Where will each development be getting its power from?	We are in contact with River Mile around timing. The project is exploring a district energy strategy
9/29/2022	Tom Fertal	how much area will the "view plane" design effect?	
9/29/2022	Clay Lauerman	As a neighbor to Ball, what should residents expect during the consutruciton phase? Noise, debris, and years of road construction seem to stick out to me	We are working to rezone the property in the next year or so. The next steps and opportunities to build are under discussion with the City. Project phasing will be under discussion to understand construction implications.
9/29/2022	Anonymous	With the housing diversity, do we know what that looks like yet? Like condos, rentals, townhouses? Any estimated AMI values?	Affordable housing discussions are ongoing. The project is reviewing The River Mile, having conversations with the state about the new Middle Income program, Chafa and Nest to come to an acceptable number of units.
9/29/2022	Geoff	followup question on timeline, which component of whats been discussed would be developed first?	We are working to rezone the property in the next year or so. The next steps and opportunities to build are under discussion with the City. Project phasing will be under discussion to understand construction implications.
9/29/2022	Anonymous	Shorter than the existing buildings? Asking as a homeowner in the neighborhood.	We will be rezoning to the D-CPV-T and D-CPV-P zoning which have associated height limits. As buildings come online, they will review the surrounding buildings, the market needs and zoning requirements.
9/29/2022	Tom Fertal	where will the wynkoop street allow car traffic within the ball arena plan?	Wynkoop Street has travel lanes the entire length. Event operations will need to be reviewed once the plan is in place
9/29/2022	Glenn Harper/Lindsay Miller	How will the development be self-sufficient with electricity? Will there be a substation on site?	The project is exploring a district energy strategy to be self-sufficient
9/29/2022	Jeanne Granville	We appreciate the DA with the City but it is our understanding from the City, the DA will not address social or economic benefits which you mention, so we would like get with you to address them	Ok
9/29/2022	Glenn Harper	Can you please host another meeting open to the public? You had to have a commercial zoom account to log in to this one	There will be future meetings open to the public as the project moves along
	Comment Since the CIM		
########	David Hawkins	Just want to make sure that sidewalks and protected bike infrastructure are plentiful and not an afterthought. Don't waste a ton of valuable space on surface parking. People can park their cars in garages if they have to drive. The renderings show some great people-first places, more of that! Excited to see this area transformed.	David – thank you for your comment. Your comment is right in line with our vision. Appreciate your support!
########	Ryan Frazer	I think it will be important for the new development to maximize the presence of sidewalks and safe, separated bike infrastructure for all ages and abilities. This will increase the health and safety of people at the new development and also reduce their reliance on owning and/or using cars to do everyday neighborhood trips.	Ryan – thank you for your comment. We are focusing our plan on prioritizing people over cars as you suggest below. Look forward to further engagement.
########	Brian Kulm	As a resident, and home owner in the West Colfax neighborhood I'm very excited by this project. Only thing I'd love to see is an even stronger commitment to transit, walking, and biking.	Brian – thank you for your comment. We are fortunate to have two light rail stations on the Ball Arena property and are spending a lot of time exploring and examining on how best to enhance those two stations with residential dense development.
########	Allen Cowgill	Would love to see lots of Shared Streets, raised cycle tracks (like Brighton Blvd in RINO). Hope this has good bike and pedestrian connections to transit and surrounding neighborhoods	Allen – thank you for your comment. We have been talking about pedestrian and bicycle first development from the beginning of our planning, so we are aligned! Our proposed crossing at Speer is a pedestrian and bicycle only bridge by the way.... More to come!

########	Benjamin Shpurker	The Ball arena plan must prioritize pedestrian and multimodal transportation. This area could become the heart of a proper 21st century if connected with transit and lined with protected bike lanes and pedestrians paths, prioritizing the movement and gathering of people, over the movement of cars.	Benjamin – we couldn't agree more! The Ball Arena property is fortunate to have two light rail stations – our plan is focused on enhancing and emphasizing those two stations. An incredible opportunity to provide dense residential development at these underutilized stations!
########	Devin Brady	Please build as much housing as possible, in buildings that are as tall as possible, with as few car parking spaces as possible and as little space for cars as possible. Build a tall dense residential community where we can live without cars, and be legends. Thank you.	Devin – thank you. We are working hard on a plan which reflects your comments. More to come!
