



**KSE BALL ARENA REDEVELOPMENT
LARGE DEVELOPMENT FINAL SCOPE
1000 CHOPPER CIRCLE**

Property Legal Description:

SEE ATTACHMENT A – FORMAL LDR APPLICATION (LEGAL DESCRIPTION)

Subject Property Owner:

KROENKE ARENA COMPANY LLC
1000 CHOPPER CIRCLE
DENVER, CO 80204

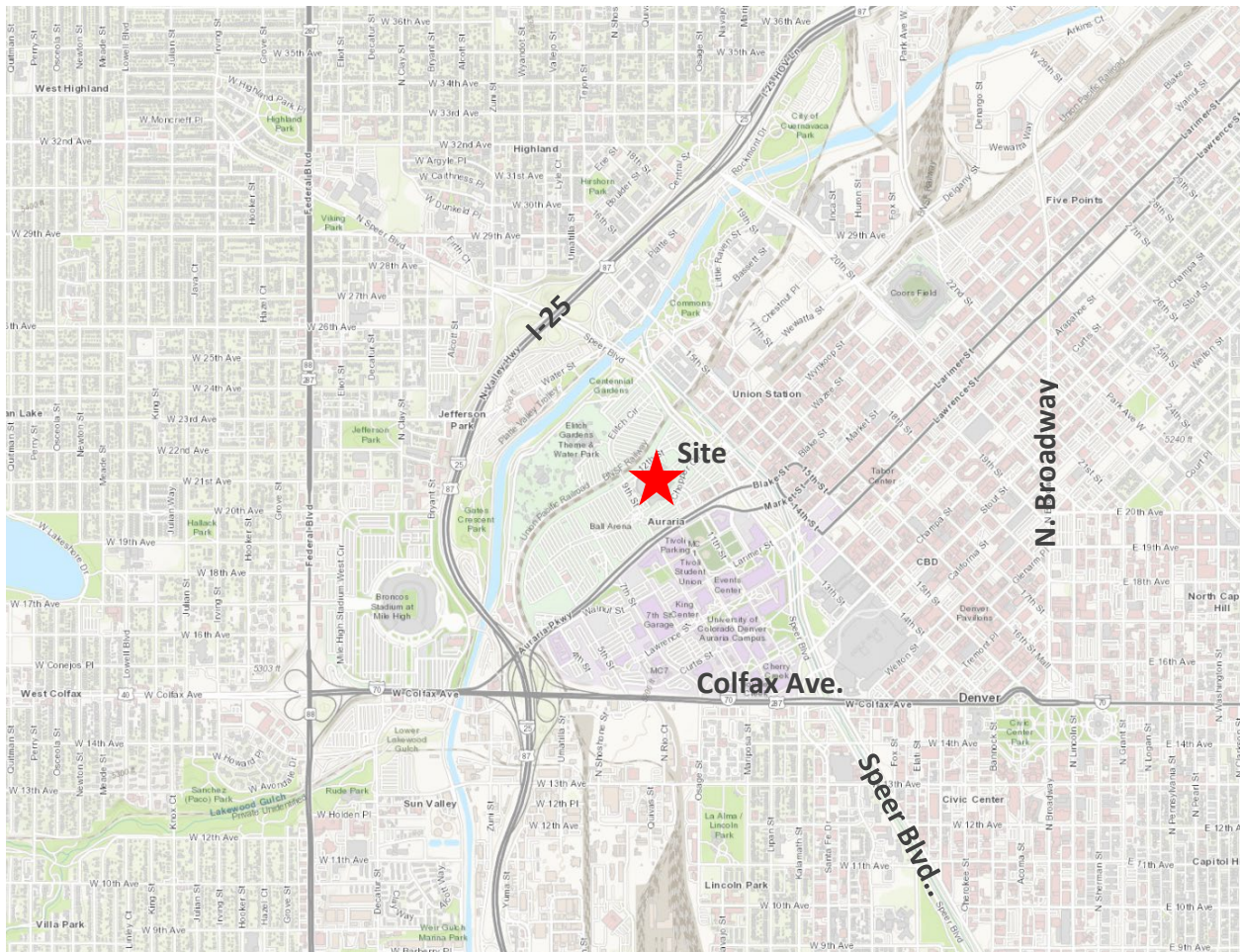


Figure 1 – Area Map

I. Determination of Applicability

On April 5, 2022, a Pre-Application Meeting was held with the city’s Development Review Committee (DRC) to discuss the proposed KSE Ball Arena Redevelopment. Following the meeting, Staff presented the information to the Executive Development Review Committee composed of high-level leadership from multiple agencies. Based on the applicant initiated Large Development Review process and pursuant to Section 12.4.12.2 of the Denver Zoning Code (DZC), the DRC has determined that the Large Development Review (LDR) process is applicable to this project. Factors that contribute to LDR applicability include:

- The need for a coordinated master framework;
- The gross land area of the project;
- Infrastructure improvements needed for the project; and
- The proposal for rezoning.

In addition, the Downtown Area Plan Amendment has identified the need to achieve the following objectives:

- 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 a range of 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.

II. Applicant and Owner Information

Applicant:	Property Owner:
ZGF Architects LLP	Kroenke Sports Entertainment
Sadie Cline	Matt Mahoney
1800 Wazee Street, Suite 300	1000 Chopper Circle
Denver, CO 80202	Denver, CO 80202

III. LDR Boundary

The 55-acre site is owned by Kroenke Arena Company LLC and is located north of the Auraria Parkway, between the BNSF/RTD rail corridor and Speer Blvd. The property is located in Council District 9, currently zoned C-MU-30 with waivers and is affected by a FEMA floodplain. The boundary for the LDR shall include the ~55-acre site that currently includes the Ball Arena and the surrounding parking lots on the east and west sides excluding the Scott’s properties known as 500, 501 and 551 Wazee Street.



Figure 2 – LDR Boundary

IV. Project Information

1. Project Overview:

- a. The KSE Ball Area Redevelopment team proposes to rezone the properties into the Denver Zoning Code and develop the site into a new neighborhood in downtown Denver. The existing arena will be renovated in-place and new entertainment, office, retail and housing will be constructed around the existing structure. Highlights from the applicant’s summary include:
 - i. A complete, connected, and inclusive neighborhood.
 - ii. At least 12-percent open space for public use.
 - iii. 4-5 million GSF of mixed-use, office, retail, and housing

- iv. Connect to nearby areas such as The River Mile, Stadium District, Auraria Campus, and Downtown.

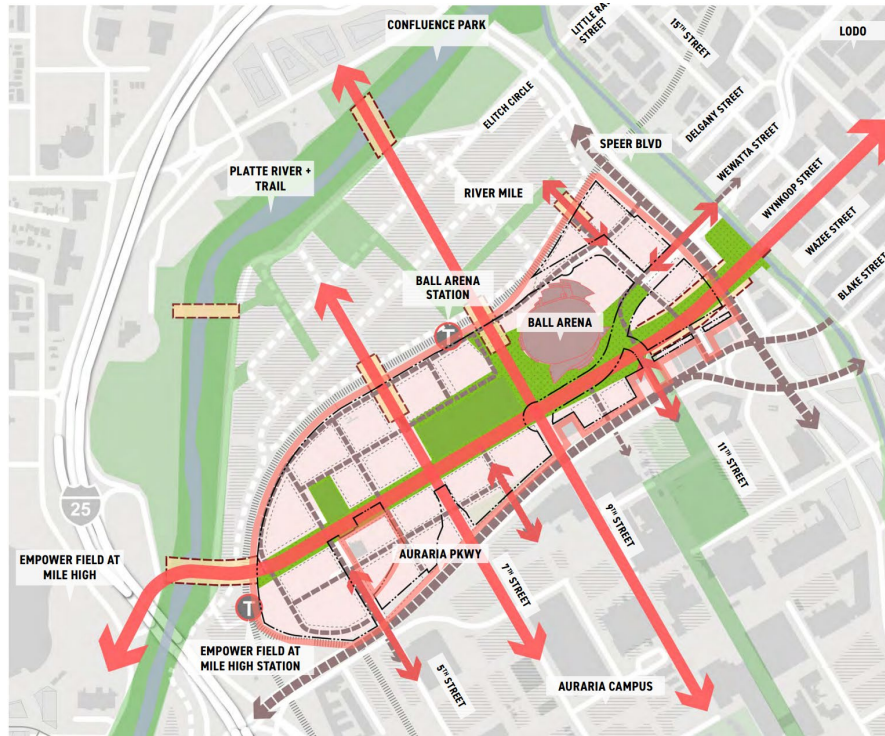


Figure 3 – Concept Plan

2. Development Concept

- a. The applicant’s proposal envisions a concept “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.”

3. Proposed Land Uses and Intensities

- a. The proposed land uses and intensities are intended to take advantage of the envisioned density in the Downtown Area Plan Amendment and the allowed intensity in the Central Platte Valley zone districts.

4. Infrastructure Changes

- a. Based on the project needs, the infrastructure changes include but are not limited to:
 - i. A network of streets creating lots and blocks for vertical development.
 - ii. A network of sidewalks and pedestrian connections that support not only the pedestrian movements within the project but the future pedestrian movements from a through adjacent neighborhoods.
 - iii. A network of parks and opens spaces to serve the neighborhood.
 - iv. A network of bridges, including the 7th Street bridge that will be constructed in-conjunction with the River Mile development.

