

REGen, LLC

MILE HIGH GREYHOUND PARK REDEVELOPMENT

Project Narrative PUD Zone Document Submittal

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Project Designer:

RNL Design

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Site Introduction

The Mile High Greyhound Park (MHGP) redevelopment plan envisions the property as a new town center and community within the existing fabric of Commerce City. The plan proposes a mix of residential uses, retail, and civic infrastructure that will not only help establish a sense of place within the site, but will enliven and provide amenities and resources to the community that surrounds it.

The Comprehensive Plan designates the former racetrack property as a mixed-use zone with aspirations of becoming a regional center, serving the local area as well as a broader reach. This plan allows for a mixture of town center type design – with vertical and horizontal mixed use development – as well as a new shopping area that can allow a diverse mix of commercial enterprises – from a small sit-down restaurants and larger retail shops. The Residential components of the property allow for a strong mix of housing types that will appeal to those seeking a single-family detached home or a more affordable apartment and everything in between. Additionally, a large site in the northwestern portion of the property is reserved for an institutional or academic use that will serve the needs of the community.

These uses are arranged around a system of connective streets and diverse open spaces that provide the area with an urban structure. The community is planned and designed so that residents and visitors can explore and interact with the spaces by foot, bike, or car. The Mile High Greyhound redevelopment aims to be the center and focus of an established district of Commerce City and to enhance the lives of the people who live nearby and provide a new home for people wishing to live there.

Layout and Circulation

The MHGP plan looks to provide a seamless connection to the existing community and provide access across the existing site that has not previously existed. Currently, the site, which is just under 70 acres, creates a barrier within the district and allows for no public access across it. The current site creates a challenging traffic pattern and does not allow for the existing residential areas to interact with the shops and uses that are just on the other side of the property.

This plan aims to fix this connectivity issue by linking the site with the surrounding community fabric and weaving together all sides with the property as its new core. The primary connection through the site will be the continuance of Parkway Drive through the site, linking with Glencoe Street to the north to the area together. Parkway Drive/Glencoe Street will be a smaller street than the existing Parkway Drive, but will be a collector level

street with strong pedestrian and amenities to make it a more multi-modal street than the ones to which it will connect. Another street will parallel this connection to the west in the approximate location of Fairfax Street. This street will be a smaller local street acting as the threshold between the commercial and institutional areas and the residential and mixed-use zones. 63rd Avenue will connect this street to Highway 2 and provide a gateway to the remainder of the site. 63rd Avenue is anticipated to be a collector level street that will not continue through the site from east to west in order to diminish users using the street as a cut through. The last street alignment determined for this PUD submittal is a street that will define the northern border of the existing Boys and Girls Club and connect the eastern side of the site with its center. This street is the only possible connection to the east and is important for connectivity. It will be a local level street.

Other streets are likely throughout the site in order to break the area down into walkable blocks. The park parcels will be surrounded by small local streets. Street connections to other existing streets, such as Siegal Court and Hudson Street, will provide connectivity to the existing community. With the exception of those mentioned, all streets are likely to be local level streets pending the results of a traffic study. Certain connections may also be green connectors that allow for pedestrian access but not vehicular access.

Land Uses

The MHGP project envisions a mix of uses that are integrated both vertically in mixed-use buildings as well as horizontally across the project's blocks. The project will include commercial uses – which can include restaurants, shops, hotels, and other uses – as well as mix of residential products and an institutional use that can provide community amenity.

The residential component of the project is planned to be a mix of product types that can provide a great home for a variety of needs and income levels. The products will likely include a mix of detached single family homes (~ 8-10 du/ac net), attached single family homes (~ 12-25 du/ac net), walk-up apartments (~ 25-40 du/ac net), and elevator multi-family buildings with the potential for ground floor uses (~40-60 du/ac net [60 du/ac limit to fit in with comprehensive plan]), and other possible types. These products will largely fit within a spectrum of denser to less dense as the project progresses north to interact with the existing neighborhood there.

The southwestern most area of the site will be a retail and commercial hub for the community that will integrate and amplify the existing shopping area across 62nd Avenue. Commercial uses within this area will possibly include a hotel, large and small retail shops, and sit-down restaurants. The intent of this area is to provide a more people- and pedestrian-friendly version of larger scale retail with drive-thru and automotive-oriented shopping being very limited to establishments whose clientele primarily access the store by foot and spend time within the restaurant/store and the surrounding area. Within the mixed-

use core of the site, small shops, offices, and restaurants are allowed and encouraged to occupy the ground floor of mixed-use buildings, especially fronting the open space areas of the site.

The northwestern most site is planned for a community institutional or academic use. Though the exact user is unknown at this time, the use is assured to be a community asset and amenity that will provide a needed service within the area. The use will be vetted for its ability to serve the needs of the surrounding and future community. The use may be a school, training facility, or cultural use or a mixture of these. No large scale manufacturing or heavy industry will be allowed on this site or any other across the project.

Open Space

The open space system within MHGP will be comprehensive and varied. One of the most prominent open space features on the site will be the expansion of the existing regional detention pond on the northeastern edge of the site. The current pond is considered too small for the needs of the area it serves. In order to serve the 100 year flood event, the pond will be expanded and joined with usable park open space. This will work to turn a pond that would otherwise be liability or detractor from the quality of the site into an amenity. This undertaking will be done in partnership with the City. This pond expansion will likely be connected through an open space network to a central park open space further to the west.

The central park will similarly be a mixture of storm water management and usable, active open space. This park will serve a large portion of the stormwater needs of the MHGP site itself. The park is also seen as the heart of the community and will provide opportunities for large gatherings, programmed events, passive recreation, and family use. This park will likely be linked to the existing fabric of the area as well as the rest of the development with linear park connections allowing for a connected park network that ties the project together.

There are no existing wildlife habitat areas, areas of extensive vegetation, or existing oil and gas facilities on site.

Project Phasing

Due to the scale of this project (approximately 70 acres), the project will be phased over several years based on the speed of the market in developing the site. It is very likely that the project will be developed vertically by multiple entities and the speed of development will vary based on use and strength of the demand for the products. Though a first phase is not yet identified, it is likely that development will kick off somewhere near the southern boundaries of the site. A first phase can include residential or commercial uses, or a

combination of the two. Uses will occur with a build-out of the horizontal infrastructure which could include in an early phase the extension of Parkway Drive and other streets in the area.

Project Integration

Integration with the surrounding community is a primary principle of the development plan for the MHGP site. As mentioned previously, the street network within the site is aimed to tie existing fabric together and break down the barrier that the site currently acts as. Parkway Drive will connect through to Glencoe Street providing strong connectivity across the site. 63rd avenue will connect to Highway 2 and allow users to access the commercial areas of the site. A new road running east-west across the site will provide first-time connectivity from the eastern edge of the site. Other future street connections will likely tie the project together at Siegal Court and Hudson Street among others.

The uses on site are aimed at integrating with the context that surrounds them. Lower Density residential uses will line 64th Avenue to integrate to the community to the north. Larger scale uses, such as commercial and institutional uses, will border Highway 2 to provide access and to transition from the character of that area. Denser residential uses will be prioritized for the center of the site around open spaces. In order to provide amenity to the surrounding community, all sidewalk areas along the perimeter of the project area will be improved to provide a safer and more convenient connections for the areas that surround the community such as children travelling from Central Elementary School to the Suncor Boys and Girls club along Holly Street.