########	John DiMattia	Protected bike lanes please!	Hi John – YES to protected bike lanes! Our plan for Wynkoop Street through the center of the site has dedicated, protected bike lanes. Look forward to further engagement.
########	Jonathan Pira	It's difficult to tell from the renderings what % of this is car-oriented development vs. pedestrian- and bike-oriented development. Some of the streets in the renderings look like incredible low-emission zone (LEZ) opportunities, but that could just be the picturesque mockup and not the real intent for reality. Woudl advocate strongly for extra wide sidewalks and very high-comfort bike and transit access, minimizing non-freight vehicular access (cordoning them to parking garages at the edges of the community, instead of in the interior.	Jonathan – we like your thinking and these comments are valuable – thank you! We are developing a plan that places an emphasis on people over cars. Our Wynkoop Street ROW is 120' wide with two car travel lanes – the rest is for people, bikes, cafes, etc. Look forward to more of your comments and questions.
########	Rob Toftness	Looking forward to the re-use of parking lot space for something more useful that could create an actual neighborhood. I've heard the streets may be privately maintained so you don't have to follow Denver's absurd streets guidelines and possibly create something more walkable and bikeable that isn't just designed for cars and their storage.	Rob – thank you for your comment. Agreed on your parking lots comment - we are looking forward to seeing the Arena become the center piece in a new, urban mixed use neighborhood. Street ownership is still undetermined at this time but understand and agree with the desire to have a people first approach!
9/29/2022	Tracy Altman	Great project! Are there plans for popup experiences near the arena to engage people before/between big events? It's a great way to improve inclusion. Can we talk?	We are defintiely up for talking!
9/29/2022	Kristen Link	comments - 1) how are you guys dealing with xcel and electrical capacity? We've been having a lot of capacity issues with them in RiNo and Golden traingle developments. 2) I really like the plan - hopefully these comments go on record with the City of denver. 3) for the rezone I'm really interested to see the design guidelines that are put on the projects in the area and height restrictions in differnt areas. I'm all about density and height, but a plan for height and design in the master plan will be critical. Generally I love it as a neighbor.	Kristen - Thank you for your comment! The project is exploring a district energy strategy to reduce or eliminate the reliance on the grid. We are excited to explore the potential of the density and design opportunities in the development!
10/6/2022	Dan Shah	Hi Team, I am following up to schedule a time to meet with you regarding connectivity over the Platte, Rail, etc. Note that I would include my my urban planning crew who are completing a study for multi-modal revisions and new connections to the Colfax viaduct. Thanks Dan	Sounds great!
########	Jack Fleitman	Just wanted to say I fully support a new dense neighborhood next to downtown Denver. We have a housing crisis. Additionally, when the new developments come in, they should really be world-class. That means safe, dedicated bicycle infrastructure. You've already got a great start on access to transit! Check out what Emeryville is doing to build their city around state of the art bicycle infrastructure.	Jack - thank you for your comment - we are also excited about the opportunities to create a super pedestrian and bicycle firendly neighborhood! More to come!
########	Rob Toftness	Looking forward to the re-use of parking lot space for something more useful that could create an actual neighborhood. I've heard the streets may be privately maintained so you don't have to follow Denver's absurd streets guidelines and possibly create something more walkable and bikeable that isn't just designed for cars and their storage.	Rob - thank you for your comment! We are working hard with the City to understand what is ideal for the development. We definitely want a ped and bike friendly neighborhood!
########	Lora Kulm	I would like to see more pedestrian and bike infrastructure around this development, as I already use the the transit system to attend hockey games. This has the chance to be a major thoroughfare to make it to the stadium and from there the downtown region	Lora - thank you for your comment! We are with you on wanting to push this development in the next level of pedestrian firendly neighborhoods! It is really exciting what we think we can achieve in this project! Stay tuned!
########	Layton Hill	Pedestrianize everything! This is a chance to pour denver values in concrete and we don't want climate denial (max parking, wide streets) built into our environment	Layton - you are speaking our language! Thank you for your comment. Stay tuned as we develop this neighborhood into the most pedestrian friendly one in Colorado!