- v. Mitigation of potential flooding. The River Mile project will make significant improvements within the South Platte River that will improve the floodplain.
- vi. Testing, managing and mitigating environmental conditions that may be left over from previous uses.



Figure 4 – Vehicular Circulation & Service Network

6. Park and Open Space Concepts

- a. The concept plan shows approximately 10-acres to be dedicated towards open space around Ball Arena, with an additional 2.8 acres of improvements off-site, specifically along Cherry Creek Trail.

7. Development Phases

- a. The project will be developed in phases and more information from the applicant is needed regarding proposed phases.

V. Adopted Plan Guidance

The following adopted Plans, studies and/or regulatory programs provide clear and sufficient guidance for review of the proposed large development project and will serve as a basis for providing a framework for interconnected land uses, streets, open space, public parks, and other infrastructure.

- Comprehensive Plan 2040
- Blueprint Denver 2019
- Downtown Area Plan 2007, particularly the 2018 CPV-Auraria District Amendment
- Transportation Standards and Details for the Engineering Division (April 2017)
- Vision Zero
- Denver Moves
- [Transportation Demand Management Program](#)
- [Complete Streets Design Guidelines](#)
- Denver Parks and Recreation Game Plan
- The Outdoor Downtown Master Plan
- Central Platte Valley–Auraria Design Standards & Guidelines
- 5280 Trail Vision Plan
- Design Guidelines: Boulevards & Parkways
- Auraria West Station Area Plan
- Auraria Higher Education Center 2017 Master Plan
- Denver One Water Plan

Highlights from adopted plan guidance include:

2. Blueprint Denver Growth Strategy – Regional Center

- a. The core of the approach is guiding growth to vibrant, mixed-use regional centers, including downtown Denver. These regional centers are complemented by mid-sized community centers and corridors where underutilized infill redevelopment sites can be repurposed. Regional centers and community centers and corridors should attract almost two-thirds of all new jobs and half of new households in the city.

3. Blueprint Denver Context – Downtown

- a. The Downtown context represents the highest mix of uses in the city including multi-unit residential, commercial, office, civic and institutional. Block patterns are generally regular with perpendicular and diagonal streets. Large mixed-use buildings are placed close to the street.

- b. The Downtown context the greatest level of multimodal connectivity with the greatest access to high-capacity transit.
- c. The Downtown context has special use parks, features a range of flexible outdoor spaces and hardscaped plazas. Street trees are within planters and expanded streetscape planning areas.

4. Blueprint Denver Future Place Type: Regional Center

- a. Regional Centers are intended to provide a dynamic environment of residential, dining, entertainment and shopping, while incorporating a diverse set of employment options. Larger-scale mixed-use buildings are common. Structures respond in form and mass to the streets and public spaces around them. Most accessible to surrounding neighborhood users by walking or rolling or biking. Sometimes served by local transit.
- b. Multimodal areas well served by rail service or transit priority streets. Pedestrian and bicycle movement to, from and within these centers is essential.
- c. Open spaces promote social interaction and respond to the distinct uses within the center. Trees, plants and green infrastructure provide moments of relief from the more intense activity. Open spaces are often integrated into the streetscape. Plazas in various locations are common. Trees, plants and green infrastructure provide moments of relief from the more intense activity.

5. Blueprint Denver Mobility Recommendations:

- a. Blueprint Denver doesn't extensively map future street types within the project area; however, the streets are the lifeblood of a city and one of its most important public assets. The development of the complete neighborhood and street network are guided by the framework in Blueprint Denver.

6. Complete Neighborhoods and Networks

- a. Residents identified affordable housing and job creation as high priorities to address as the area continues to grow and develop. The vision for a city of complete neighborhoods, connected by a complete transportation network, so that all Denverites can access their daily needs

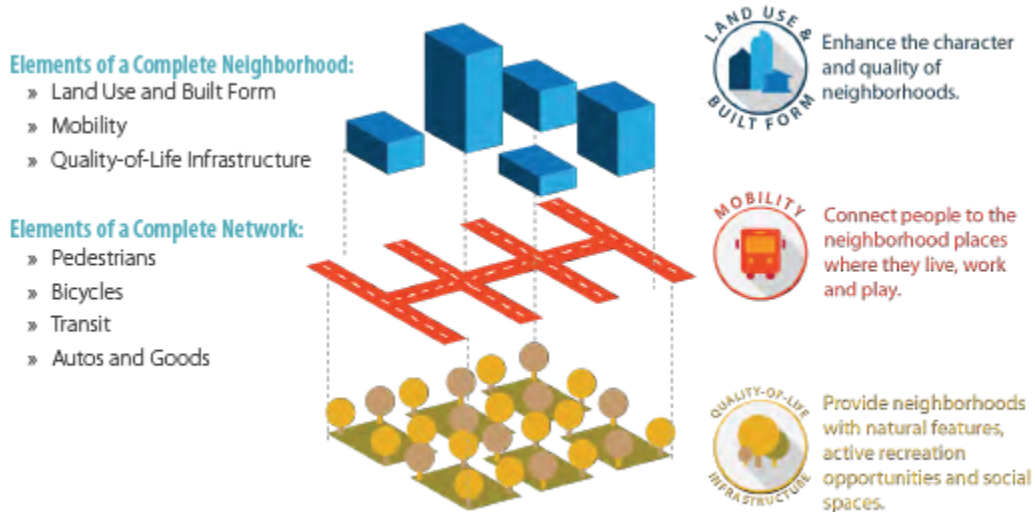


Figure 6: Complete Neighborhood Network Diagram

7. Downtown Area Plan CPV-Auraria District Amendment - Vision elements that are applicable to the project include:

- a. A Prosperous city
 - i. A5a. Encourage a mix of uses.
 - ii. A5b. Promote a specific variety of uses that create an active, livable neighborhood.
 - iii. A6a. Promote robust and diverse businesses, amenities, and commercial services.
 - iv. A6b. Explore economically advantageous clustering of complementary uses that relate to existing uses in the plan area, Downtown, and in surrounding neighborhoods.
- b. A Diverse city
 - i. C5a. Include a variety of market rate and affordable housing to accommodate diverse households and incomes in the plan area.
 - ii. C5b. Implement requirements to ensure that affordable and workforce housing is provided in the plan area.
 - iii. C6a. Offer services and facilities that support families.
 - iv. C6b. Provide amenities and facilities that support seniors and people with disabilities.
- c. A Green city
 - i. E4a. Create new designated parks and open space.
 - ii. E4e. Contribute to a green public realm.
 - iii. E4g. Provide opportunities for healthy living.
 - iv. E4i. Create specific standards and policies for the maintenance and upkeep of both public and private parks and public spaces.
 - v. E5b. Protect the river as a natural resource.
 - vi. E6a. Embrace ways to efficiently use resources and reduce waste.
 - vii. E6c. Encourage green and sustainable communities.
- d. A Walkable city
 - i. B6b. Create Complete Streets by utilizing street design that promotes multi-modal connectivity.
 - ii. B7a. Create a comprehensive pedestrian network with pedestrian facilities on all streets in the plan area.
 - iii. B9b. Provide additional transit services to and through the plan area.
 - iv. B10a. Require Transportation Demand Management.
 - v. B10b. Remove parking minimums and establish parking maximums.
- e. A Distinctive city
 - i. D4c. Calibrate allowed building height and intensity by context.
 - ii. D4d. Leverage increases in allowed building intensity to promote community benefits.

- iii. D4e. Ensure a minimum intensity of development.
- iv. D5a. Adopt new or updated zoning standards to promote high quality design.
- v. D5b. Adopt design standards and guidelines (DSG's) and implement a design review

8. Game Plan for A Healthy city Recommendations:

- a. *Game Plan for a Healthy city* includes the following relevant strategies for realizing the vision of parks, recreation, and the urban forest as vital urban infrastructure in creating a healthy city:
 - i. Strategy 1.6 – Protect and expand tree cover in rights-of-way, public places and areas of high urban heat.
 - ii. Strategy 4.1 – Identify and implement strategies to achieve level-of-service targets for facilities and programming to ensure quality.
 - iii. Strategy 4.16 – Work with other city agencies to seek increased participation from new development to improve park and recreation opportunities for new residents.
 - iv. Strategy 4.17 – Work with the private sector to provide public amenities within private developments.
 - v. Strategy 5.9 – Expand new innovative park and recreation amenities to encourage active lifestyles and improve health.
 - vi. Strategy 5.10 – Develop more active program opportunities in the city center.
 - vii. Strategy 5.11 – Re-imagine Recreation Centers as meeting places and community hubs and catalysts for park activation.
 - viii. Strategy 5.12 – Provide residents with nearby access to nature experiences in the urban system.

9. The Outdoor Downtown Master Plan Recommendations – The Outdoor Downtown includes the following relevant recommendations for creating a social, recreational, connected, cultural, and sustainable Downtown.

