



MILE HIGH GREYHOUND PARK: URBAN PLANNING STUDY

CITY OF COMMERCE CITY, COLORADO

PARCELS 'A' & 'B' URBAN PLANNING STUDY - FINAL DELIVERABLE

MAY 18, 2021

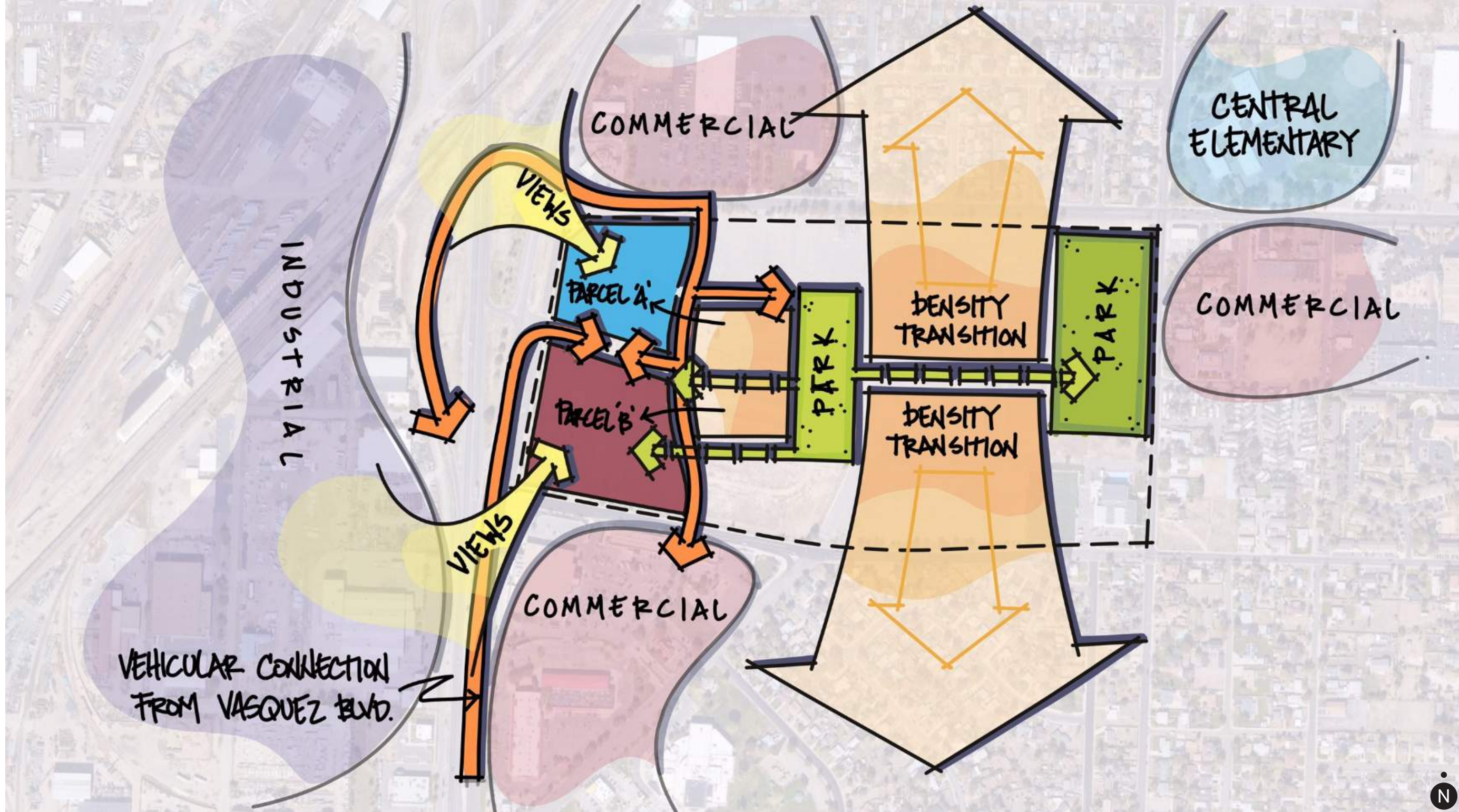




PROJECT VISION:

The vision for the remaining parcels of Mile High Greyhound Park (MHGP) is to create a unique, high quality, mixed-use environment in Commerce City. The west side of MHGP will create an activity node by serving not only the surrounding neighborhoods, but also creating a higher-density mixed-use new regional center and community destination for Commerce City. The district will include a distinct combination of employment, education, retail, civic amenities, and open space.

The vision for the west side evolved from the overall vision for the Mile High Greyhound Site rooted in Commerce City's Comprehensive Plan. The west side will contain a unique combination of institutional, hotel, commercial, retail, and civic uses that are designed to function in an integrated way. The vision also completes a robust open space system that connect the multifamily green space to both trails and a civic plaza, creating a unified network and sense of place in the heart of the development.



Parcels 'A' & 'B' Guiding Principles:

1. Create a flexible development that fosters walkable, pedestrian environments.
2. Provide a variety of commercial and retail development opportunities
3. Create a community destination with a unique sense of place.
4. Transition scale of development appropriately towards site boundaries.

PROJECT DESCRIPTION:

The proposed 63rd Avenue creates a central Main Street for the District lined with a hotel, ground floor retail with professional office above, an entertainment/restaurant concept and a central plaza. The central plaza is flanked by a two-story mixed use/institutional building that serves as an iconic anchor for the development. The mixed use/institutional building is envisioned to host a variety of civic users from a culinary educational school to a historical museum to service organizations such as the Chamber of Commerce. The central plaza serves as the focal piece for the development creating a walkable district in all directions. The north-south axis is anchored by a conference center along 64th Avenue and the potential for an institutional user to expand to the south depending on market conditions.

Retail occupies the 100% visibility corner at 62nd Avenue and Highway 2, building upon the critical mass of retail already established on the south side of 62nd Avenue. While the front entrances are located along the main streets, adequate parking is tucked behind the buildings, central to all uses. Finally, the Central Plaza ties directly into the east-west greenspace within the residential district, as well as the multi-use trail that surrounds the development on all sides. Stormwater ponds are located along the trail which double as an amenity for the district. Capitalizing on views to the west, ample open space, and a variety of uses and users, the west parcels of Mile High Greyhound Park will be not only a walkable complement to the new residential neighborhood, but a unique destination for the entire community of Commerce City.



MASTER DEVELOPMENT SUMMARY

CONCEPTUAL PROGRAM DATA:
 Multi-Use Institutional: +/- 60,000 SF (30,000 SF, Two Levels)
 Required Vehicular Parking: +/- 150 Stalls (1/400 SF)

Potential Conference Center: +/- 24,000 SF
 Required Vehicular Parking: +/- 480 Stalls (1/50 GSF)

Hotel: +/- 122 Keys (Four Levels)
 Required Vehicular Parking: +/- 125 Stalls (Developer directed)

Retail: +/- 43,000 SF (Inline, Pad)
 Required Vehicular Parking: +/- 144 Stalls (1/300 SF)

Office: +/- 10,000 SF (Second Level of retail bar north of Hotel)
 Required Vehicular Parking: +/- 25 Stalls (1/400 SF)

Total Vehicular Parking Required: +/- 924 Stalls
 Total Vehicular Parking Provided: +/- *672 Stalls (Includes on-street Parking)



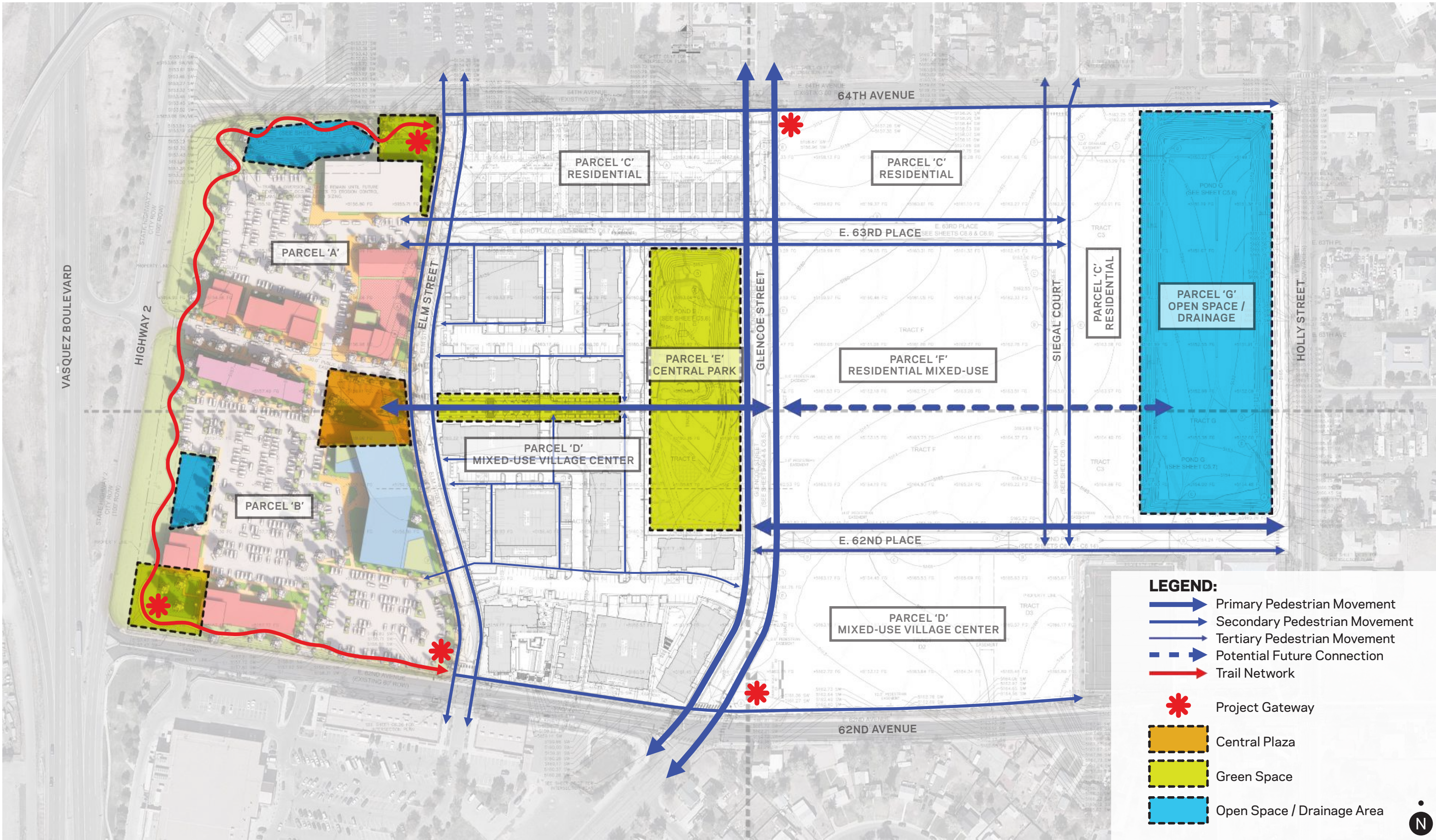
PARCEL & PARKING INFORMATION



FUTURE FLEXIBLE BUILD-OUT OPPORTUNITIES



MASTER PLAN PEDESTRIAN CONNECTIVITY & OPEN SPACE



PARCELS 'A' & 'B' PEDESTRIAN CONNECTIVITY & OPEN SPACE



AERIAL VIEW LOOKING NORTHEAST



AERIAL VIEW LOOKING SOUTHWEST



Potential silo art installation opportunity to the west as terminus to development