- a. Top Ten Recommendations for Downtown:
 - i. Build new parks downtown
 - ii. Implement the four iconic projects including the implementation of the Downtown Loop (5280 Trail) and a Downtown Signature Playground.
 - iii. Grow our urban forests
- b. Create a Social Downtown:
 - i. Aspiration Statement: To realize the full potential of Downtown's parks and public spaces by heightening their sense of safety, comfort, usability and excitement.
- c. Create a Recreational Downtown with Equitable Recreation Space:
 - i. Aspiration Statement: Downtown parks and public spaces that better support the daily fitness needs of residents and that create novel urban recreational experiences unique to Denver.
 - ii. 2.1: Provide new neighborhood or special-use park space in underserved Downtown neighborhoods to ensure that all Downtown residents are within a five-minute walk of a neighborhood or special-use park.

- iii. 2.1.3: Provide a mix of amenities and infrastructure in all Downtown parks to support daily and year-round use for the greatest possible cross-section of users, including playgrounds, game tables, fountains, dog runs, planting areas, hardscaped plazas, lawn areas, etc.
- iv. 2.2: Create a network of various sized parks, public spaces and venues to ensure that all Downtown residents, employees, and visitors have access to quality outdoor space within a three-minute walk.
 - v. 2.2.1: Work with public officials and private property owners to develop guidelines to improve the quality and public accessibility of open spaces in private developments, such as private plazas, activated alleys, and other open spaces. Include mechanisms to reduce liability for property owners.
 - vi. 2.2.2: Create new publicly owned or publicly accessible public space in underserved areas to ensure that all Downtown residents, employees, and visitors are within a three-minute walk (or 600-foot walk) of quality open space.
- vii. 2.3: Create a network of sports facilities to serve Downtown recreational leagues and residents.
 - viii. 2.3.2: Provide infrastructure to support group exercise, games (e.g., chess, ping-pong, foosball), court sports (e.g., basketball, futsal, pickle ball), winter activities (e.g., ice skating, hockey, curling), and other active uses in new and existing Downtown Denver parks and public spaces.
- d. Create a Connected Downtown:
 - i. Aspiration Statement: To enhance the day-to-day experience of life Downtown by allowing easy and intuitive movement to and through the city and by offering opportunities to explore every corner.
 - ii. 3.1: Coordinate with Denver Moves plans to improve pedestrian, transit and bicycle connections to and through Downtown Denver from surrounding neighborhoods, transit stations, and regional trails
 - iii. 3.1.2: Enhance key pedestrian intersections, transit station areas, and transitions from parks to priority pedestrian corridors, through the installation of traffic islands, bulb-outs, seasonal planting, enhanced lighting, and clear wayfinding.
 - iv. 3.2: Create distinct gateways and wayfinding to encourage navigation of Downtown Denver through parks and public spaces.
 - v. 3.4: Expand the capacity of outdoor parks and public spaces to accommodate technology and foster places where people can work and conduct more of their lives outdoors.
- e. Create a Cultural Downtown
 - i. Aspiration Statement: The public realm will be an active participant in the cultural life of the city by acting as a stage for expression and by exhibiting the full range of Colorado culture in condensed urban form.
 - ii. 4.1: Provide a range of performance and creative spaces in parks within each Downtown neighborhood that support individual expression, impromptu performances, and programmed use on a daily basis.
 - iii. 4.2: Catalyze and support the integration of art and culture into the Outdoor Downtown.

- iv. 4.3: Create programs, amenities, and activities in Downtown parks and public spaces that promote experiences unique to Denver.
- f. Create a Sustainable Downtown: A Greener Downtown
 - i. Aspiration Statement: To increase our emotional connection to Downtown Denver and to each other by fostering a public realm that inspires us to act as stewards of the land, to be proud of our city, and to live more of life outside.
 - ii. 5.1: Expand the Downtown Denver tree canopy by planting and maintaining 1,000 trees over the next ten years
 - iii. 5.2.2: Utilize best practices for stormwater management and green infrastructure, in the future design and renovation of designated Downtown parks and public spaces.
 - iv. 5.2.5: Implement pilot green infrastructure projects in public rights-of-way.
 - v. 5.3: Support the ecological health of Downtown through stewardship of its waterways, tactics to increase resiliency and targeted efforts to increase biodiversity.
 - vi. 5.3.4: Include native species in green infrastructure and park planting beds to increase habitat and forage for urban wildlife, such as birds and pollinators.
 - vii. 5.4: Enhance seasonality and celebrate Denver’s climate through planting displays, flexible amenities and year-round programming.
 - viii. 5.4.2: Provide designated space for seasonal lawn sports (e.g., bocce, croquet, badminton).
 - ix. 5.5: Increase the economic vitality of Downtown parks and public spaces by diversifying funding, activating park edges, and partnering with the private sector.

10. Downtown Parks and Recreation Strategic Acquisition Plan – Recommendations relevant to this plan come from the “Downtown, High-Density & Growth Area” Focus Area.

- a. Description:
 - i. These areas typically have a lower ratio of park acreage per capita and continue to see increasing development density and expanded demand on existing parks and public spaces.
 - ii. Park expansion in these areas also helps to maintain Denver’s goal of having 9 acres of park space per thousand people.
 - iii. Parks, open spaces, and trails also help meet the increasing demand for a diversity of recreational, cultural, and ecological activities in areas that attract many residents and visitors.
- b. Goal:
 - i. Meet the increasing recreational, cultural, and ecological demands on parks and public spaces in downtown, high-density and growth areas.
- c. Focus Area Criteria:
 - i. The property is located within an existing 5-minute walk or roll gap if located downtown.
 - ii. The property is located within an existing 10-minute walk or roll gap if in a high-density or growth area as defined by Blueprint Denver.
- d. The property is of adequate size/shape/etc. to provide one of the following amenities if downtown, or three of the following amenities if in a High-Density or Growth Area:

- i. Minimum (3) small group gathering areas of eight (8) people
- ii. Off-leash dog area/run
- iii. Open lawn area
- iv. Tree planting
- v. Multi-use plaza
- vi. Community garden
- vii. Playgrounds
- viii. Community art piece/installation
- ix. Adjacent or interior restaurant/retail uses
- x. Nature play
- xi. Gardens (community, pollinator, etc.)
- xii. Sports courts
- xiii. Cultural spaces
- xiv. Seating/picnic areas

11. Downtown Area Plan Amendment

E4a. Create new designated parks and open space. 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. In addition, centrally located plazas and public spaces are encouraged within the plan area and adjacent to transit stops.

- i. Retain land for accessible parks and open space: Retail land to provide equitable recreation and public space.
 1. Per the Outdoor Downtown Plan, expand upon parks and public spaces to ensure all residents are within a five-minute walk 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.
 2. 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.
- b. 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. 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.

- c. Privately-Owned Public Space: 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 natural park character.

VI Equity

12. Overview

- a. 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. As a city, we advance equity by serving individuals, families, and communities in a manner that reduces or eliminates persistent institutional biases and barriers based on race, ability, gender identity and sexual orientation, age and other factors.

13. What is equity?

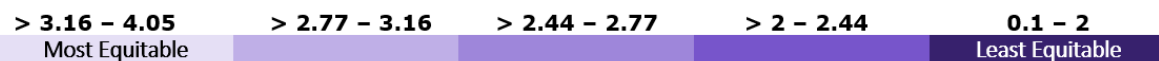
- a. Equity is when everyone, regardless of who they are or where they come from, has the opportunity to thrive. Where there is equity, a person’s identity does not determine their outcome. As a city, we advance equity by serving individuals, families, and communities in a manner that reduces or eliminates persistent institutional biases and barriers based on race, ability, gender identity and sexual orientation, age and other factors.

14. How do we measure equity?

- a. Equity is measured using three concepts: Access to Opportunity; Vulnerability to Displacement; and Housing and Jobs Diversity. Each equity concept is measured using multiple metrics for example Access to Opportunity score measures Social Determination to Health, Built Environment, Access to Healthcare, Child Obesity, Life Expectancy, Access to Transit, and Access to Centers and Corridors.

15. How to ready equity scores?

- a. Each equity concept is given a scoring metric from most equitable to least equitable. Below is an interpretation of the scoring metrics:
 - i. **Access to Opportunity** – Measures Social Determination to Health, Built Environment, Access to Healthcare, Child Obesity, Life Expectancy, Access to Transit, and Access to Centers and Corridors



- ii. **Vulnerability to Displacement** – Measures Educational Attainment, Rental Occupancy, Median Household Income

Vulnerability to Displacement – measures Educational Attainment, Rental Occupancy, Median Household Income



- iii. **Housing Diversity** – Measures Missing Middle Housing, Diversity of Bedroom Count Per Unit, Owners to Renters, Housing Costs, Income Restricted Units



iv. Job Diversity – Measures Retail, Innovation, and Manufacturing

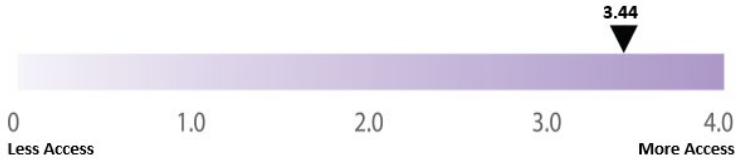
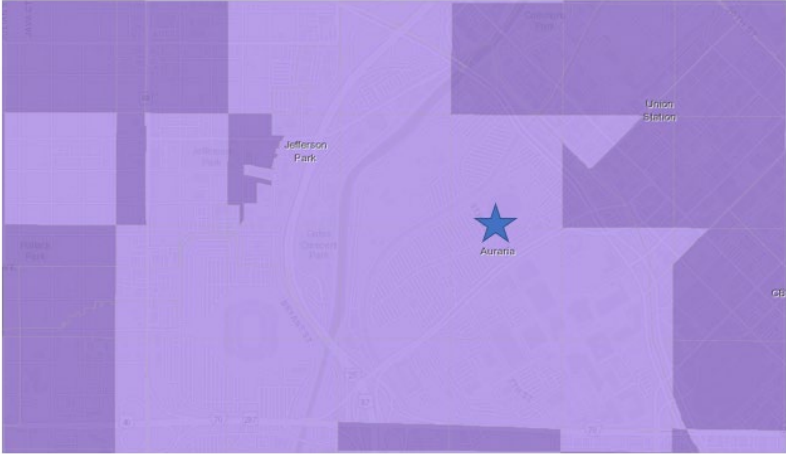
0	1	2	3	4	5
Least Diverse					Most Diverse
The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Retail.	Less than 100 jobs. Data Values below are not applicable.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Innovation.	The job mix is similar to the city's overall job mix.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Manufacturing.	The job mix is dissimilar to the city's overall job mix, because there is more emphasis on Retail and Manufacturing.

16. Why we measure equity?

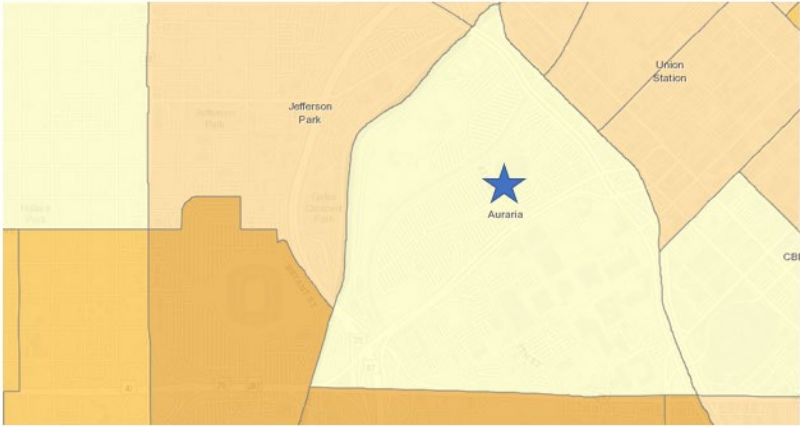
- a. Identifying issues of inequity in a specific area provides an understanding of existing challenges, which guides the city, applicant, and staff to provide opportunities through new development that ease inequity concerns in the area. By specifically addressing the low scoring metrics we improve the overall equity within the community and throughout the city at large. The following analysis provides a breakdown of equity specific to this site and highlights the low scoring metrics.

17. Equity Response from Applicant Team

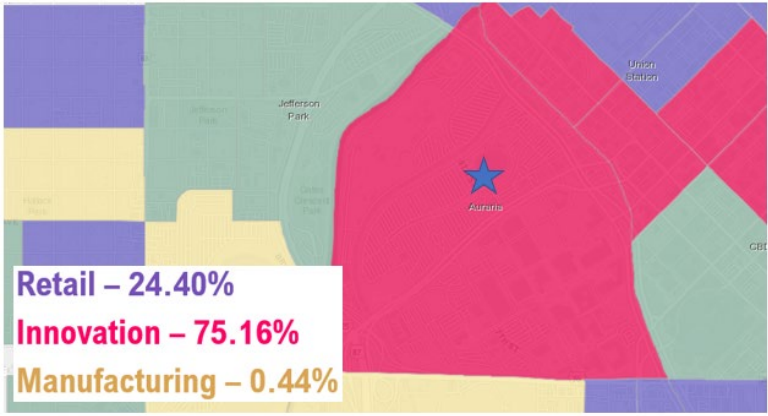
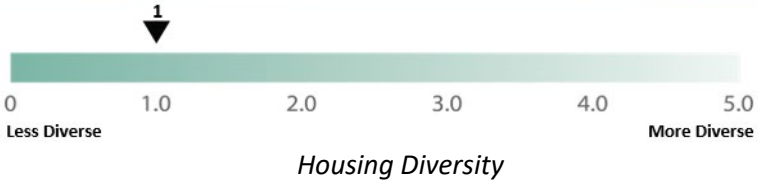
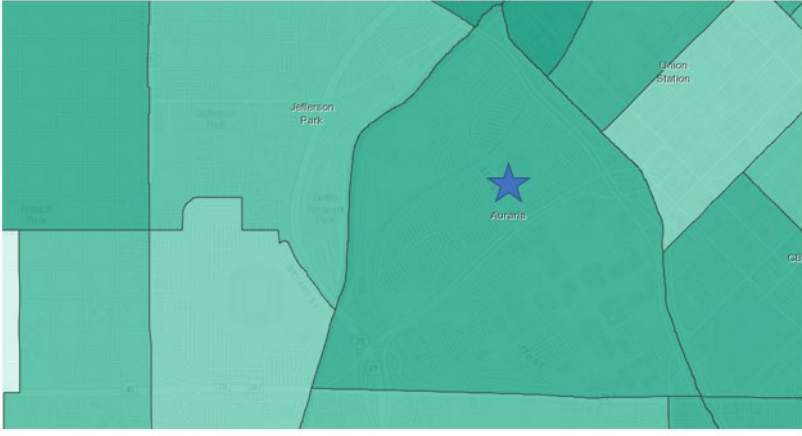
- a. Access to Opportunity: The Ball Arena Redevelopment proposes a commitment to providing over 12% of the land area dedicated to parks and open spaces. The program mix includes potential for the creation of affordable rental and ownership retail spaces that could include complimentary uses such as grocery stores, pharmacies, banks, coffee shops, etc. The redevelopment plans to provide affordable housing with access to RTD Light Rail Stations. The redevelopment is planning an extension of the street grid that includes pedestrian, bicycle, and vehicular connections to the surrounding area.
- b. Vulnerability to Involuntary Displacement: The project is exploring potential partnerships with the neighboring universities, space for daycares, student housing, and incubator spaces as ways of ensuring opportunities for educational attainment. The redevelopment plans for a variety of housing options and bedroom counts. The redevelopment aims to complement the housing plan being implement at River Mile.
- c. Housing Diversity: The redevelopment plans to create a robust and equitable housing plan through a High Impact Development Plan that will disperse middle-income housing throughout the site, provide for income restricted units, provide a diversity of bedroom counts, and create opportunities for rent-to-own housing options.
- d. Job Diversity: As redevelopment progresses there will be a variety of workplace environments and job opportunities, including varying businesses, services, retail, and facilities for career development.



Access to Opportunity



Vulnerability to Involuntary Displacement



Retail – 24.40%
Innovation – 75.16%
Manufacturing – 0.44%

Job Diversity

Figure 7 – Equity Maps

VII Anticipated Development Outcomes and Project Requirements

This section provides comments received from review agencies based a review of the project application and city adopted plans and regulations. These comments are being provided to highlight known project requirements and discussion points that will need to be resolved through future processes.

1. Land Use & Site Design

- a. Overview: Redevelopment of the subject properties is anticipated to take into consideration the following key elements:
 - i. High quality sustainable infill opportunity
 - ii. Pedestrian-oriented design
 - iii. Enhanced open space needs to incorporate publicly accessible open space for new residents and neighbors adjacent to the site
 - iv. Providing diversity in housing options
 - v. Provide ground level activation along perimeter streets to further enhance the public realm and support the existing neighborhood-serving retail that surrounds the site
 - vi. Consider urban design goals that include integration of the new development to be inclusive of, not turn its back on, adjacent development
- b. 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 agreement on:
 - i. High impact affordable housing compliance plan
 - ii. Extension of Ball Arena Commitment to stay in CCD
 - iii. Parks and open space commitments

2. Urban Design

- a. The project site, together with the redevelopment of the Elitch Gardens and the new master plan for the Auraria Higher Education Campus, plays a key role in the future of Downtown Denver. New higher density, mixed-use development on these sites will expand the Downtown core to the west of Speer Boulevard, making the arterial the central spine of the city center and a gateway to Downtown.

For this reason, the proposed development at Ball Arena should strengthen connections to the existing and planned urban fabric in all directions, with particular attention towards Speer Blvd. and Auraria Pkwy, which should be thought of as front doors to the development, as well as over the CML and across the South Platte River towards Mile High Stadium.

- b. All pedestrian connections to and from the site across Speer Blvd. and Auraria Pkwy should be enhanced and feel inviting and safe. The pedestrian environment should be prioritized throughout the site and the public realm should feel inviting, lively and safe for all users and at all times of the day and night.
- c. Ground floor active uses and active design treatments of the building bases (e.g., glazing, entrances, avoid blank walls) should be provided along major connectors: Chopper Cir to Wynkoop, 7th Street, Speer Blvd. and Auraria Pkwy, at a minimum.

- d. Chopper Cir to Wynkoop St. should be envisioned and designed as a major connector through the site. The street should be designed as a multi-modal public street, with appropriate space for pedestrians, bikers and other forms of alternative transportation to access the site.