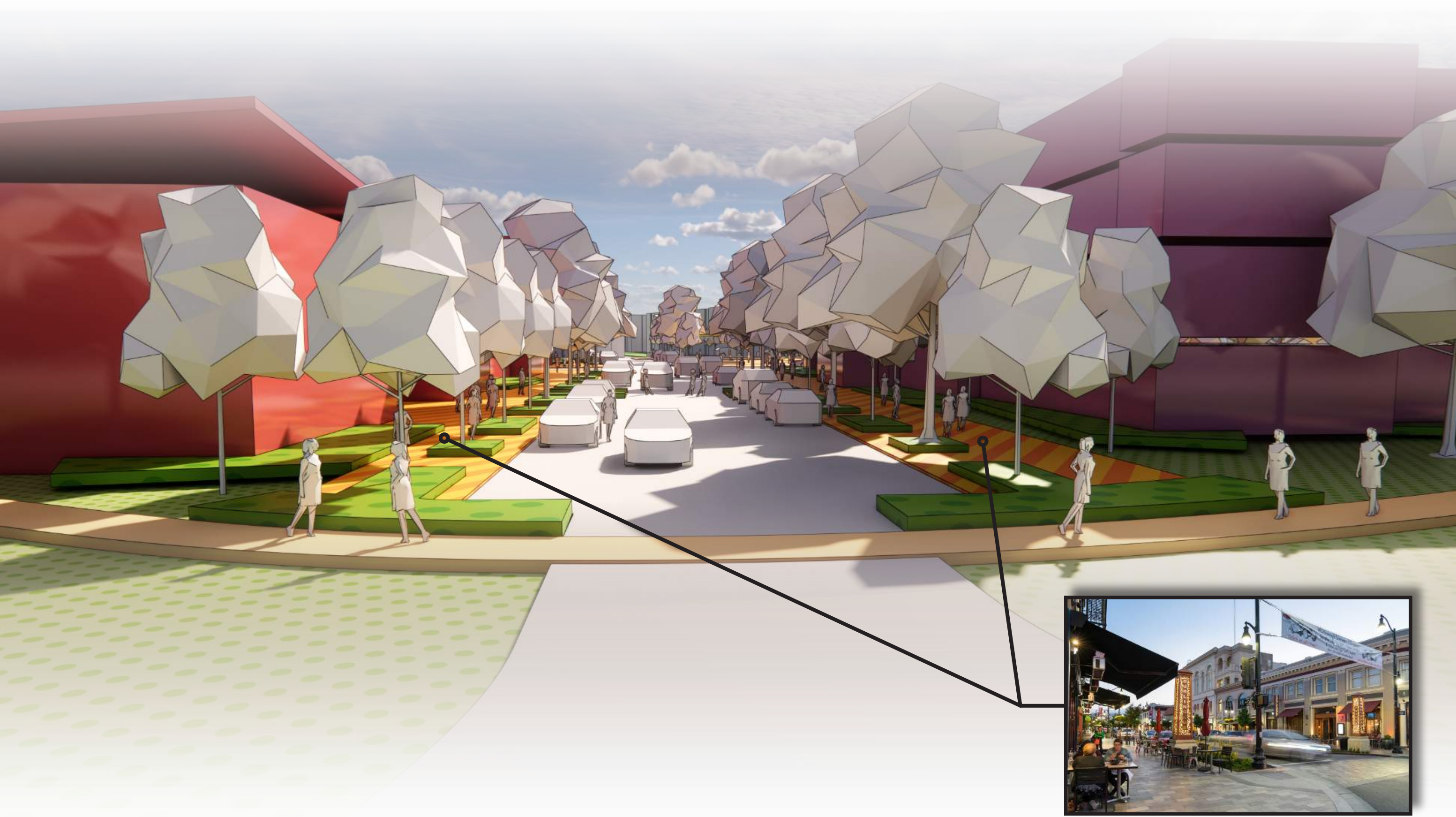
AERIAL VIEW LOOKING SOUTHWEST AT CENTRAL PLAZA



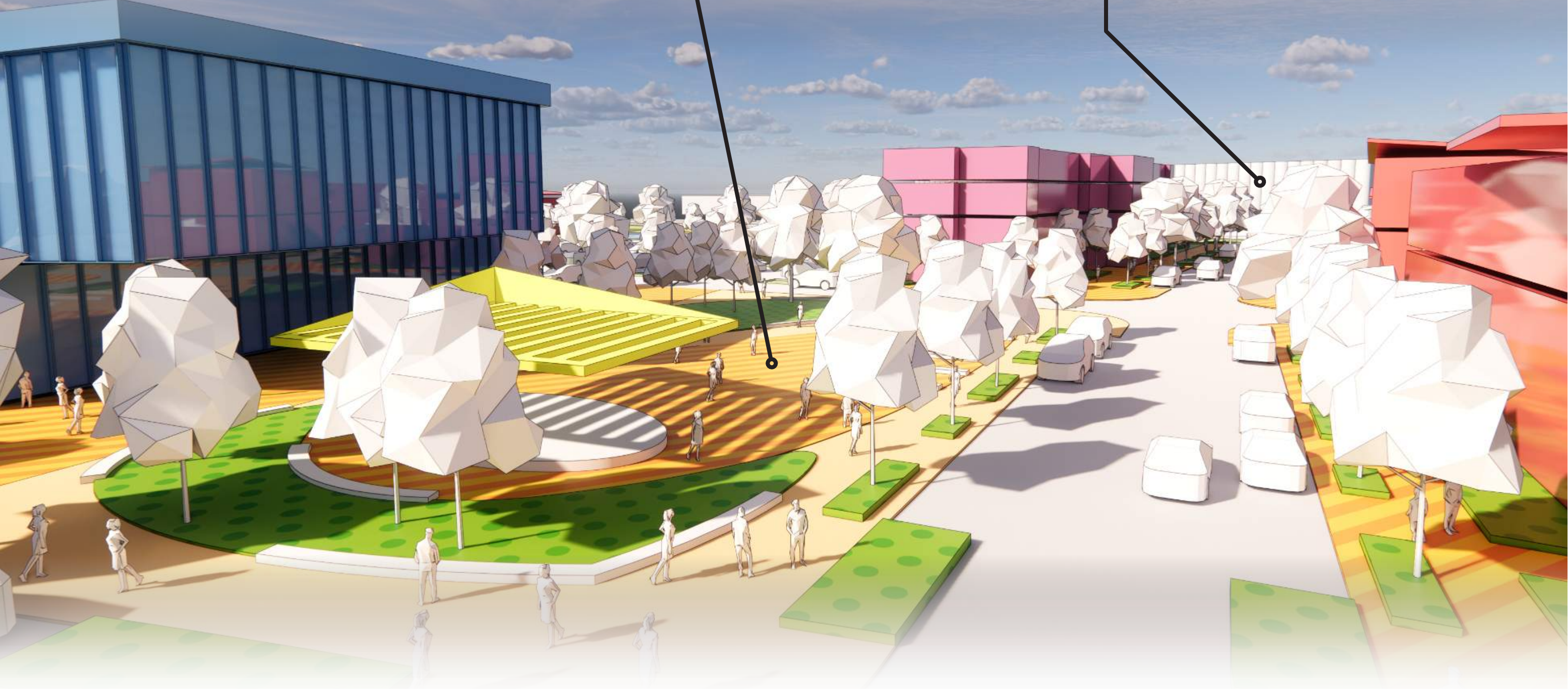
AERIAL VIEW LOOKING NORTHWEST AT MULTI-USE INSTITUTIONAL BUILDING



STREET VIEW LOOKING EAST AT PROPOSED 63RD AVENUE



STREET VIEW LOOKING WEST AT PROPOSED 63RD AVENUE & ELM STREET



PRECEDENT EXAMPLES - CENTRAL PLAZA + STREETScape



BALANCE HARDSCAPE AND SOFTSCAPE



DEVELOP SPACE ADAPTABLE FOR LARGE AND SMALL GATHERINGS



PRECEDENT EXAMPLES - ENTERTAINMENT

CULINARY - COMMUNITY - ENTERTAINMENT INTEGRATION



CULINARY STUDENT POP-UPS



PEDESTRIAN RESPIRE ZONES



VEHICLES AND PEDESTRIANS SHARE SPACE



DESIGN WITH FLEXIBILITY IN MIND

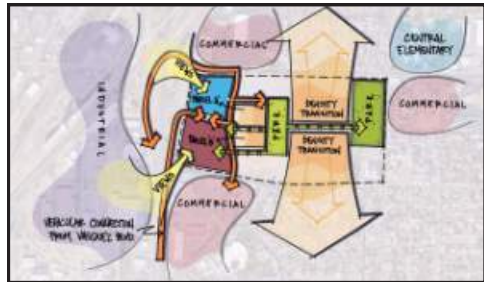
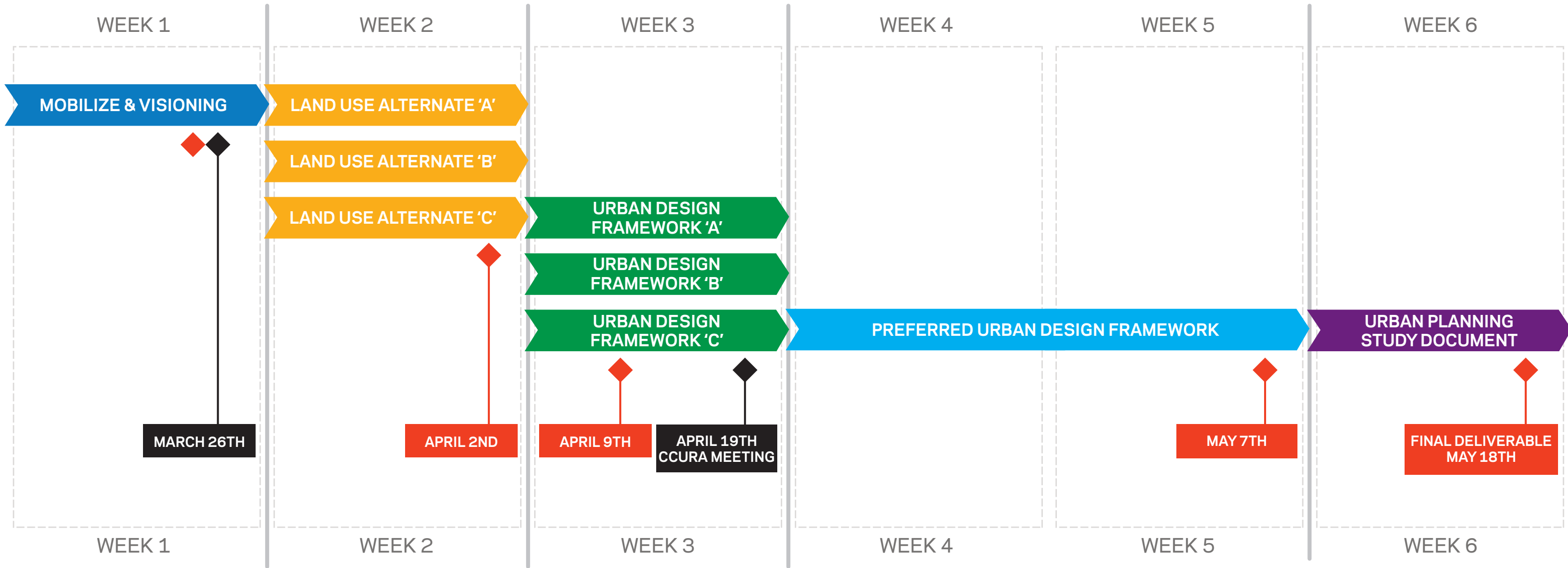


appendix

STAKEHOLDER VISIONING SESSION
MARCH 26, 2021



PROJECT SCHEDULE



◆ CITY MEETING
◆ STAKEHOLDER MEETING



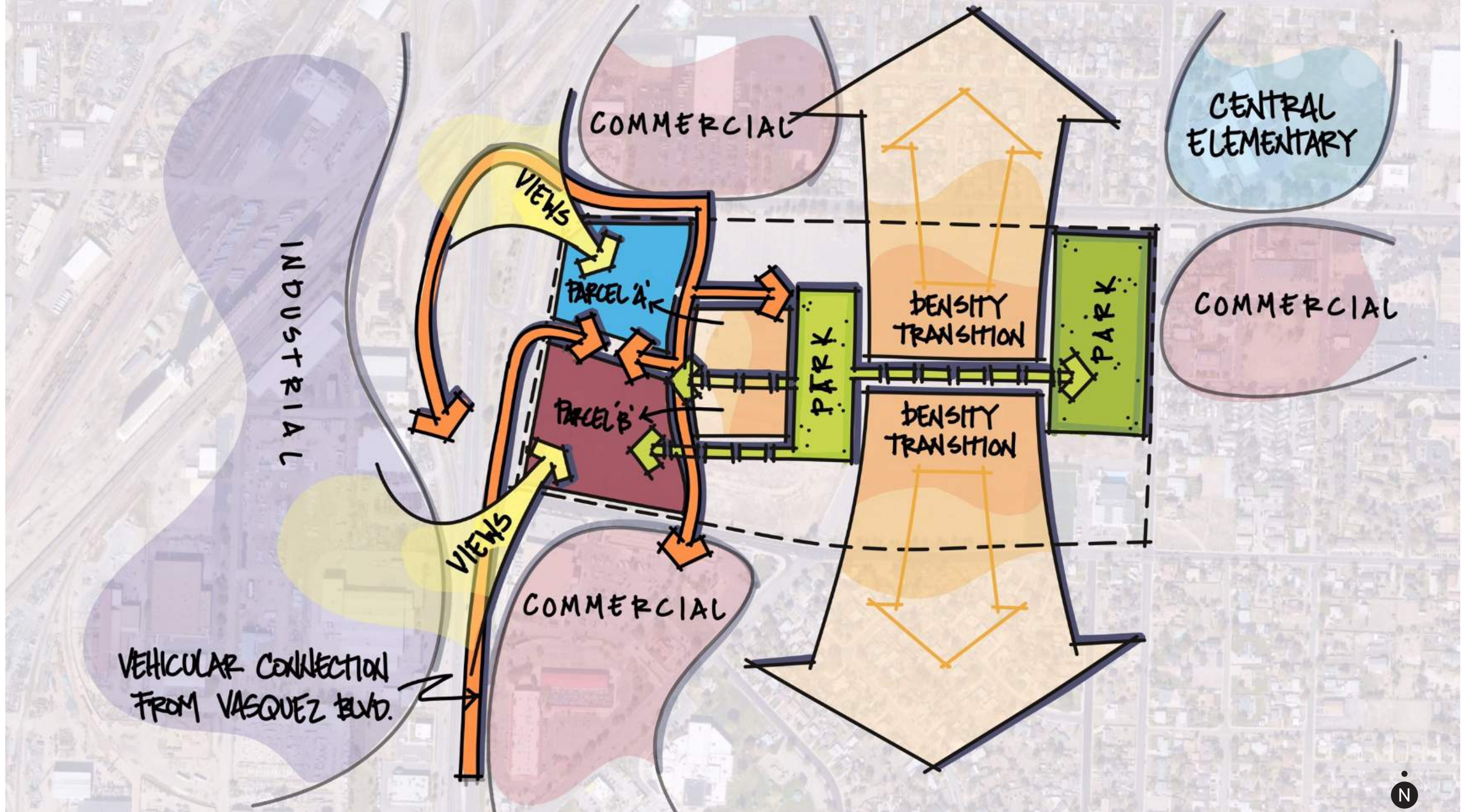
MILE HIGH GREYHOUND PARK PROJECT VISION:

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Image by others

MILE HIGH GREYHOUND PARK DEVELOPMENT GOALS:

1. Create a flexible, master framework plan
2. Create a mixed-use and multi-use neighborhood
3. Provide a variety of retail and commercial development options
4. Create a community destination and sense of place
5. Provide space for the Boys & Girls Club and other service organizations
6. Hold a portion of the property for an institutional anchor while pursuing development on the remainder of the property



Parcels 'A' & 'B' Guiding Principles:

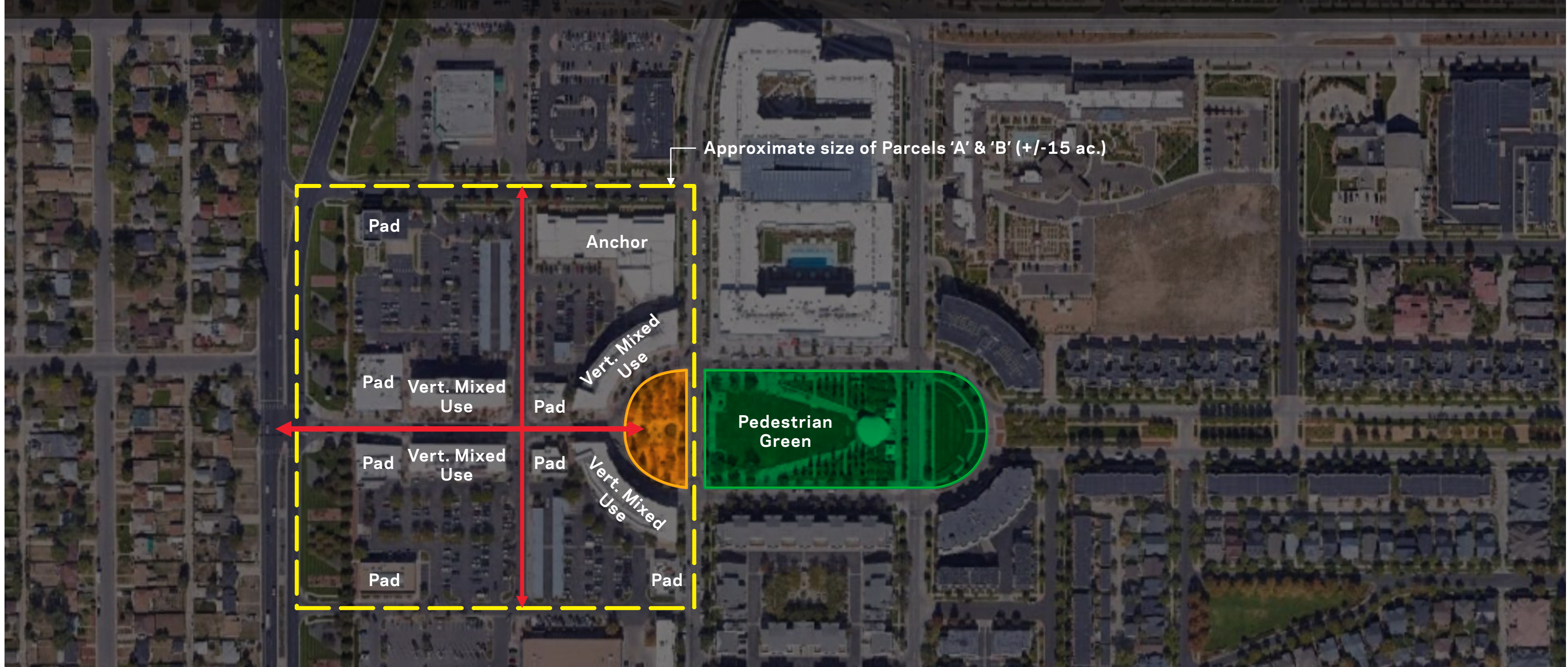
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ONE19 - Overland Park, KS | Low Density, Suburban - Surface Parking



- Suburban development nature
- Inline & pad retail
- Pedestrian spaces tie pad sites to inline retail
- Vast, centralized surface parking zone serves development

Stapleton - Denver, CO | Medium Density, Focused Retail - Perimeter Parking



Approximate size of Parcels 'A' & 'B' (+/-15 ac.)

- Ground-floor retail lines primary street, residential floors 2-4
- Combination of vertical mixed use, inline retail, & pad retail
- Architecture anchors corners
- Off-street, surface parking behind architecture
- Large plaza space connects to remaining development

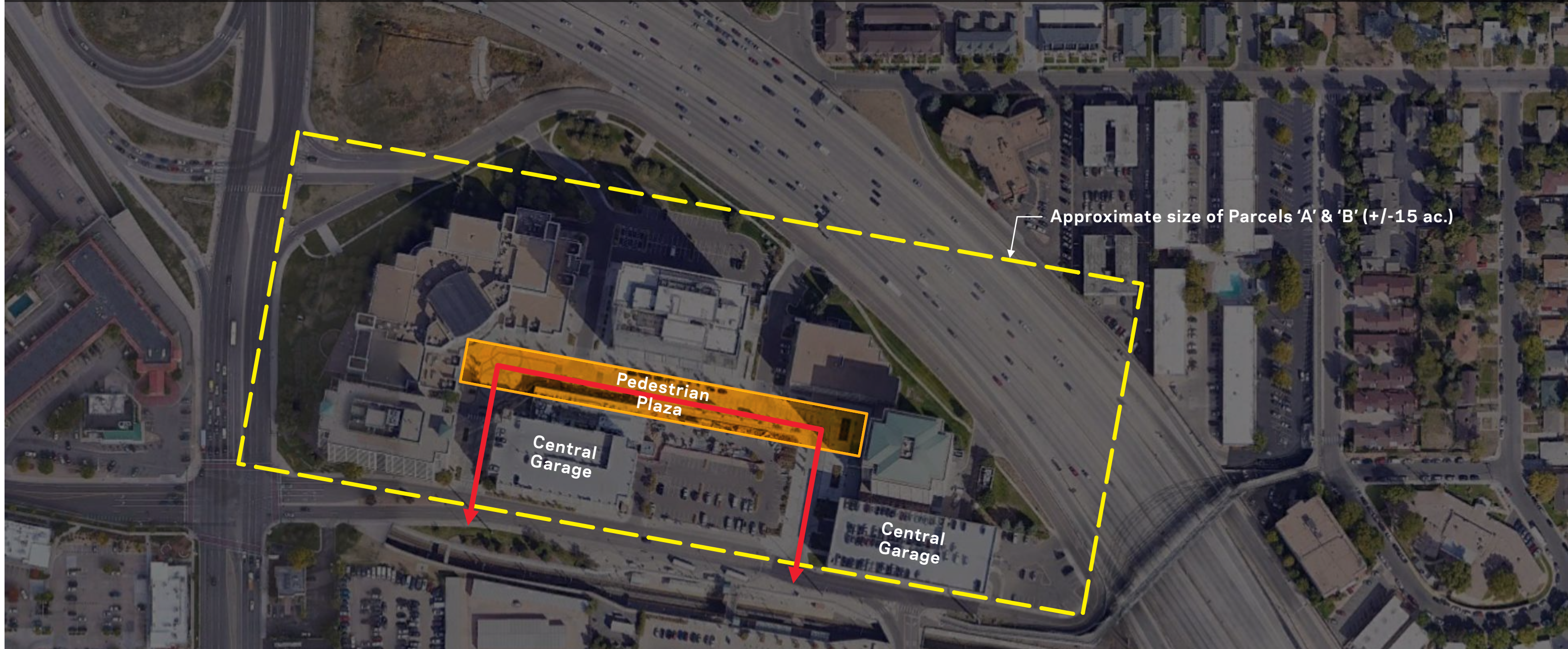


Belmar - Lakewood, CO | Medium Density, Focused Retail - Perimeter Parking

← Approximate size of Parcels 'A' & 'B' (+/-15 ac.)

- Ground-floor retail lines primary street, residential floors 2-4
- Combination of vertical mixed use & inline retail
- Architecture anchors corners
- Off-street, surface parking behind architecture
- Large plaza space connects to remaining development

Colorado Center - Denver, CO | High Density, Urban - Structured Parking



- Urban, dense development nature
- Development organized around 'central' street
- Celebrated central street acts as pedestrian friendly curbsless environment (acts as pedestrian zone)
- Structured garages promote shared parking opportunities



Program Questions:

- Is there an anticipated square footage target for flexible office space?
- Will there be additional stand alone office outside of the multi-use building?
- Is there a desire for office to exist over ground-floor retail?

Program Details:

- 60,000 SF Building (30,000 SF footprint - 2 story)
- Facility to include:
 - Culinary Arts program space
 - Small restaurant spaces for students to operate
 - 3,000 Bistro kitchen on lower level - area to include storage, equipment, and instruction space
 - Flexible meeting spaces on upper level
 - (3-4) 800+ SF classroom spaces adjacent to kitchen space
 - Provide adequate space outdoors for food trucks and other culinary centric events
 - 12,000-14,000 SF for Historical Society and Chamber of Commerce
 - Potential innovation center component
- Facility needs to be flexible for future uses that support this building type
- Building will be active morning, noon, and night - security for students and staff is of great importance
- Provide adjacency with hotel, potential convention

Hotel Program Questions:

- Is there a desire for parking to completely surround the hotel or does the hotel activate the street with parking behind?
- What types of amenity spaces are associated with the hotel?
- Are there opportunities for integrated ground-floor retail? (Coffee shop, grab-and-go, etc.)

Retail Program Questions:

- Is there an anticipated square footage target for retail space?
- Will retail be integrated into a vertically mixed-use development?
- Is there a desire for inline retail, stand alone pad sites, or a combination?

Hotel Program Details:

- 4-story, 122 keys, +/- 125 parking stalls
- Northeast corner of Parcel 'B' was originally provided for hotel - prefers visibility from Highway
 - Visibility is highest priority for hotel, but would be acceptable to have single story retail in front of it.
- Adjacency of hotel, retail, and education is critical for hotel demand
- Hotel currently pursues sites with zoning in place however with an expedited city process would be open to Parcel 'A'
- Conference space will not be incorporated into hotel
- Hotel prefers its own dedicated development and parking area

Retail Program Details:

- It is desired that we keep retail square footage below 50,000 SF maximum
- Retail is to follow rest of master development
- There will be no high end sit down restaurants, retail will be focused towards local opportunities
 - Micro-breweries, bar/entertainment, fast-casual dining
- Focus retail in areas of high impact - visible edges, central core of development

Parking/Streetscape Program Questions:

- Is there a preference on surface parking vs. structured parking?

Open Space Program Questions:

- What types of open space are envisioned for Parcel 'A' & 'B'?
- How do you envision the integration of open space with other program elements?