Additionally, the public plaza in front of the arena should be envisioned to be enjoyed even on days when no events are planned in the arena. The applicant should consider locating uses within the arena that face onto the plaza to activate the space throughout the day and year-round. (e.g., café/restaurant, teams store).

- e. Staff invites the applicant team to clearly demarcate gateways to the site through height distribution, enhancing corners, and location of active frontages and public spaces.
- f. The intersection of Speer Blvd. and Wewatta St. should be approached as a gateway into the development. The applicant team should consider the view from LoDo into the development at this intersection and define the pedestrian experience coming into the site. Given the curvature of the street, views of the arena could be enjoyed from LoDo and should be framed to further invite people into the site.

Additionally, taller buildings coupled with an active ground floor presence and an enhanced public realm should be prioritized along 7th St. (key connector to Auraria Campus and River Mile), Wynkoop St., and around the train stations (to capitalize on transit access).



Figure 9 -city & Speer Blvd. Diagram from ULI TAP Panel

- g. Building on previous and existing efforts along Speer Boulevard, including the Urban Land Institute National Advisory Service Panel (ULI ASP) held in Denver in July 2022, in Q1 2023, the city will be launching a vision study for the future of Cherry Creek and Speer Blvd. that will craft an implementable vision for a healthy Cherry Creek and a transformed Speer Blvd., as an improved multi-modal urban arterial of an expanded Downtown Denver. The expanded Downtown includes the city's business core of Upper Downtown, the LoDo and Union Station neighborhoods, the Auraria Higher Education Campus (AHEC), as well as private redevelopment areas at Ball Arena and River Mile.
- h. Strategies identified through the Cherry Creek & Speer Blvd. Vision & Realignment Feasibility Study (vision study) will knit together the urban fabric of Downtown, physically and socially, at Cherry Creek and Speer Boulevard. The connected vision for the corridor will restore its role as gateway to the core of the city, provide enjoyment of the Creek and improve access to open

space with opportunities to linger and enjoy nature in the heart of the city. Additionally, the connected vision will include a mix of uses and activities, including services, cultural and recreational uses, and overall will prioritize pedestrians, bikers, public transit users. Staff anticipates a vibrant, diverse area of the city and a place that all Denverites can enjoy.

- i. The study will complement the proposed development on the project site and help create a better pedestrian environment along Speer Boulevard, improved connectivity to the Downtown core, while also providing access to enhanced public open space along Cherry Creek.

3. Transportation & Mobility

- a. City staff recognizes the importance the Ball Arena project team places on pedestrian safety and there is a shared desire to address the connectivity issues presented by Speer Blvd. The Speer Blvd. corridor is a dynamic mobility spine for the city and it's an imperative to address the project needs as well as integrate the project improvements into a cohesive concept for the entire transportation network along this corridor, including street level activation.
- b. The Department of Transportation and Infrastructure (DOTI) is committed to ensuring that any improvement along the Speer Blvd. corridor be focused on safety and connectivity for all users. Speer Blvd. is classified as a High Injury Networks (HIN) and identified as a high-transit priority corridor, so it is critical that a re-visioned corridor be considered along with the introduction of development along the corridor. Creating a safe and accessible mobility network requires city staff as well as applicants to consider the entire corridor (likely from Colfax to the S. Platte River) as well as the surrounding streets.
- c. The [Complete Street Guidelines](#) provide the city's vision and guiding principles (as well as a criteria framework) for how streets are to be designed and function. From these guidelines and Blueprint Denver, Speer Blvd. is classified as both a "Downtown Two-Way Arterial" & "Mixed-Use Street" (based on location along the corridor). The main takeaway from these guidelines is that the re-visioned Speer Blvd. must prioritize people.



- d. To address existing concerns around pedestrian safety and connectivity issues along Speer Blvd., the city is about to launch a feasibility study, as mentioned above, for the future of Cherry Creek and Speer Blvd. that will focus on topics such as: limiting vehicle speeds to slower speeds, dedicating transit lanes in each direction, reducing the number of lanes and lane widths, realignment to accommodate ROW allocation, 12-foot wide sidewalks & 8-foot wide amenity zones, physical pedestrian protections/safety features and operational prioritization, among others. The goal is to align development with the city's vision of a safe and accessible street network. Staff expects that over the next 12 months the feasibility study will re-imagine the Speer corridor in a way that will address safety and function of the network for all modes and users.
- e. The Cherry Creek & Speer Blvd. Vision & Realignment Feasibility Study and the project Mobility Study will provide critical information that will lead to the best outcome for both the city and the

Ball Arena development. Staff anticipates a clear direction on the mobility solution will occur after the Vision and Feasibility Study and the project Mobility Study are substantially complete. The city is expected to complete this study by Q2 2024 and is committed to share results with the applicant team upon conclusion to inform the project. The project Mobility Study is anticipated to include:

- i. A good faith effort to solve the challenge of pedestrian circulation across Speer Blvd. and Auraria Parkway at-grade
 - ii. A stepwise progression with an initial phase that provides pedestrian mobility information
 - iii. Subsequent phases that are informed by the initial phase
 - iv. Mobility Study scoping meeting early in the process to detail questions, sequence and analytical process
 - v. Staff anticipates a systemic approach to mobility study as all these connections work together and they will be required to be part of the Mobility Study.
- f. Speer Blvd. Pedestrian Bridge: The city has a strong preference to solve the challenge of pedestrian circulation across Speer Blvd. at-grade. Nonetheless, pending results from the Cherry Creek and Speer Blvd. Vision and Realignment Feasibility Study and the project Mobility Study, staff shares the following preliminary information, criteria, and constraints for awareness:
- i. A ped bridge over Speer will require approval by City Council of a Tier 3 right-of-way encroachment for a privately owned and maintained structure.
 - ii. A ped bridge will require approval by Denver Parks and Recreation for features that are located on DPR or city property
 - iii. A ped bridge will require approval by Community Planning and Development for features located on private property, including design review.
 - iv. A new bridge over Cherry Creek will require a multi-agency approval including from Mile High Flood District.
 - v. The Applicant is encouraged to work with city staff to define design principles to identify shared criteria and values to ensure that the pedestrian bridge integrates seamlessly into the urban context.
- g. Empower Field at Mile High Station: The city values all the mobility connections to the surrounding neighborhoods and staff believes they are necessary for the success of the project. Of particular importance is the pedestrian bridge at the Empower Field at Mile High Station, which will unlock pedestrian and bicycle connections from neighborhoods to the west of the South Platte River to Downtown Denver. This effort will require coordination and collaboration with RTD, the freight railroads, River Mile and likely with Denver Parks & Recreation.
- h. 7th Street Full Modal Bridge: The 7th Street Full Modal Bridge is critical to both the River Mile project as well as the Ball Arena project. In the Mobility Study, interim and ultimate conditions will need to be identified.
- i. Ball Arena/Elitch Gardens Station: City staff agrees that a replacement of the pedestrian bridge to the Ball Arena/Elitch Gardens station is needed. Capacity needs to serve the future demand and the location needs to be functional for both developments and the network. Staff is available to work with the applicant team to develop criteria for this bridge.

- j. Chopper Circle and Connection to Speer: As shown in the updated concept plan, the city’s requirement, based on adopted plans and regulations, is to have a full modal connection at Speer Blvd. that integrates with the rest of the street grid internal to the project. Of particular importance is the establishment of a full-modal route connecting the Wewatta/Chopper intersection at Speer with Wynkoop, the project’s internal “spine”. Substantial reconfiguration may be considered for the Wewatta/Chopper intersection and its extension into the site, but a full modal connection at Speer is required, and required to connect with the rest of the project’s internal street grid.
- k. Privatization of public right of way: The city will prioritize the preservation of ownership of public streets, but privatization of the public right of way will, in good faith, be considered by staff and approved as necessary or desirable. Nonetheless, the roadway connecting Speer through Chopper/Wewatta to Wynkoop and 7th Avenue, are expected to be public.

4. Community Facilities & Services Analysis

- a. Within the Infrastructure Master Plan, community facilities and services need to be analyzed and addressed. Categories include:
 - i. Educational Facilities: A basic analysis of the additional school-age population that could be introduced by the project and the location of existing early childhood programs and public schools. Consider what impacts this application would have on existing educational facilities including early childhood programs and public schools, and the need for educational facilities within the project area.
 - ii. Libraries: A basic analysis of public libraries near the project area including a brief description and their location and user population. Consider what impacts this application would have on the existing public libraries and the need for a new library within the project area.
 - iii. Health Care Facilities: A basic analysis documenting the location of hospitals and public health clinics near the project area. Consider what impacts this application would have on existing facilities and the need for additional facilities within the project area.
 - iv. Fire Protection: A basic analysis documenting the location of fire protection services facilities. Consider how the increased population affects the population ratio per station, and the need for a new fire station within the project area.
 - v. Police Protection: A basic analysis documenting the location of police services facilities. Consider how the increased population affects the population ratio per station, and the need for a new police station within the project area.
 - vi. Energy: During the infrastructure Master Plan process, the city’s expectation is that the applicant team will work with Xcel Energy to determine energy system capacity management needs based on the demands and goals for the project.