Parking/Streetscape Program Details:

- Parking for the hotel needs to be clearly demarcated from other parking areas
- Surface parking is preferred but structured parking is acceptable, if needed
- Opportunity for financial structure that allows leverage of shared parking

Open Space Program Details:

- There is a desire to balance active pedestrian spaces with development program
 - Active plazas
 - Exterior culinary opportunities
 - Dining spaces
 - Passive stormwater amenities

PRECEDENT EXAMPLES - CENTRAL PLAZA + STREETScape



BALANCE HARDSCAPE AND SOFTSCAPE



DEVELOP SPACE ADAPTABLE FOR LARGE AND SMALL GATHERINGS



PRECEDENT EXAMPLES - ENTERTAINMENT

CULINARY - COMMUNITY - ENTERTAINMENT INTEGRATION



CULINARY STUDENT POP-UPS



PEDESTRIAN RESPITE ZONES



VEHICLES AND PEDESTRIANS SHARE SPACE



DESIGN WITH FLEXIBILITY IN MIND





LAND USE ALTERNATIVES

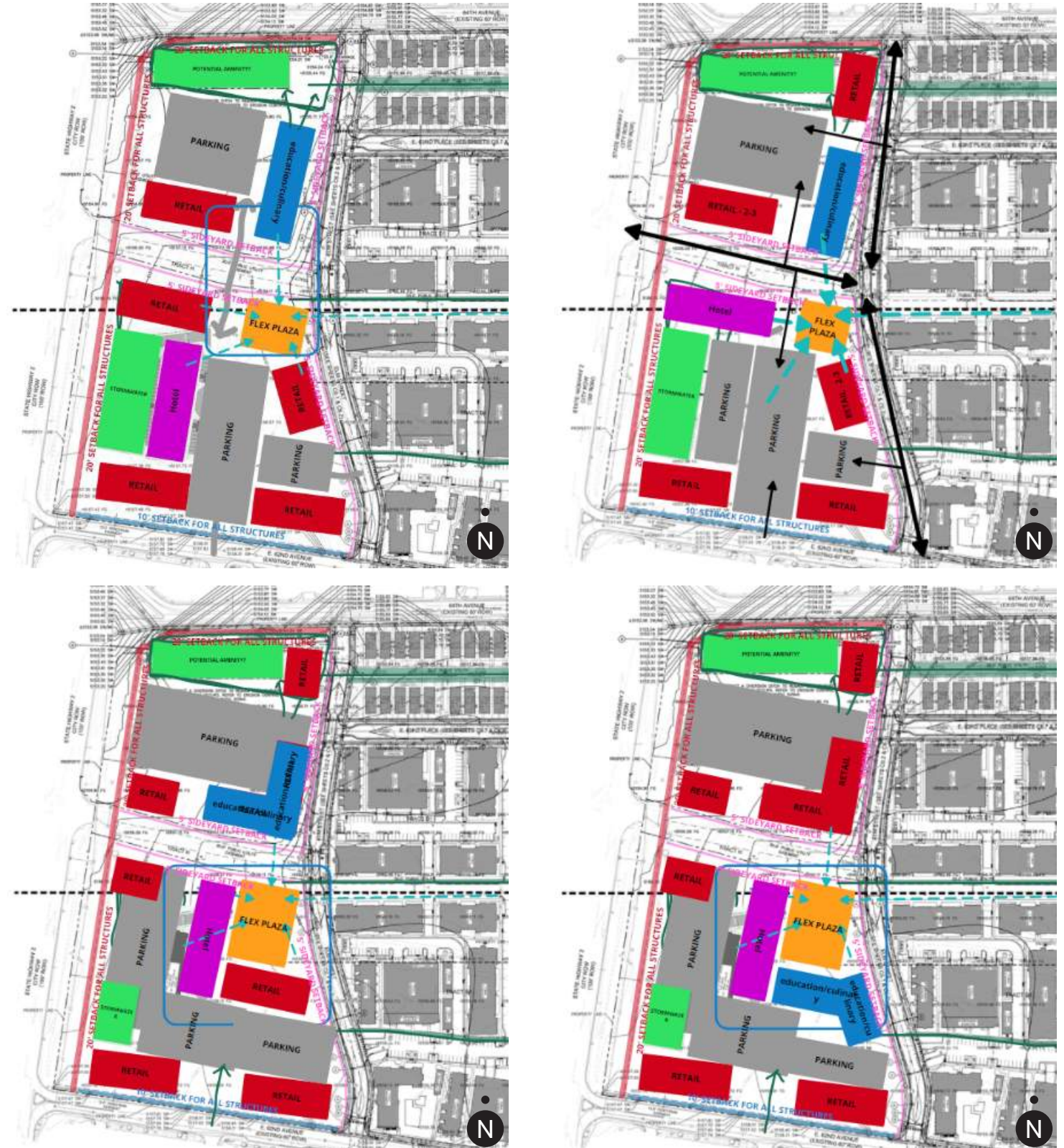
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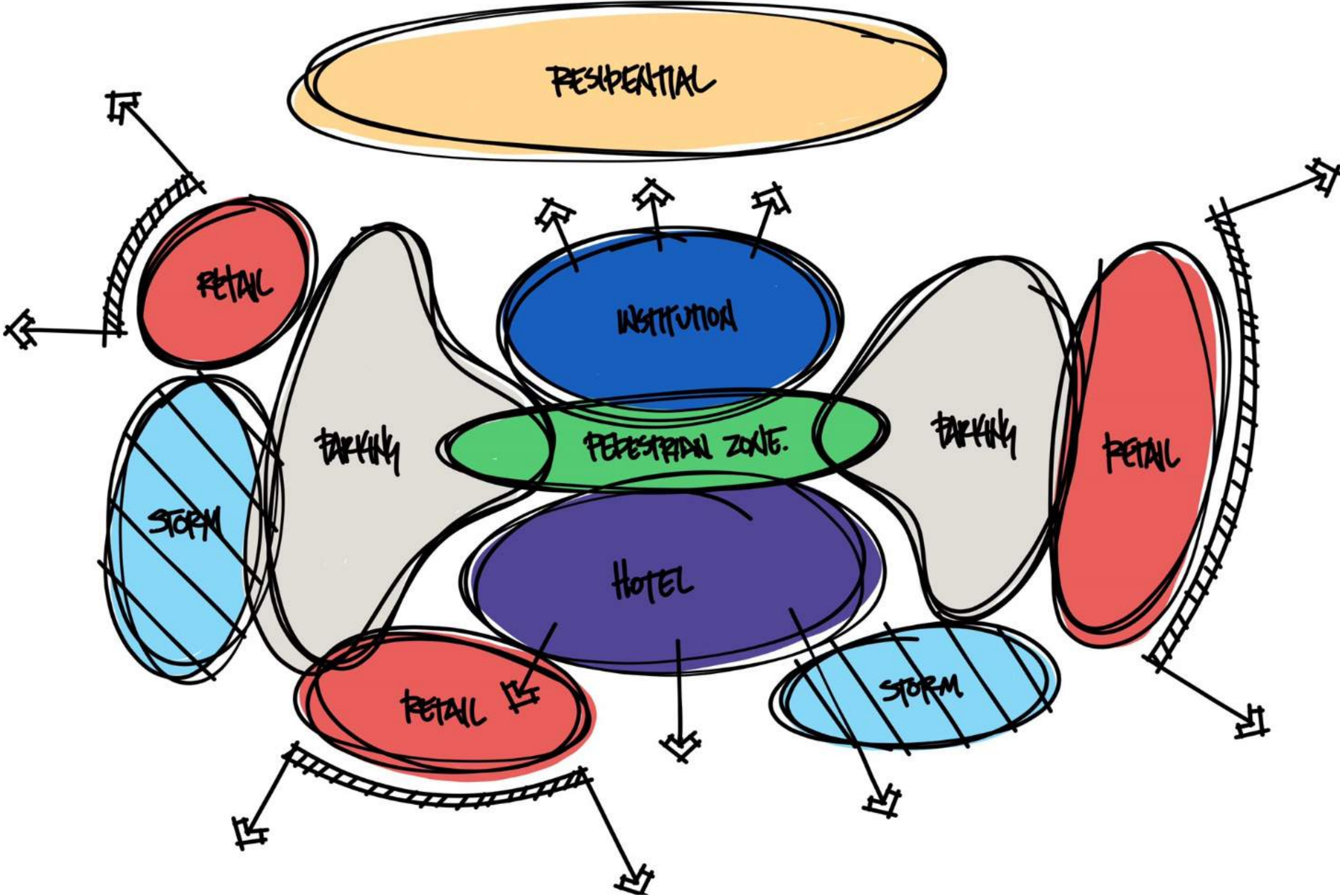
Stakeholder Visioning Charrette Input

- Place emphasis on anchor uses to help guide development strategies.
- Create local and regional draw through focused development and energized streetscape and plaza spaces.
- Educational component has opportunity to help create energy around active, flexible spaces.
- Relationships of anchor uses will help define success of development moving forward.
- Flexibility of program is vital to the longevity of the development.
- Walkable pedestrian environments are desirable to activate development at all parts of the day.
- Be strategic about balance and placement of retail uses.

Conceptual Plan Development



Conceptual Plan developed with Stakeholders in March 26th meeting.



CONCEPTUAL PROGRAM:

Multi-Use Institutional: +/- 60,000 SF (30,000 SF, Two Levels)

Required Vehicular Parking: +/- 150 Stalls (1/400 SF)

Required Bicycle Parking; +/- 40 Spaces (1/1,500 GSF)

Conference: +/- 24,000 SF

Required Vehicular Parking: +/- 480 Stalls (1/50 GSF)

Required Bicycle Parking: +/- 24 (1/20 Vehicle Stalls)

Hotel: +/- 122 Keys (Four Levels)

Required Vehicular Parking: +/- 125 Stalls (Developer requested)

Required Bicycle Parking: +/- 3 (1/20,000 GSF)

Retail: 25,000 - 50,000 SF (Inline, Pad, Micro-Brew/Entertainment)

Required Vehicular Parking: +/- 84-167 Stalls (1/300 SF)

Required Bicycle Parking; +/- 7-9 Spaces (1/20 Vehicle Stalls)

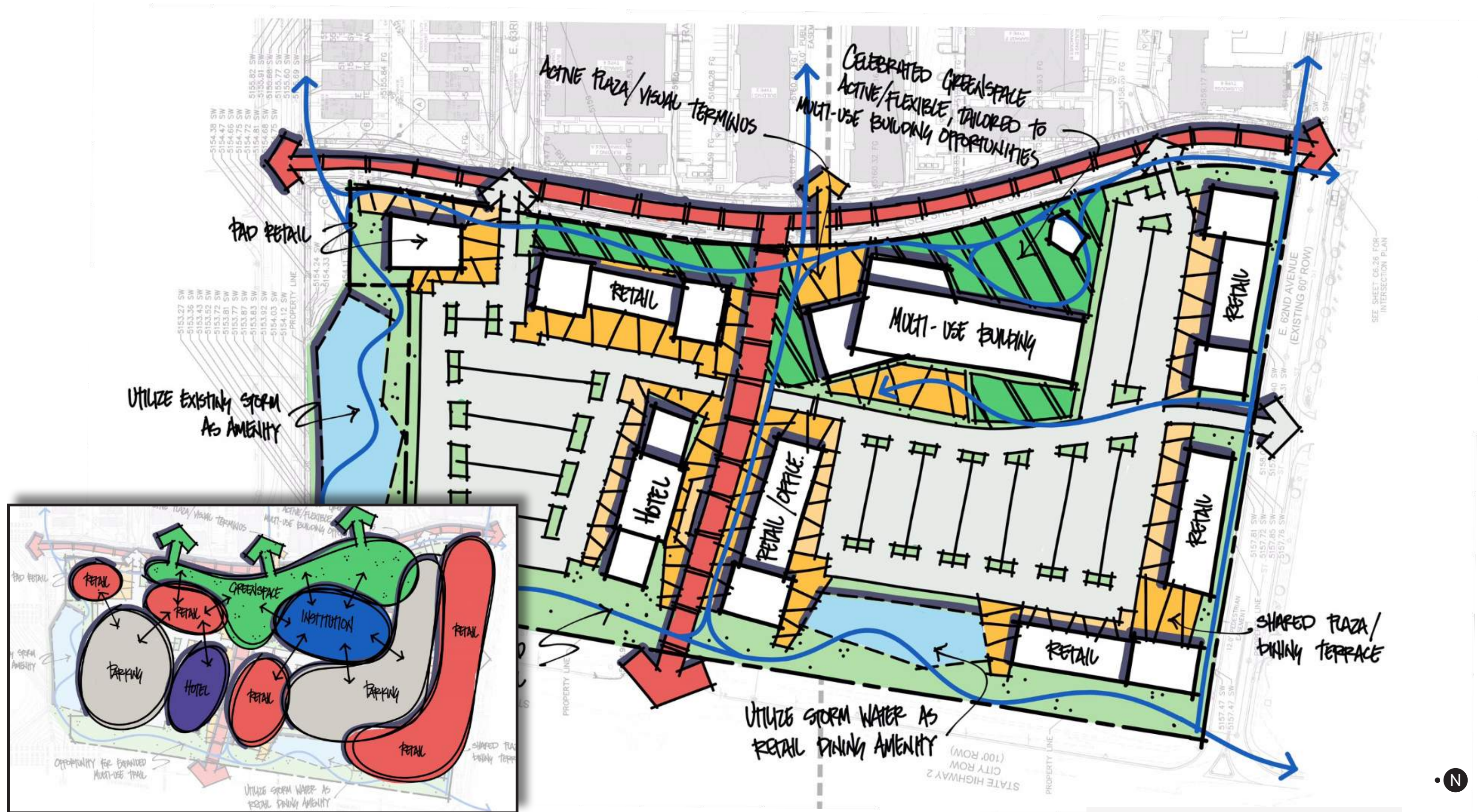
Office: Square footage flexible

Required Vehicular Parking: T.B.D. Stalls (1/400 SF)