5. Parks & Open Space

a. Key Principles and Planning Context:

- i. Key Principles: The basis of requirements for Ball Arena are drawn from Denver Parks and Recreation (DPR) and inter-agency planning documents, initiatives, and policies, including: Game Plan for a Healthy city, The Outdoor Downtown, Denver Parks and Recreation Strategic Acquisition Plan, Parks Designation Policy, and Downtown Area Plan Amendment.

In order to align with existing DPR Planning Documents, which represent the results of public

processes and legislative approval, DPR requests the proposed Ball Arena Redevelopment include a park network that meets the following key planning principles:

1. **Equitable Park Access Downtown:** Provide new neighborhood or special-use park space in Downtown neighborhoods to ensure that all Downtown residents are within a five-minute walk (1,000 feet) of a neighborhood or special-use park, and within a 3-minute walk (600 feet) of a quality outdoor space. (Game Plan; The Outdoor Downtown)
2. **Meet Parks Infrastructure Needs:** Establish and achieve level-of-service targets and retain land for parks based on density and population. (Game Plan; Downtown Area Plan Amendment; Strategic Acquisition Plan)
3. **Quality Parks for Diverse Users:** Create a social, connected, recreational, sustainable, and cultural Downtown through a network of quality parks that provide a diversity of outdoor experiences and function as the heart of a neighborhood. (The Outdoor Downtown; Downtown Area Plan Amendment; Strategic Acquisition Plan)
4. **A Recreational Downtown:** Support the daily fitness needs of residents and that create novel urban recreational experiences unique to Denver. (Game Plan; The Outdoor Downtown)
5. **Climate Resilience:** Foster a park network that strengthens Denver’s climate resiliency, protects a healthy tree canopy, and inspires residents to act as stewards of the land. (Game Plan; The Outdoor Downtown)

b. Planning Context – Downtown Growth and Level of Service Targets:

- i. It is critical that DPR work collaboratively with private developments to provide the necessary parks infrastructure to keep pace with population increases downtown in order to maintain the quality-of-life that attracts residents to Denver. DPR requires applicants to address the impacts that the redevelopment is generating on park needs by increasing the residential population. Addressing the impacts of development on the parks system includes both addressing level of service (LOS) and the delivery of high-quality, open park space that meets parks-system needs.
- ii. The following numbers provide the context of LOS targets for Denver:
 1. Nationwide Average: 13 acres per 1,000 residents (Game Plan)
 2. Current Denver citywide Average: 9 acres per 1,000 residents (Game Plan)
 3. Current Average in Downtown Denver: 3.4 acres per 1,000 residents (DPR Analysis)
- c. The Ball Arena Redevelopment’s proposed open space network will be evaluated in the context of the density of the proposed development program and applicant’s requested adjustments to what is allowable as-of-right for the property. DPR’s requirements for the parks for the Ball Arena Redevelopment will be defined through the documents created as part of the LDR process, in addition to the open space zoning requirements defined in the Denver Zoning Code, Section 10.8.1.

Requirements for Ball Arena Redevelopment Future Submissions:

- d. **Define a Package of Park Infrastructure Commitments** (Key Principles: Equitable Park Access Downtown and Meeting Parks Infrastructure Needs)

- i. The Ball Arena redevelopment must commit to addressing the impact of the redevelopment on park space needs, which is defined as contributing to the growth of the level-of-service for downtown Denver residents and closing the 5-minute parks walk gap to DPR parks.
- ii. **DPR is committed to working with the applicant** to meet the requirements through a creative package of commitments, which may include the following categories:
 1. **Dedicated Park Space:** Dedication of master-planned, designed, and constructed park space to DPR. The dedicated land is to be free of encumbrances, below-grade parking, and private detention, and pending environmental review. The extent and location of the dedicated park space is to be determined through the Infrastructure Master Plan with final approval from DPR.
 2. **Dedicated Park Space Off-Site:** a dedication of land off-site to be used to address the 5-minute park walk gap downtown. All off-site land would need to satisfy the city and County of Denver’s Land Acquisition requirements.
 3. **Off-Site Improvements:** Delivering or providing financial contribution towards improvements that are outside of the redevelopment project boundaries, but still represent parks and recreation benefits for future residents of the redevelopment.
 4. **Privately Owned, Publicly Accessible Open Space:** Development of quality privately-owned, publicly accessible open spaces to remain in private ownership and meets DPR’s level-of-service needs to create quality park space for a social, cultural, connected, sustainable and recreational downtown. (This may include, for example, the area indicated as ‘Arena Plaza’ in the July 2022 Concept IMP.)
 5. Per section 1.6 E(3) of the Large Development Review and Infrastructure Master Plan Rules and Regulations, Denver Parks and Recreation will require dedicated public park space as part of this development. This is an important component of creating a new neighborhood.
- e. **Denver Parks and Recreation has the following priorities for elements that could be included in the package of commitments:**
 - i. **Dedicated Park Space:**
 1. Signature Park
 2. A Neighborhood Park
 3. Special use parks providing outdoor recreational amenities
 - ii. **Off-Site Improvements:**
 1. Full delivery, including design and construction, of the interior improvements to the River Mile Recreation Center
 2. Improvements, to include widening and upgrading, of the Cherry Creek Trail to increase capacity and comfort for residents and visitors traveling to this area
 3. Funding towards the construction of the Skyline Park project
 4. Improvements at the Downtown Children’s Playground, Manny’s bridge, Cherry Creek, and connections to the Cherry Creek
- f. **Create a Sustainable Urban Tree Canopy:** (Key Principles: Climate Resilience)

- i. Improving the urban tree canopy is a top priority to improve water quality, mobility, and relief from urban heat island effects. Future submissions should provide diagrams and narrative that demonstrates the applicant’s proposed locations for tree-lined streets, and locations of urban forest expansion.
- ii. In the downtown Denver context, an aspect of providing a sustainable urban tree canopy is mitigating the negative impacts of dogs on public ROW and parks. Future submissions should demonstrate that the applicant’s intended plan for meeting pet relief and dog recreation area needs within private development areas, through graphics and narrative demonstrating the location of the following within the project boundaries:
 1. Dog relief areas in all proposed residential buildings
 2. Applicant-owned and maintained dog park recreation area that is publicly accessible
 3. If items 1 and 2 above cannot be met, applicant should commit to ensuring that dogs are not permitted in the new residential buildings
- g. **Required Documentation:** (Key Principles: Equitable Park Access Downtown, Meet Parks Infrastructure Needs, Quality Parks for Diverse Users, Quality Parks for Diverse Users, A Recreational Downtown, Climate Resilience). Future submissions should demonstrate how requirements 1-3 will be met both on-site and off- site. Documentation should include:
 - i. Plans/maps, supported by a matrix describing the proposed parks and open spaces.
 1. Proposed parks and open space network and relationship to surrounding context including open space configuration and typologies, internal circulation/connectivity, and linkages to broader neighborhood and off-site networks (open space, trail, natural, etc.)
 2. Concept plan with size of all proposed publicly accessible open spaces and dimensions for signature open spaces labeled.
 3. Concept plan illustrating 3-minute (600 feet) and 5-minute (1,000 feet) walksheds to parks space.
 4. Net Development Area graphic and calculations illustrating minimum open space acreage requirement per DZC 10.8.1. Clearly identify on-site open space that meets the code requirements. Identify any additional parks and open space provided.
 5. A table providing the name (or identified label on a diagram) of the park/open space, acreage, high level description of the park program/features (e.g. – hardscape plaza, playground, etc.), anticipated ownership of the park, anticipated entity responsible for maintenance, if the acreage is counted toward the open space requirement, and the development phase/trigger that will result in the development of the park and open space. DPR understands that some of this information may not be available at this time.
 6. Inspiration images and/or illustrative plans/sketches for each park or park typology to demonstrate anticipated character, landscape type, user amenities, and finish quality.
 7. Conceptual location/quantities for key identified recreation amenities (e.g., event infrastructure, play areas, restrooms, sports courts, etc.)
 8. Identify any infrastructure and/or project needs that are intended to be met wholly or in part by the parks and open space network. Include items such as stormwater management or detention, parking and/or right-of-way requirements, utility connections or easements, or any other encumbrances on the parks and open space network.

h. Outline a Proposed Planning Process for Parks: (Key Principles: Equitable Park Access Downtown and Quality Parks for Diverse Users).