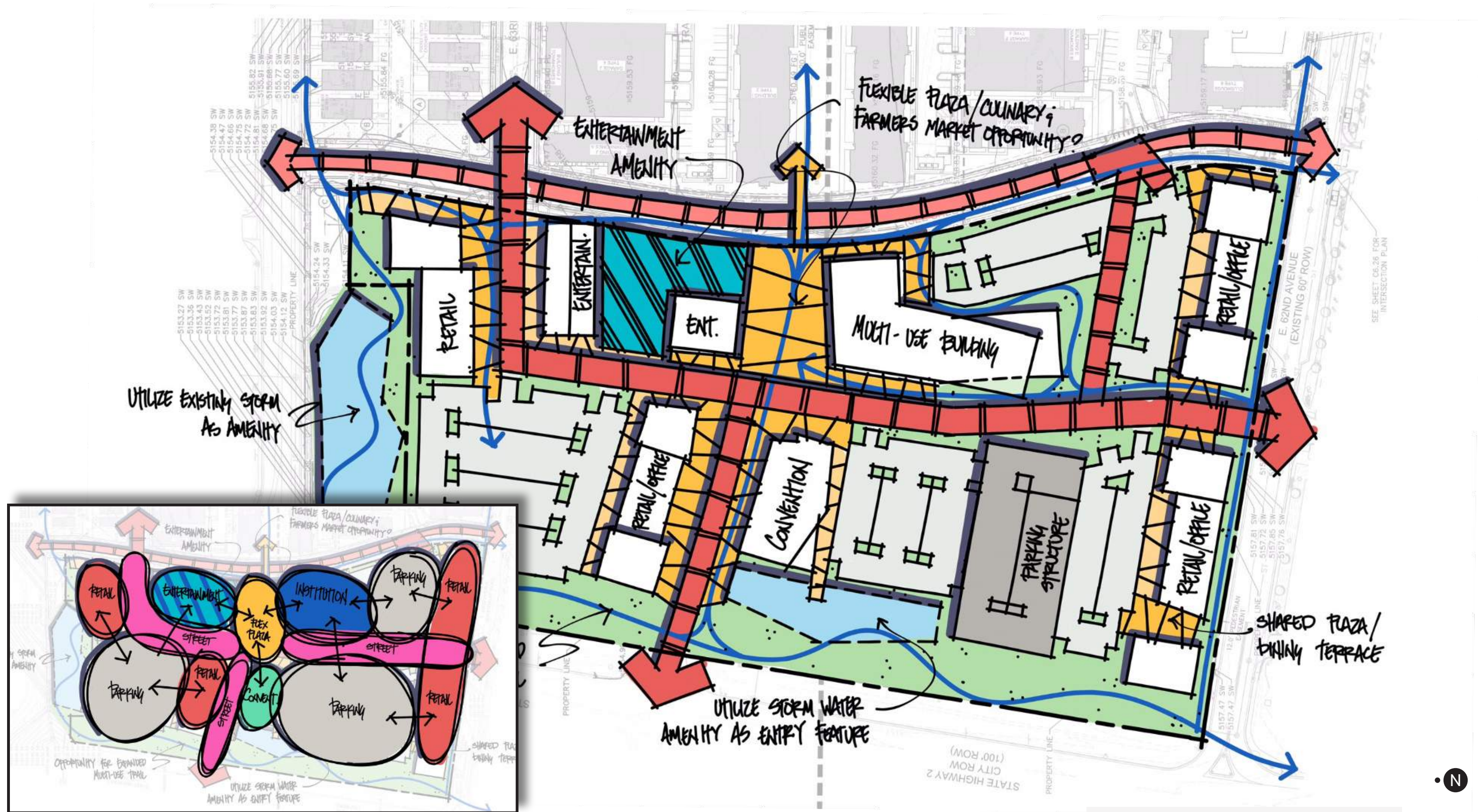
Required Bicycle Parking; T.B.D. Spaces (1/1,500 GSF)

Total Vehicular Parking Required: +/- 840-920 Stalls

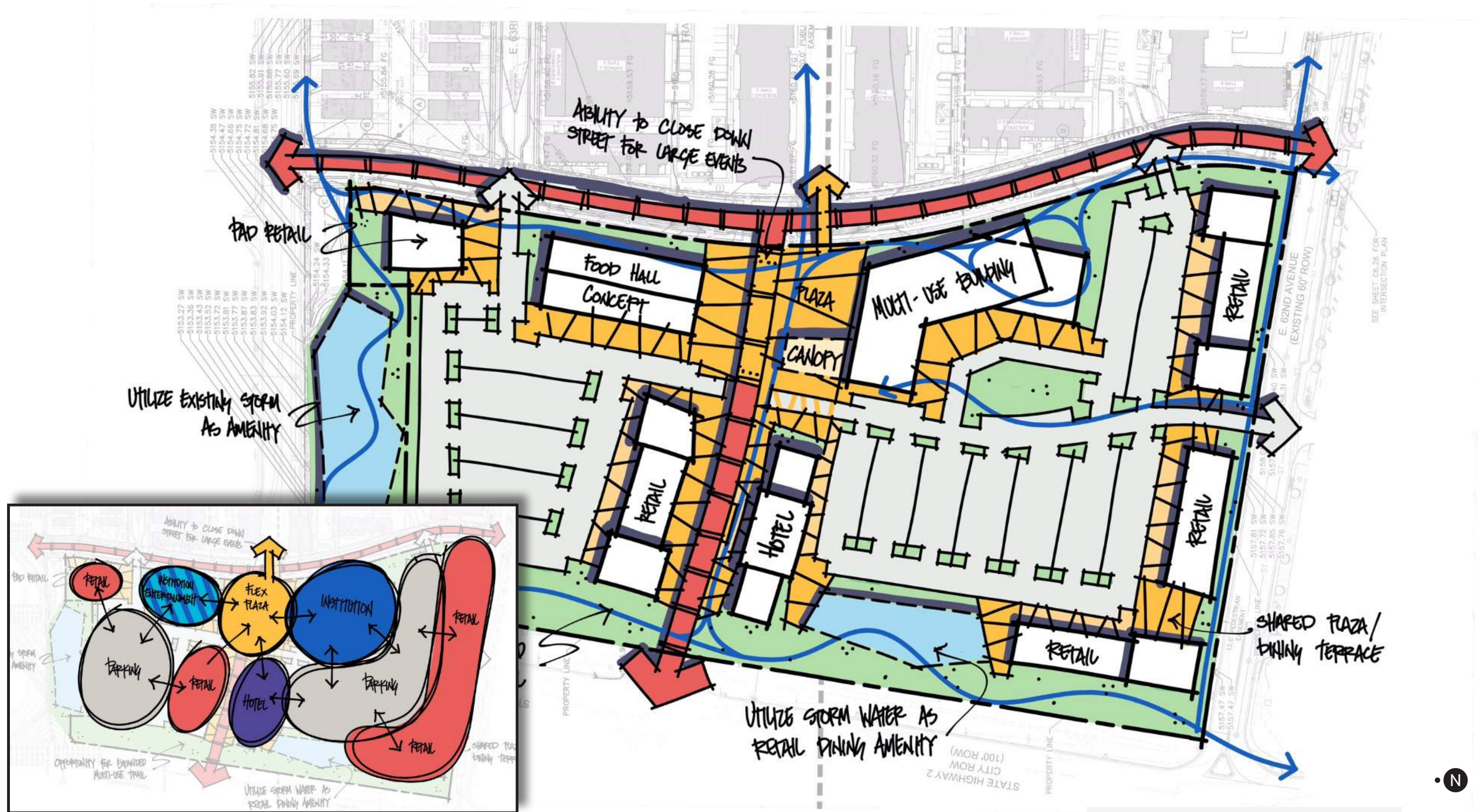
LAND USE & URBAN DESIGN FRAMEWORK
GREEN EAST



LAND USE & URBAN DESIGN FRAMEWORK NORTH-SOUTH MAIN STREET



FLEXIBLE CENTRAL PLAZA (PREFERRED LAND USE & URBAN DESIGN FRAMEWORK)





URBAN DESIGN FRAMEWORKS

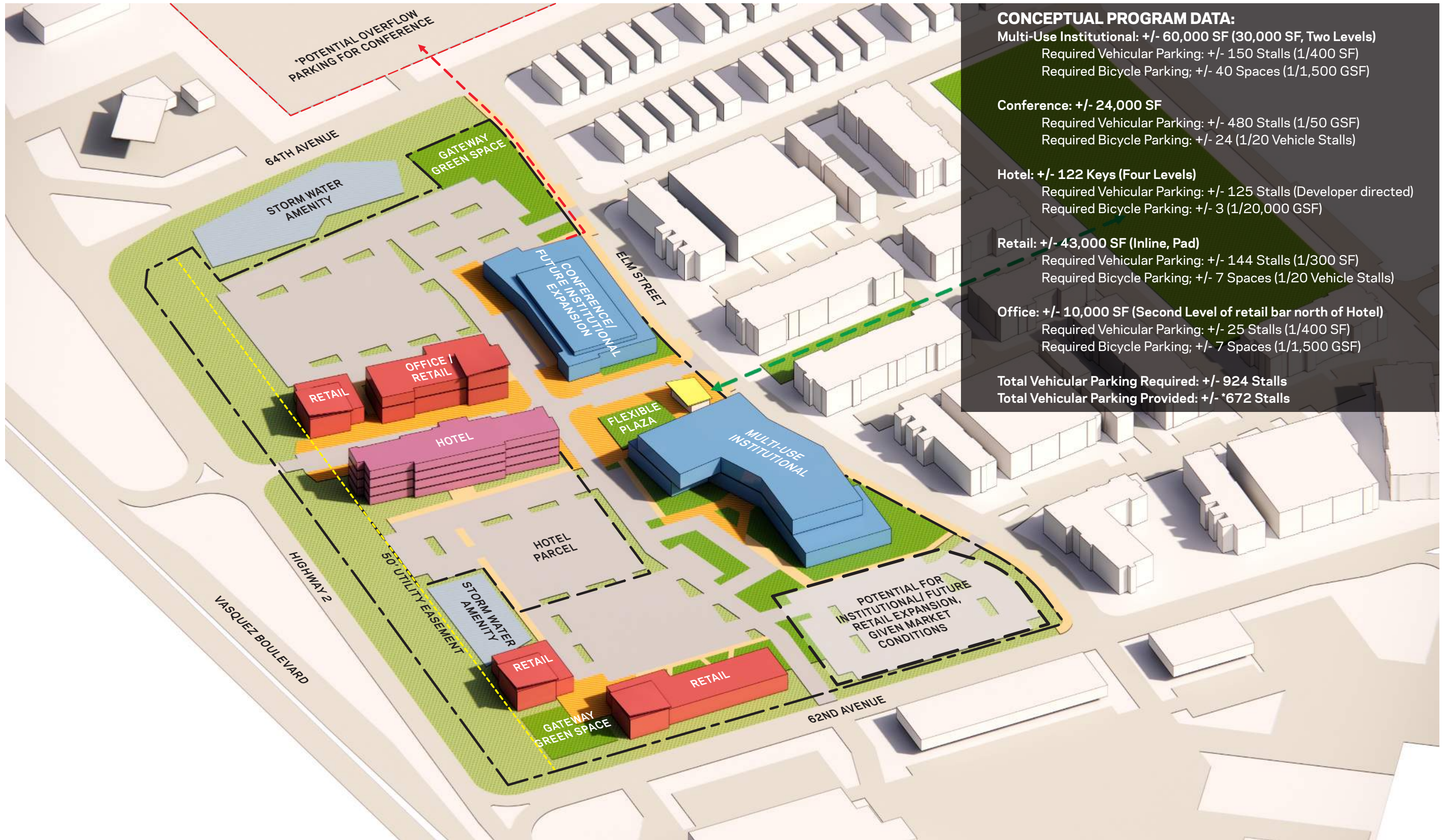
APRIL 09, 2021



OPTION A: CONFERENCE CENTRAL



OPTION A: CONFERENCE CENTRAL - PERSPECTIVE LOOKING NORTHEAST



CONCEPTUAL PROGRAM DATA:

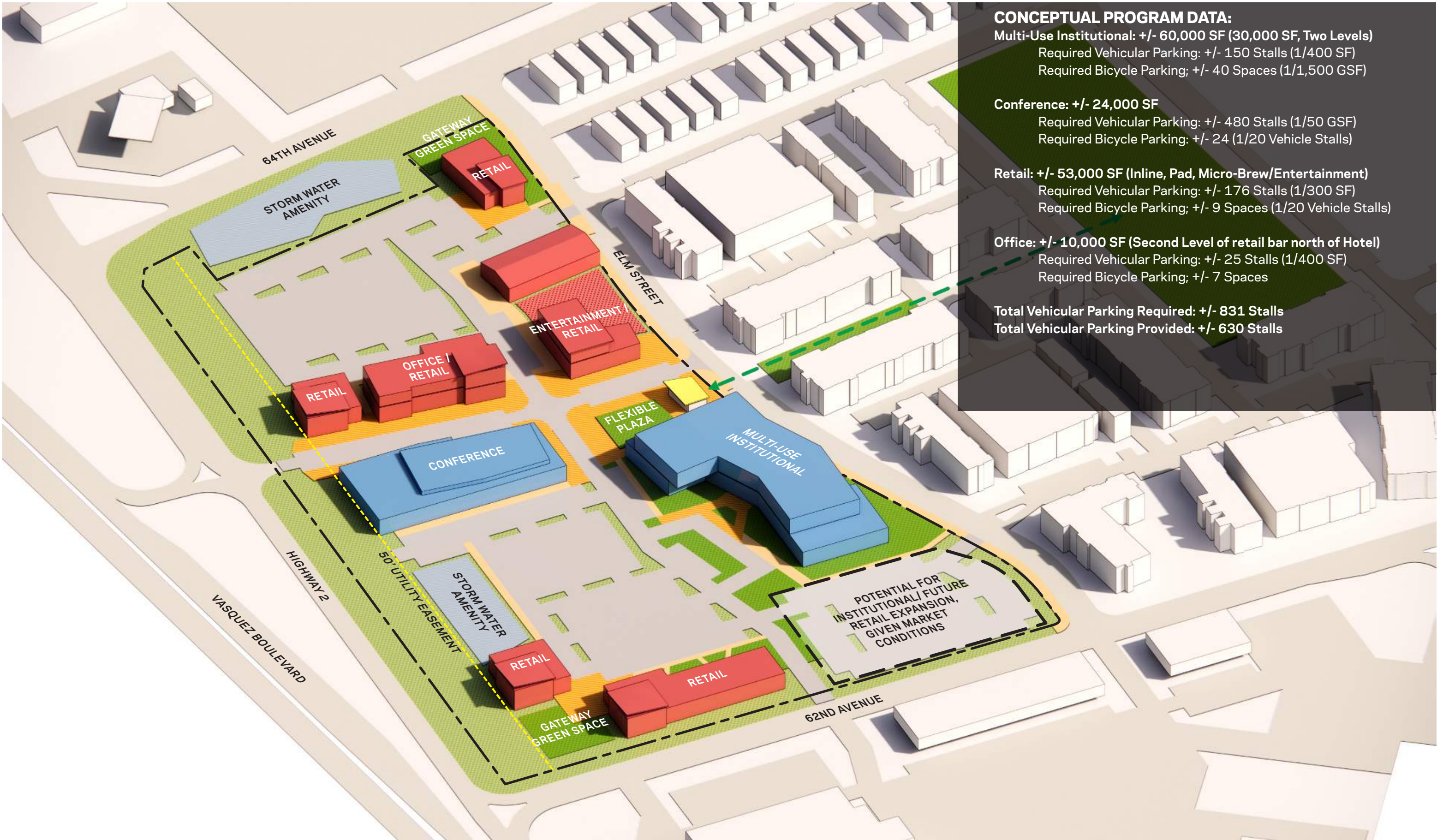
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- Hotel: +/- 122 Keys (Four Levels)**
 Required Vehicular Parking: +/- 125 Stalls (Developer directed)
 Required Bicycle Parking: +/- 3 (1/20,000 GSF)
- Retail: +/- 43,000 SF (Inline, Pad)**
 Required Vehicular Parking: +/- 144 Stalls (1/300 SF)
 Required Bicycle Parking: +/- 7 Spaces (1/20 Vehicle Stalls)
- Office: +/- 10,000 SF (Second Level of retail bar north of Hotel)**
 Required Vehicular Parking: +/- 25 Stalls (1/400 SF)
 Required Bicycle Parking: +/- 7 Spaces (1/1,500 GSF)

Total Vehicular Parking Required: +/- 924 Stalls
Total Vehicular Parking Provided: +/- *672 Stalls

OPTION B: CONFERENCE WEST (WITHOUT HOTEL)



OPTION B: CONFERENCE WEST (WITHOUT HOTEL) - PERSPECTIVE LOOKING NORTHEAST



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Multi-Use Institutional: +/- 60,000 SF (30,000 SF, Two Levels)
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Retail: +/- 53,000 SF (Inline, Pad, Micro-Brew/Entertainment)
 Required Vehicular Parking: +/- 176 Stalls (1/300 SF)
 Required Bicycle Parking: +/- 9 Spaces (1/20 Vehicle Stalls)

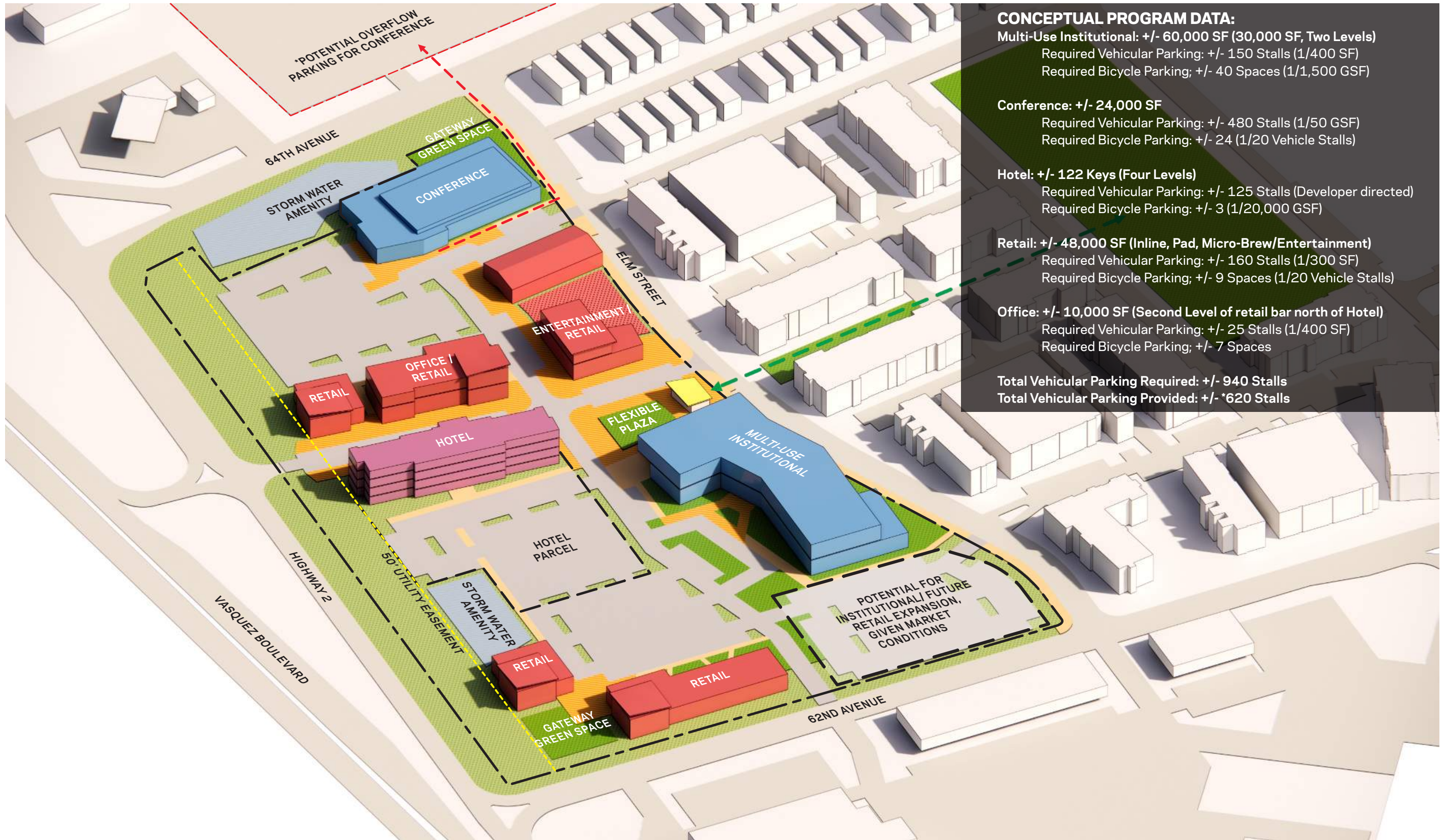
Office: +/- 10,000 SF (Second Level of retail bar north of Hotel)
 Required Vehicular Parking: +/- 25 Stalls (1/400 SF)
 Required Bicycle Parking: +/- 7 Spaces

Total Vehicular Parking Required: +/- 831 Stalls
Total Vehicular Parking Provided: +/- 630 Stalls

OPTION C: CONFERENCE NORTH (PREFERRED PLAN)



OPTION C: CONFERENCE NORTH - PERSPECTIVE LOOKING NORTHEAST (PREFERRED PLAN)



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- Hotel: +/- 122 Keys (Four Levels)**
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 Required Bicycle Parking: +/- 3 (1/20,000 GSF)
- Retail: +/- 48,000 SF (Inline, Pad, Micro-Brew/Entertainment)**
 Required Vehicular Parking: +/- 160 Stalls (1/300 SF)
 Required Bicycle Parking: +/- 9 Spaces (1/20 Vehicle Stalls)
- Office: +/- 10,000 SF (Second Level of retail bar north of Hotel)**
 Required Vehicular Parking: +/- 25 Stalls (1/400 SF)
 Required Bicycle Parking: +/- 7 Spaces

Total Vehicular Parking Required: +/- 940 Stalls
Total Vehicular Parking Provided: +/- *620 Stalls



CCURA BOARD PRESENTATION
APRIL 19, 2021



good evening!



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Zach O'Keefe
Associate
Landscape Architect
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agenda

MEETING OBJECTIVE:

Present (3) urban design frameworks to the Commerce City Urban Redevelopment Board (CCURA) with a recommendation by City Staff of a preferred framework for Board approval.