- i. In order to meet the above requirements of providing quality parks and open space that addresses the project’s impact on downtown park needs, the planning, design, and construction (PDC) of the park space within the redevelopment will be required to follow key standards of DPR’s PDC process. This includes:
1. Provision of meaningful public engagement opportunities during the master plan and final design, and clear demonstration of the impact of public input on planning/design outcomes. The applicant is expected to commit, in good faith, to creating a planning and design process in collaboration with Denver Parks & Recreation that values diverse community input.
 2. Approval and review through DPR’s QA/QC process and standards, at each milestone stage of planning, design, and construction.

i. Open Space Requirements and Exclusions:

- i. The open space requirement of the Denver Zoning Code, Section 10.8.1, are a separate but related requirements from those of Denver Parks & Recreation. The space used to satisfy the Denver Parks & Recreation standards may be used to satisfy the standards of 10.8.1; however, open spaces that satisfy 10.8.1 may or may not satisfy the Denver Parks & Recreation requirements. During the Infrastructure Master Plan process, both sets of standards will need to be satisfied.
- ii. It is expected that any impacts to existing DPR parks, such as the Downtown Children’s Playground, due to improvements such as pedestrian crossing across Speer Boulevard will be addressed separately from the required parks LOS impact of the redevelopment’s population growth to ensure that there will not be a net loss of existing park space owned by Denver Parks & Recreation.
- iii. While the below improvements are encouraged, they will not count towards the Parks & Open Space Requirements:
1. 5280 Trail improvements are considered right-of-way improvements
 2. Mobility improvements in the rights-of-way including sidewalks and bike lanes
 3. Plaza space may contribute to parks and open space requirements, depending on how it is amenitized and its availability to the public
 4. Proposed bridge(s)

6. Landmark

- a. Based on the concepts submitted, it appears that the pedestrian bridge and open space components of the Ball Arena project will fall within the boundaries of the Speer Boulevard Historic District (ordinance no. 604, 1988) and the Lower Downtown Historic District (ordinance no. 109, 1988). Any work within the district boundaries that requires a building or zoning permit will require review and approval by Landmark. The Landmark review authority and process is laid out in Chapter 30, Denver Revised Municipal Code. Small-scale projects that meet Landmark guidelines and have minimal visibility can be reviewed by staff at the administrative level. Large-scale projects and any project that does not clearly meet Landmark guidelines or that is highly visible must go to either the Landmark Preservation Commission or Lower Downtown Design

Review Commission for review. Any projects on city-owned property must go to the relevant Commission.

- b. Projects within the Speer Blvd. Historic District is under the purview of the Landmark Preservation Commission. Any work within the boundaries of the district would be reviewed based on the following:
 - i. Speer Blvd. designation application and ordinance
 - ii. The Speer Blvd./Cherry Creek Parkway Urban Design Guidelines which were developed in conjunction with the designation application and are reference in the ordinance
 - iii. Design Guidelines for Denver Landmark Structures and Districts
 - iv. Key requirements for new work within the district laid out in these documents include:
 - 1. Any work within the district should maintain, enhance, and revitalize the historic classic image of the linear boulevard, as exemplified by the city Beautiful movement.
 - 2. The physical character of the parkway should emphasize and regenerate the boulevard as a place for people recognizing that the parkway is designed for multiple uses, e.g., recreation, waterway, drainage, park, walkway, auto transit and open space.
 - 3. The focus of the parkway should reinforce the waterway as an amenity for people to use, enjoy and view.
 - 4. The overall character, design and maintenance of the entire parkway should be consistent and uniform and should reinforce the image of the parkway as a part of the historic Denver park and parkway system.
 - v. Specific guidance that may relate to the proposed pedestrian bridge:
 - 1. Bridges should be designed for safety, pedestrian amenities and aesthetics.
 - 2. The historic layout and design pattern of the area should be identified, and the site plan and landscaping plan should reinforce that pattern.
 - 3. Historic vistas of, along and from the parkway, (e.g., mountain, boulevard, creek and city), should be maintained and enhanced.
 - 4. The site design and landscape plan should be consistent with the classic design of the parkway.
 - 5. The improvement/site design should utilize design elements found within other similar improvements along the parkway.
- c. Projects within the Lower Downtown Historic District is under the purview of the Lower Downtown Design Review Commission. Any work within the boundaries of the district would be reviewed based on the following:
 - i. Lower Downtown Historic District designation application and ordinance
 - ii. Design Guidelines for Lower Downtown Historic District
 - iii. Design Guidelines for Denver Landmark Structures and Districts
 - iv. Key requirements for new work within the district laid out in these documents include:

1. Strong features of Lower Downtown’s physical character are the rectilinear and blocky nature of its existing buildings and the area’s block-alley-block pattern. New structures shall be designed such that their massing is consistent and compatible with the historical context.
2. A structure’s materials, details, and colors are important factors in establishing its compatibility with its context.
3. Plan new features to respect the character-defining features of the historic district.
4. When designing a new walkway or path, use colors, styles and finishes similar to those seen in nearby historic walkways.

7. Department of Housing Stability

- 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.” Please review DRMC Sec. 27-229 for more details. High Impact Development Compliance Plans shall be negotiated with HOST and must be executed / recorded prior to any building permit issuance. It is further recommended that the material terms of the High Impact Development Compliance Plan are finalized prior to any City Council action related to the proposed development.
- 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.”
- c. The applicant mentioned its interest in partnering with the newly established Colorado Middle Income Housing Authority entity to ‘disperse middle-income housing throughout the site.’ HOST is interested in engaging further on this topic as the Authority begins to take shape. However, the requirements of the Authority cannot replace or substitute - the requirements of the Mandatory Affordable Housing Ordinance nor the High Impact Development component thereof.

8. Stormwater & Wastewater

- 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.
- 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
- c. Erosion Control: Erosion Control plan sets are required for all land disturbance
- d. Public Easements: All public easements must be conveyed by separate document (not on Plat).

- 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.

9. Denver Floodplain Review

- a. 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 Flood Protection Requirements for New Developments document for more information:
<https://www.denvergov.org/files/assets/public/doti/documents/programsservices/flood/application-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.
- b. 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.
- c. The formal LDR must include discussion on current/future flood risk and should speak to development implications with and without successful River Mile project.

10. Metro Water Recovery

- a. Comments provided by Myles Howard, mhoward@metrowaterecovery.com
- 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.
- 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.
- 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 new barrel section, and then reinstall the cone.

11. Denver Economic Development & Opportunity

- 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.

- b. The opportunity this development poses in terms of creating a space that serves Denver’s diverse communities is of the utmost importance.
- 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)

12. Sustainability & Climate

- a. The Office of Climate Action, Sustainability, and Resiliency (CASR) 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.
- b. A conversation with representatives from CASR 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. Specific items to discuss could include:

- i. Building electrification
 - ii. Water recovery system
 - iii. Structural roof to support PV panels
 - iv. Waste heat recapture and other district energy system opportunities
- c. 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. Denver has a goal for net zero energy all-electric new buildings and homes by 2030. For more information see the [Net Zero Energy Implementation Plan](#). Additionally, there are energy efficiency/ building performance requirements for existing buildings as part of the Energize Denver Ordinance.
- d. 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. Additional examples of district scale opportunities include but are not limited to: water conservation, water reuse, and landscaping, habitat and biodiversity support, resiliency (e.g. livability during power interruption), resident engagement (e.g., onsite agriculture or Community Supported Agriculture hosting or engagement in landscape care / gardening or EV fleet car share or other).
- e. On-site water management and reuse: capture and treat stormwater and collect, prevent, and/or filter runoff to waterways. Denver’s [Climate Adaptation Plan](#) identifies extreme weather in the form of heavy downpours as a key climate impact for the city and County of Denver. Denver’s [Comp Plan 2040](#) calls for integrating storm water into the built environment using green infrastructure to improve water quality and reduce runoff.
- f. 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, e.g., 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.

13. Environmental Quality

- 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.

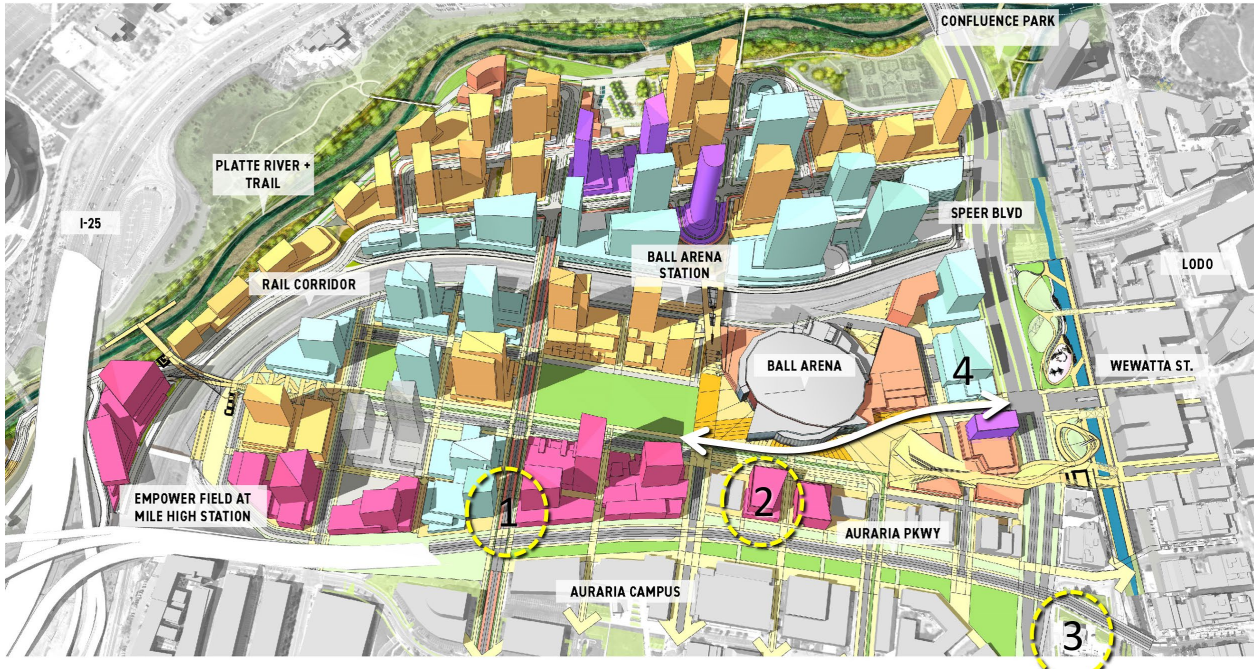
- iii. EQ is aware that the Site as well as multiple nearby and upgradient properties have been included in the Voluntary Cleanup and Redevelopment Program (VCUP), with the Colorado Department of Public Health and Environment (CDPHE). Historical industrial uses of the Site, including a tar manufacturer, 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 likely to contain elevated concentrations of metals and VOCs (TPH, PAHs, PCE, TCE). For more information please visit <https://cdphe.colorado.gov/voluntary-cleanup>.
- 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.
- 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.
- 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 (720-865-5410).
- 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.
- 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.

14. Denver Fire Department

- 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:
- b. Based on the goals of providing faster/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. More specifically, DFD is looking for a new fire station in location 1 or 2 on the map below. The existing fire station at location 3 (Station 6) serves the existing community and the project necessitates the need for additional service. Preliminary DFD needs include:
 - i. New facility large enough to accommodate 4 apparatus. Integration into mixed-use buildings (e.g. fire station on the ground floor and office or other uses above) is potentially feasible. The facility may also be a pull through facility eliminating the need for a larger driveway.
- c. Access through the project to Speer Blvd.



15. Regional Transportation District

- a. The application shows a promising redevelopment that can ultimately help increase RTD ridership by re-aligning and enhancing two downtown LRT stations and providing high density development in close proximity to the stations. The development team should consider the following in future conversations with RTD:
- b. RTD will not provide funding for the reconstruction of the LRT stations
- c. Development team will need to provide plans and a timeline for disruptions in service caused by construction
- d. This will include funding a bus bridge to provide alternative connections for RTD customers while regular LRT service is suspended
- e. Any plans for station reconstruction and track realignment must be thoroughly reviewed by RTD staff and adhere to RTD standards. Reference:
- f. Building in Close proximity to Existing Light Rail Tracks - <https://www.rtd-denver.com/sites/default/files/files/2018-08/building-in-close-proximity-to-existing-light-rail-tracks-03-02-16.pdf>
- g. Light Rail Design Criteria - <https://www.rtd-denver.com/sites/default/files/files/2018-08/RTD-Light-Rail-Design-Criteria-12-2014.pdf>. See section 5.4.1 for guidance on station platforms and track geometry. Consider how the need for tangent track for a station platform will impact overall alignment and developable adjacent land.
- h. Continue to thoughtfully consider pedestrian connections and access to RTD's stations, especially connectivity from Empower Field station to the South Platte trail.
- i. Development team should continue to work with RTD in order to achieve the desired and mutually beneficial outcomes of this redevelopment project.

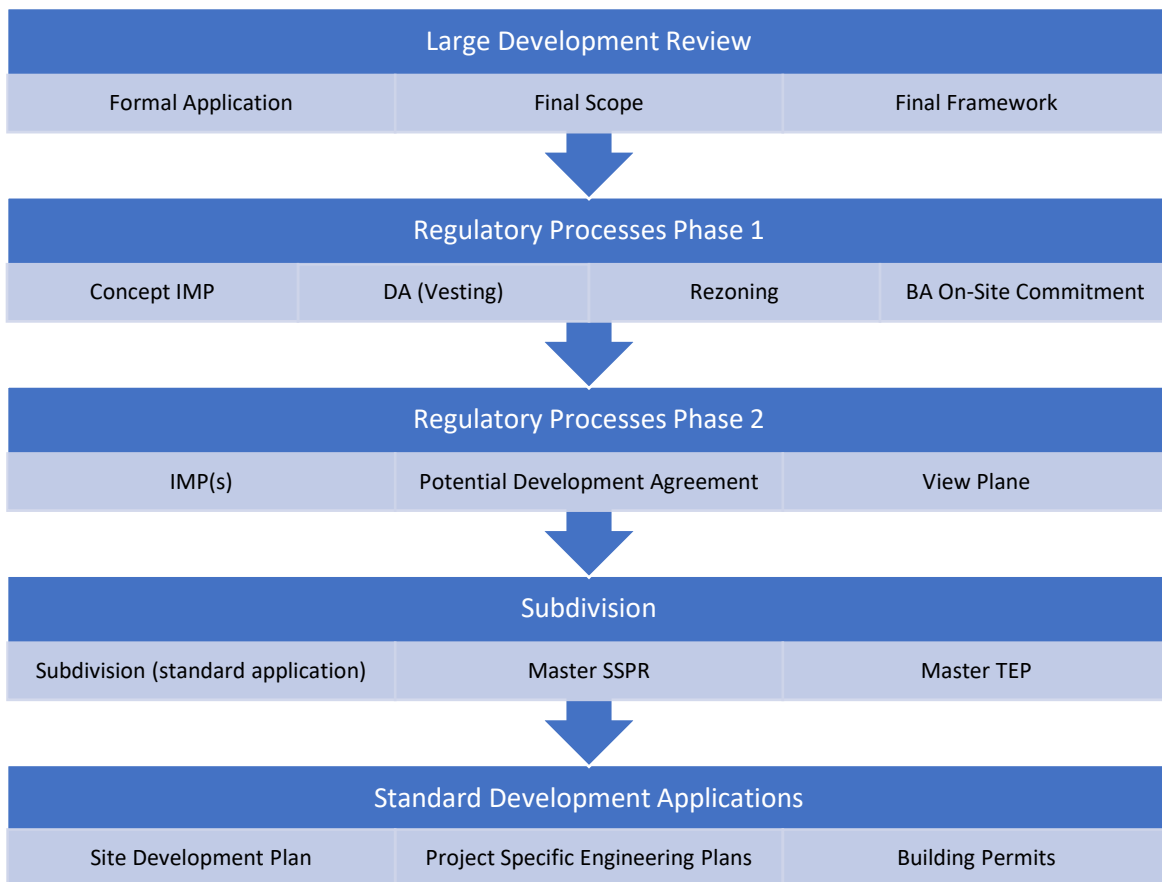
VIII. Development Review Process

The following processes have been identified as necessary for this project. The details on content for each of the processes are only intended to highlight anticipated scope and they are not intended to preclude additional topics that may need to be addressed as the project is being formally reviewed.

- 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.
- 2. Rezoning** – To ensure adequate support and clear coordination for the rezoning, staff recommends several items to be addressed prior to the rezoning. The LDF should finalize these needed steps prior to rezoning as well as the timing of concurrent actions (e.g., the view plane modification/removal).
- 3. 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.
- 4. 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 partially blocked by the Auraria Higher Education Campus (AHEC), 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. Until such time as the view plane is modified, the project has a path forward with group or individual view plane variances for block development.
- 5. 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 follow the process outlined in the Denver Zoning Code and will include the information identified in the Rules and Regulations such as:
 - i. Mobility Study
 - ii. Sanitary Sewer Study
 - iii. Water supply capability to the area regarding fire flow requirements
 - iv. Parks Study and Concept Plan

- v. Affordable Housing Summary
 - vi. Off-site Improvements
 - vii. Open Space phasing, maintenance and ownership
 - viii. Roadway, bike, and pedestrian network improvements
 - ix. Development Agreement – A Development Agreement may be needed for the project to address project commitments that are not otherwise addressed by a city regulatory process.
 - x. 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.
- 6. Subdivision Plat** – Concurrently with the plat, a master Transportation Engineering Plan and master Storm Sanitary Plan Review will be required.
- 7. Site Development Plan(s) and related infrastructure construction drawings for horizontal and vertical development**

The sequence below is based on the assumption that the applicant is willing to pursue the Large Development Review and an Infrastructure Master plan in advance of the rezoning approval. The subdivision plat can be submitted for review at such time that the Infrastructure Master Plan is developed enough to establish right-of-way boundaries and development parcels.



IX Community Information Meeting

1. Pursuant to the DZC, the Large Development Review process requires holding a community information meeting. A Community Information Meeting was held on Thursday, September 29th from 6 to 7:30 p.m. via Zoom. Invitations were sent per the city’s requirements to individual property owners within the vicinity of the property inviting them to the virtual meeting. Signs with meeting details were posted on the property ahead of the meeting per the city’s requirements. The meeting was attended by 96 members of the community, city staff and representatives of the project team. The project team shared updated plans for the LDR application, answered questions from the neighbors, and shared their contact information for future correspondence. A summary of the neighborhood meeting and questions asked is included in Attachment A – Formal LDR Application (Community Information Meeting Summary).

X Summary

1. This Final Scope, per the requirements of Section 12.4.12.6 of the Denver Zoning Code, provides a description of the project boundaries, highlights of adopted plan guidance, an overview anticipated regulatory processes and preliminary project requirements. The next step is for the applicant team to submit a draft Large Development Framework (LDF) based on the information provided in this Final Scope and an outline provided by staff. In the draft LDF, please be sure to include commitments the project willing to make based on city adopted plans. More information about the LDR process in the [Large Development Review and Infrastructure Master Plan Rules and Regulations](#).

Attachments (1): Attachment A - Formal LDR Application