1. Vision, Goals, & Guiding Principles
2. Conceptual Program & Design Alternatives
3. Preferred Plan
4. Next Steps





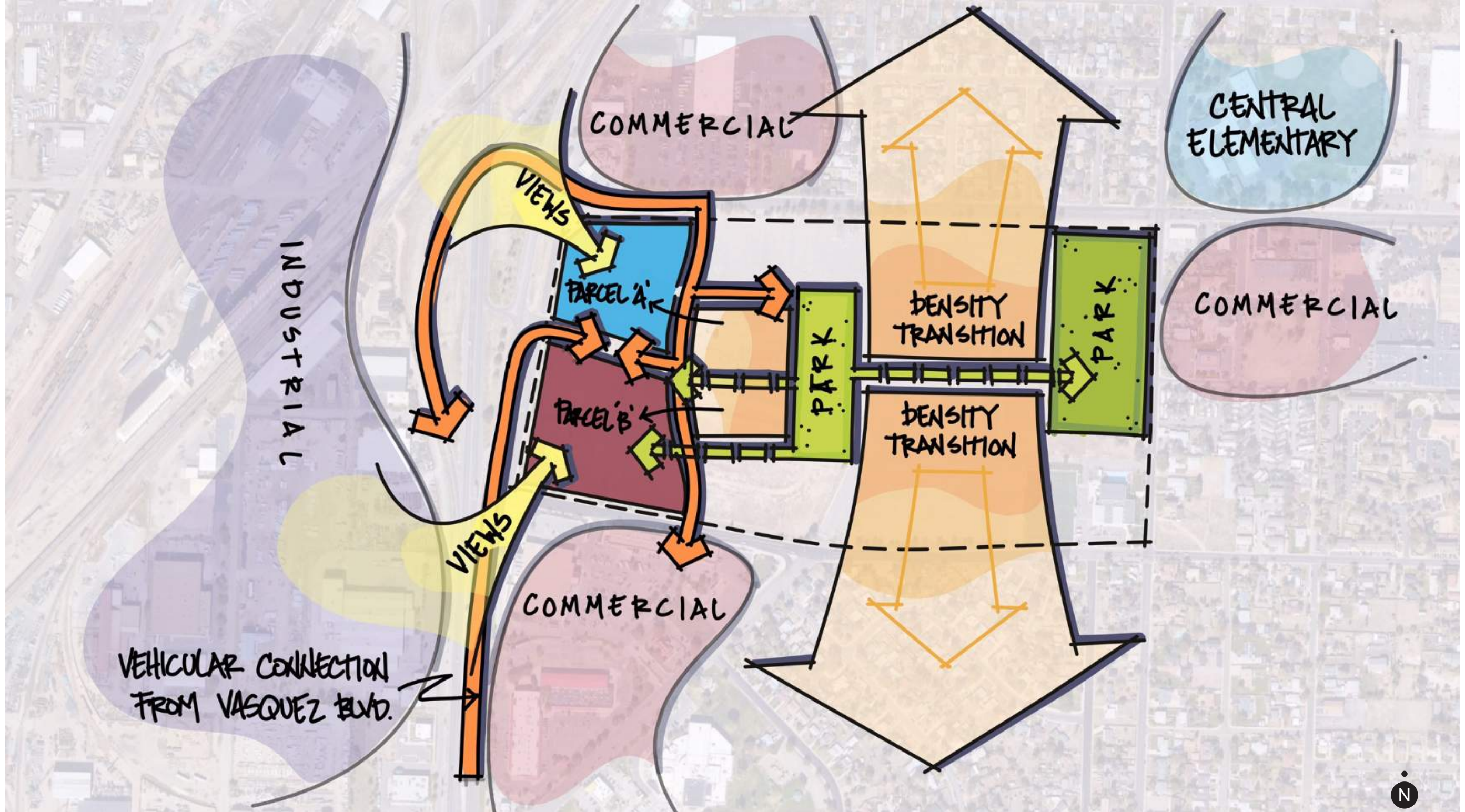
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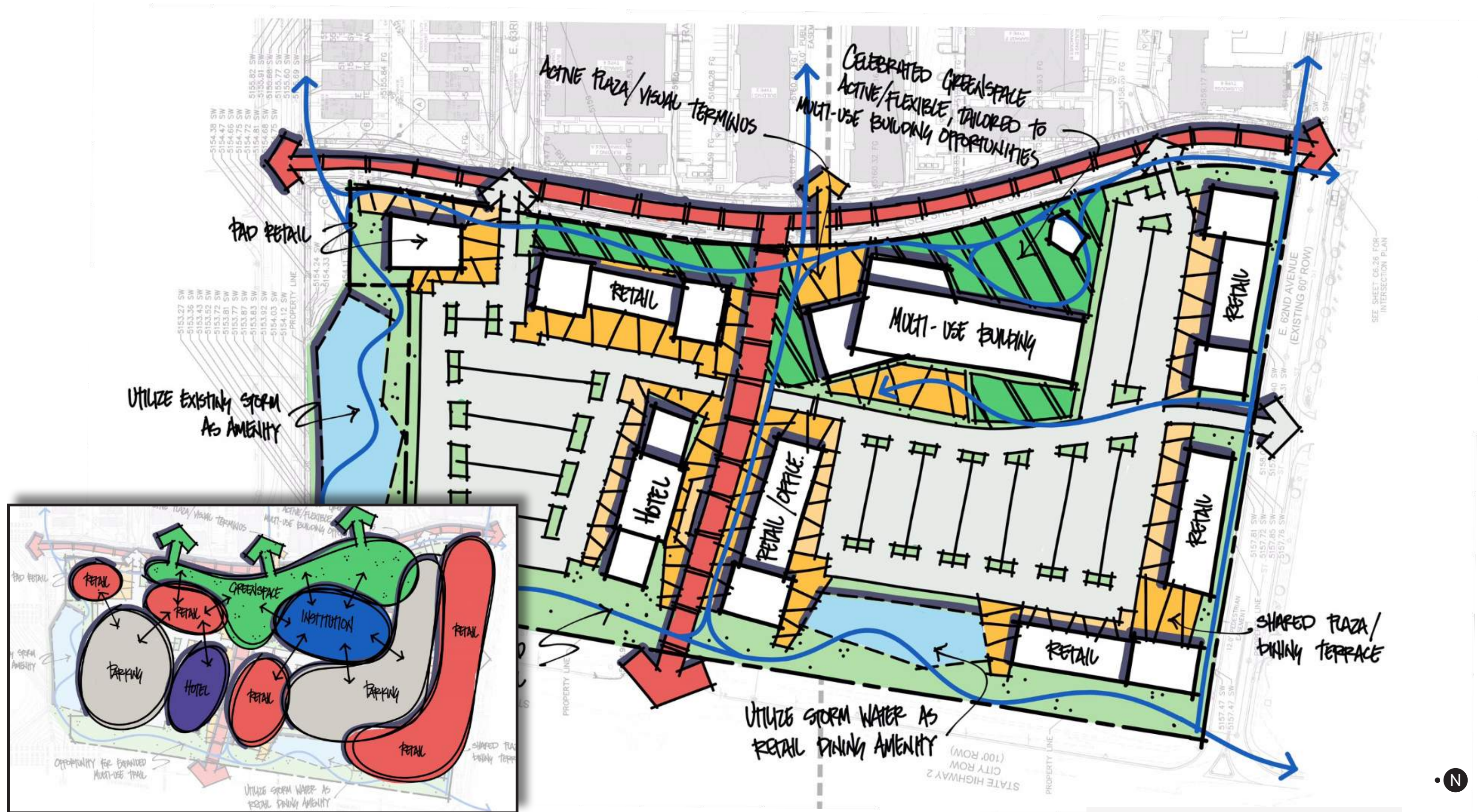
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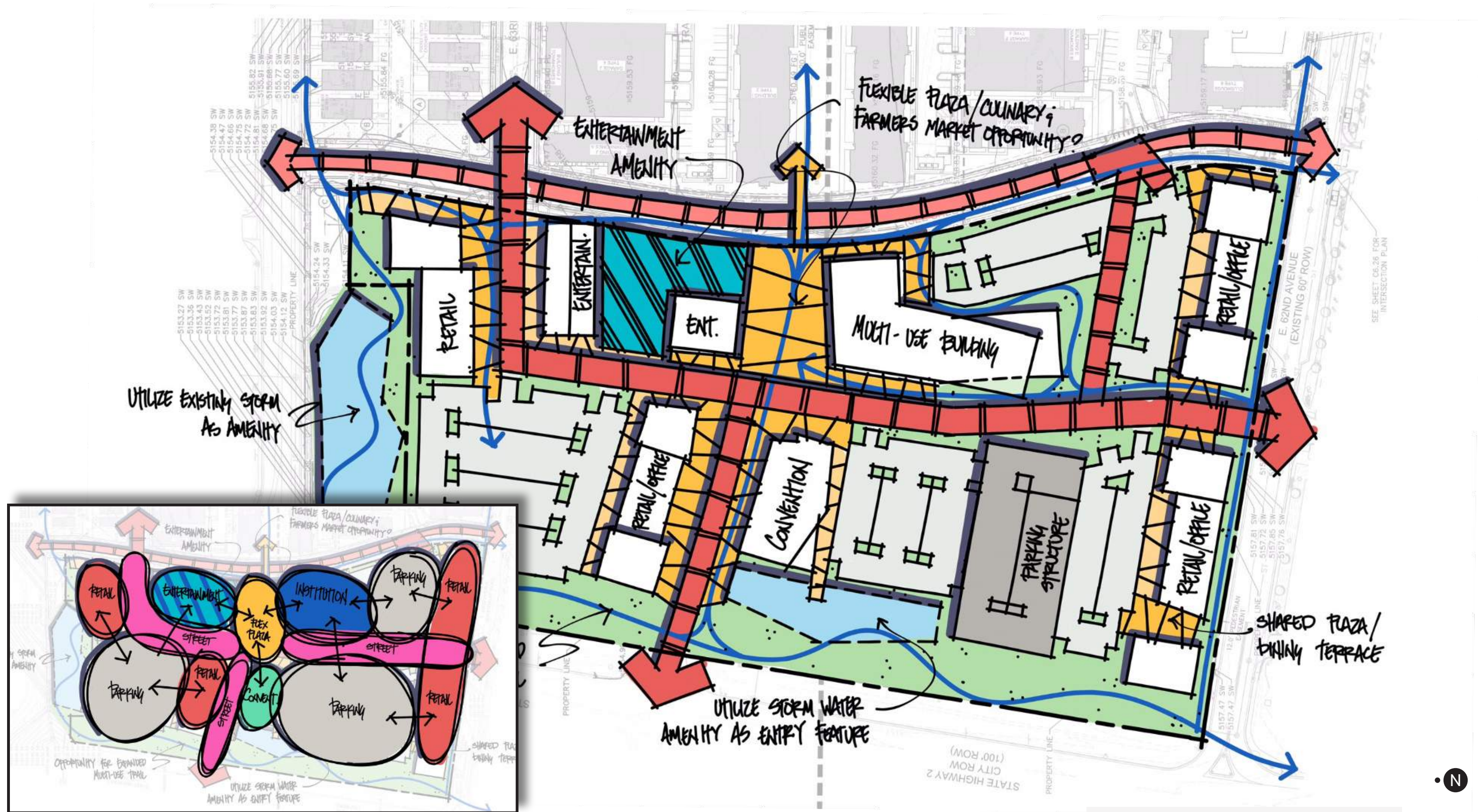
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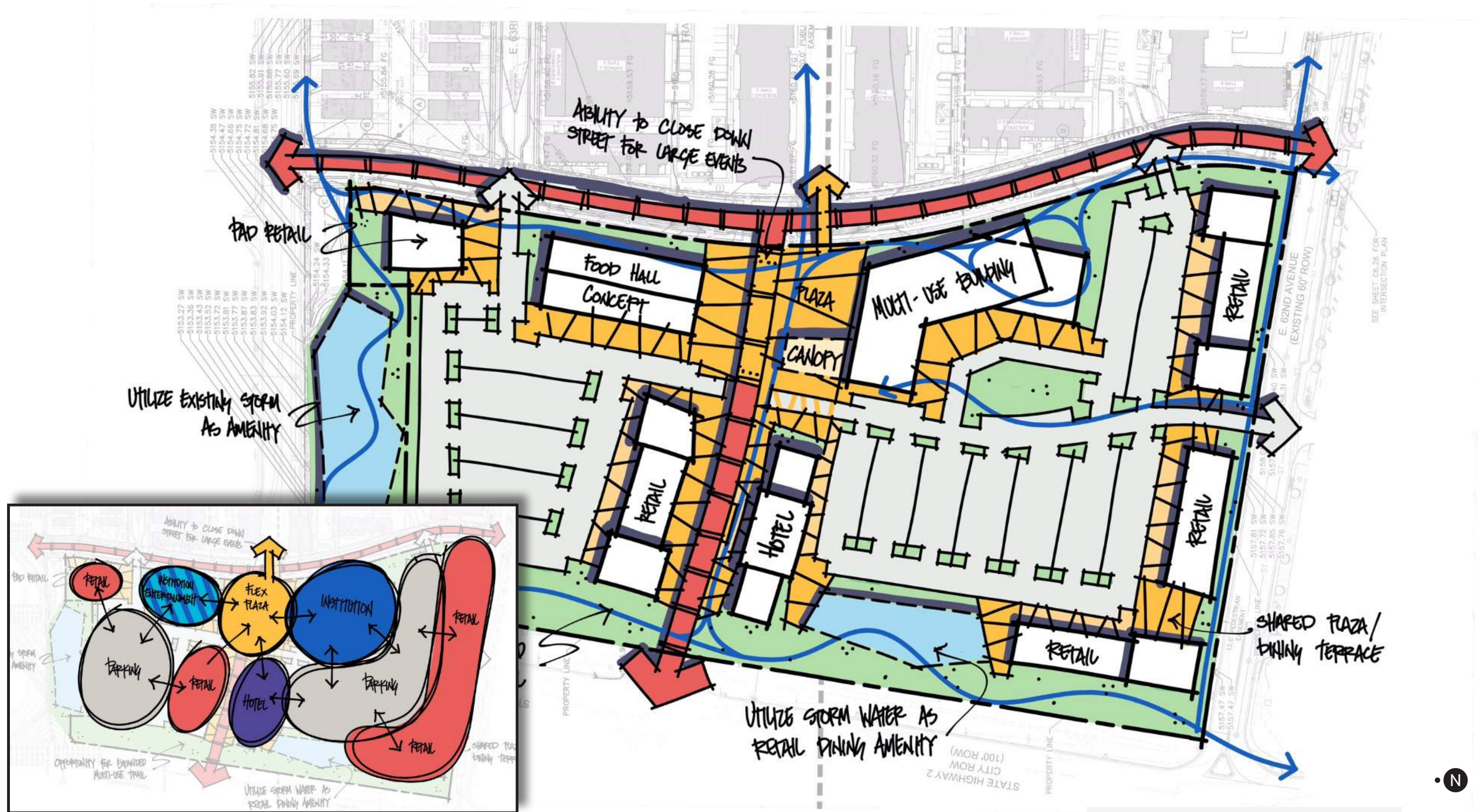
LAND USE & URBAN DESIGN FRAMEWORK
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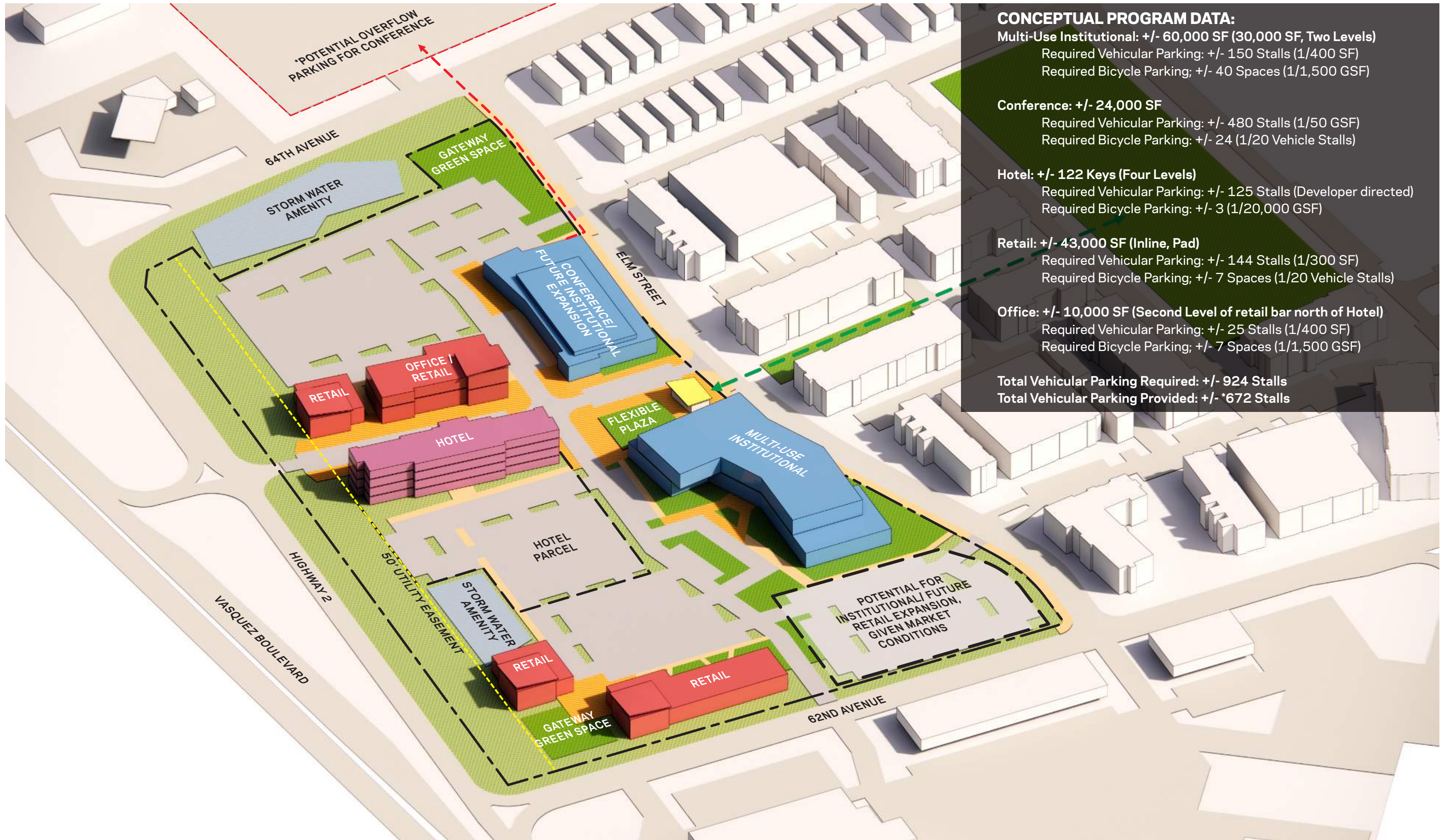
FLEXIBLE CENTRAL PLAZA (PREFERRED LAND USE & URBAN DESIGN FRAMEWORK)



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OPTION A: CONFERENCE CENTRAL - PERSPECTIVE LOOKING NORTHEAST



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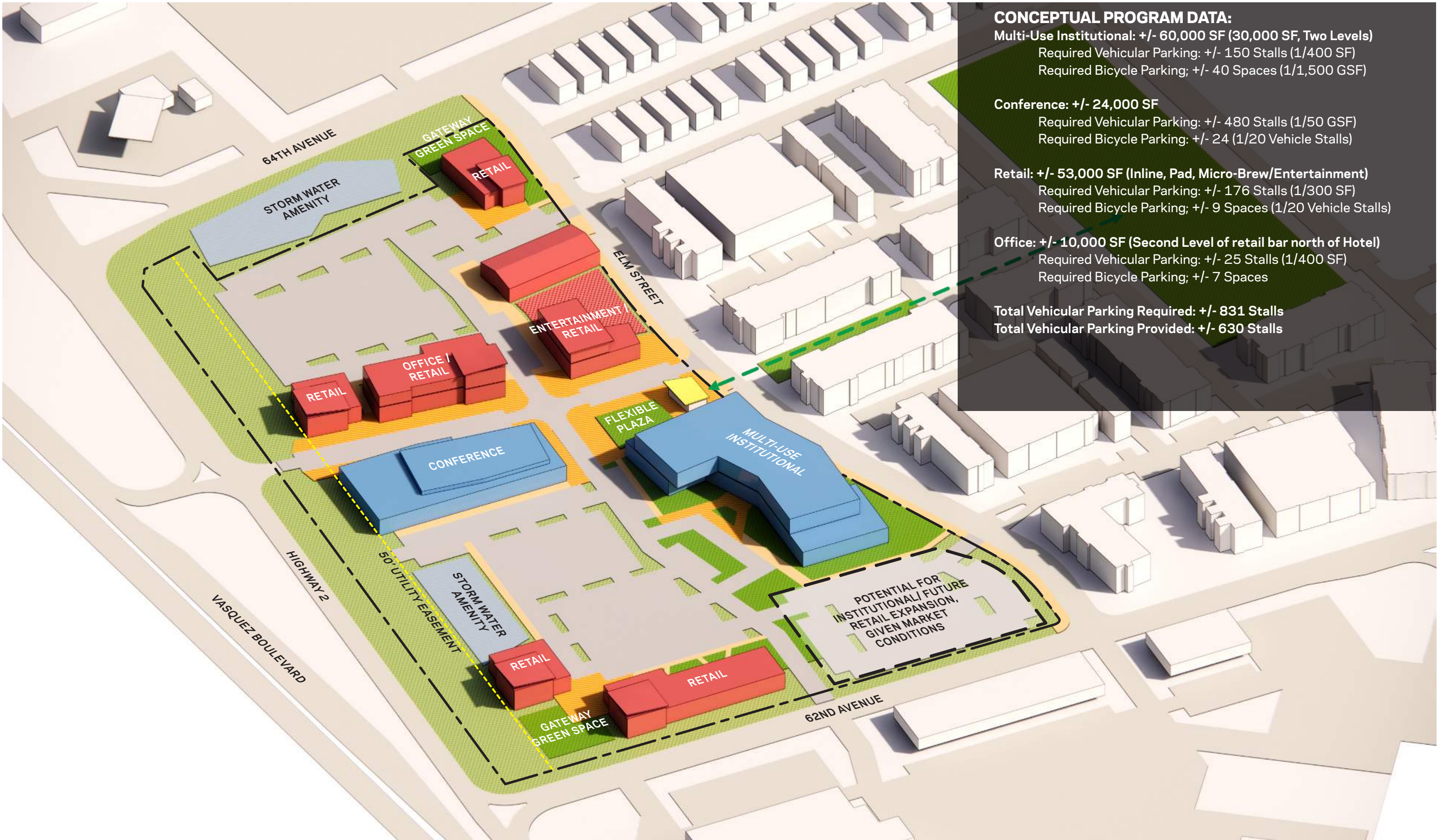
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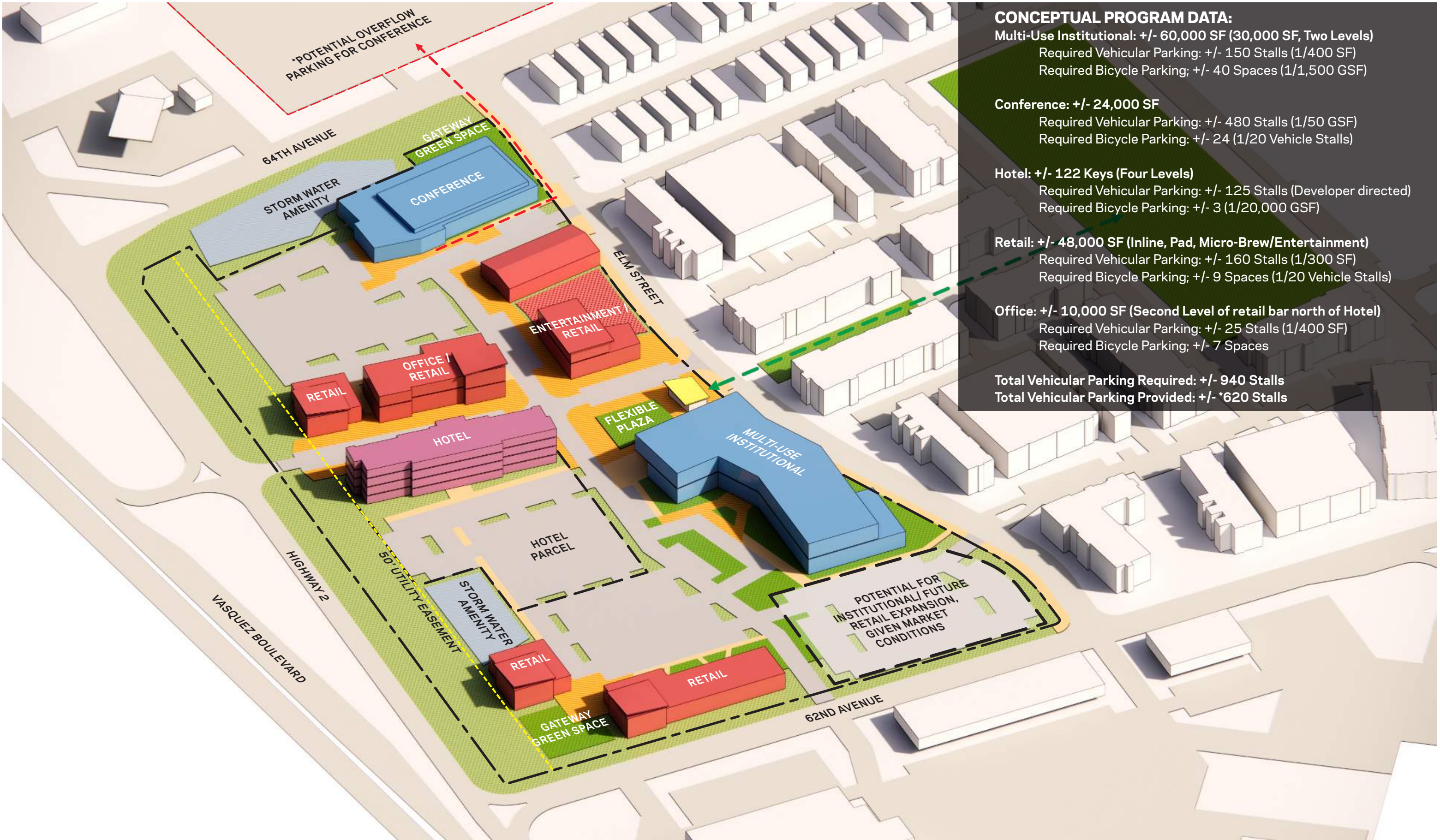


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 Required Vehicular Parking: +/- 25 Stalls (1/400 SF)
 Required Bicycle Parking: +/- 7 Spaces
 Total Vehicular Parking Required: +/- 831 Stalls
 Total Vehicular Parking Provided: +/- 630 Stalls

OPTION C: CONFERENCE NORTH (PREFERRED PLAN)



OPTION C: CONFERENCE NORTH - PERSPECTIVE LOOKING NORTHEAST (PREFERRED PLAN)



CONCEPTUAL PROGRAM DATA:

Multi-Use Institutional: +/- 60,000 SF (30,000 SF, Two Levels)
 Required Vehicular Parking: +/- 150 Stalls (1/400 SF)
 Required Bicycle Parking: +/- 40 Spaces (1/1,500 GSF)

Conference: +/- 24,000 SF
 Required Vehicular Parking: +/- 480 Stalls (1/50 GSF)
 Required Bicycle Parking: +/- 24 (1/20 Vehicle Stalls)

Hotel: +/- 122 Keys (Four Levels)
 Required Vehicular Parking: +/- 125 Stalls (Developer directed)
 Required Bicycle Parking: +/- 3 (1/20,000 GSF)

Retail: +/- 48,000 SF (Inline, Pad, Micro-Brew/Entertainment)
 Required Vehicular Parking: +/- 160 Stalls (1/300 SF)
 Required Bicycle Parking: +/- 9 Spaces (1/20 Vehicle Stalls)

Office: +/- 10,000 SF (Second Level of retail bar north of Hotel)
 Required Vehicular Parking: +/- 25 Stalls (1/400 SF)
 Required Bicycle Parking: +/- 7 Spaces

Total Vehicular Parking Required: +/- 940 Stalls
Total Vehicular Parking Provided: +/- 620 Stalls

PRECEDENT EXAMPLES - CENTRAL PLAZA + STREETScape



DINING OPPORTUNITIES ACTIVATE STREET



ACTIVE PEDESTRIAN SPACE ADJACENT TO STREET EDGE



LINEAR PLAZA SPACE FLANKS BUILDING & STREET EDGES

BALANCE HARDSCAPE AND SOFTSCAPE



DEVELOP SPACE ADAPTABLE FOR LARGE AND SMALL GATHERINGS



CULINARY - COMMUNITY - ENTERTAINMENT INTEGRATION



CULINARY STUDENT POP-UPS



PEDESTRIAN RESPITE ZONES



VEHICLES AND PEDESTRIANS SHARE SPACE



DESIGN WITH FLEXIBILITY IN MIND



thank you!



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