

The Federal Boulevard Framework Plan

A Long Range Vision for the Corridor within Unincorporated Adams County



URBAN DESIGN | MARKET CONTEXT | BICYCLE & PEDESTRIAN | COMMUNITY OUTREACH

September 2, 2014
FINAL DRAFT

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Adams County Planning and Development Department

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Federal Boulevard Framework Plan

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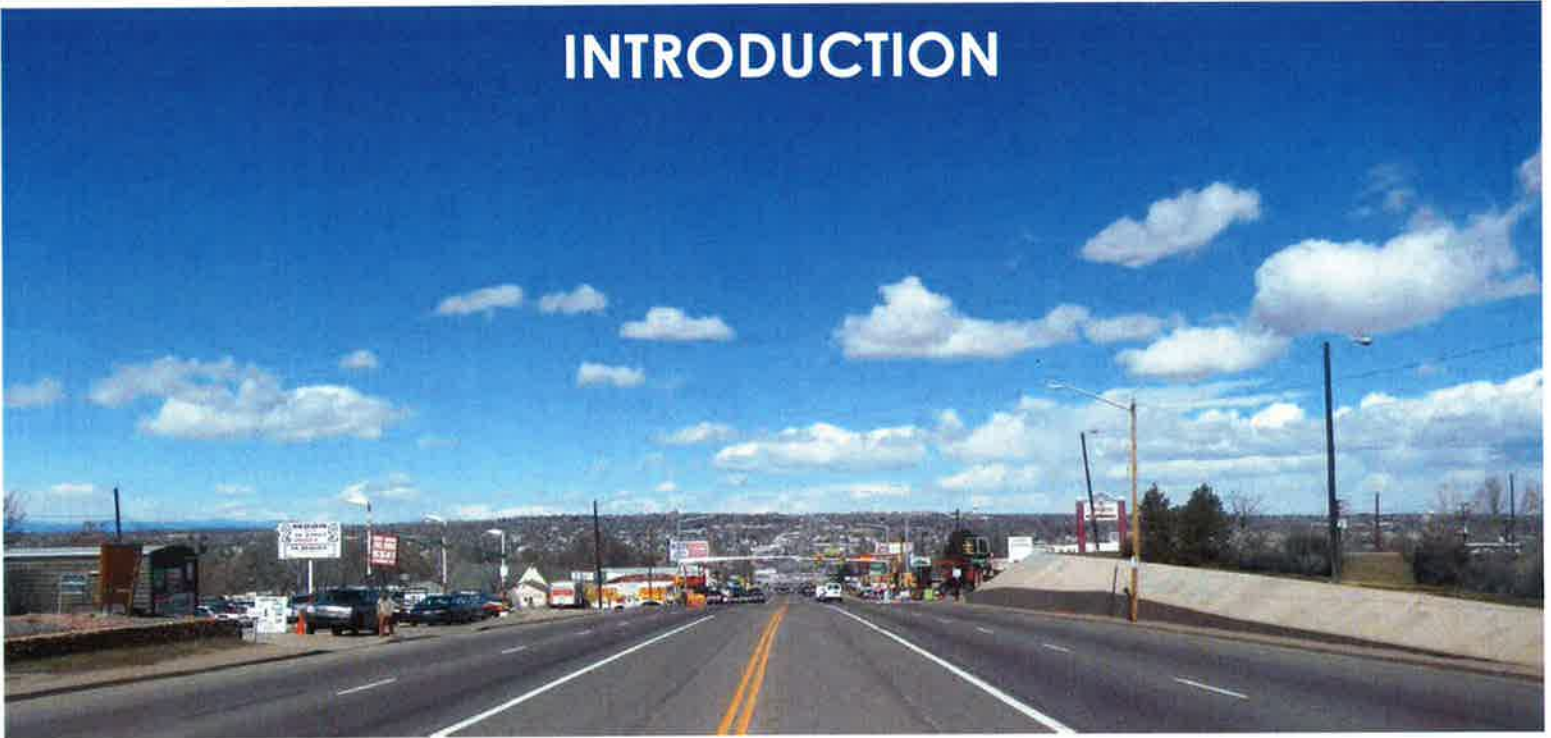
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In 2016, two new commuter rail transit lines will begin service to the northwest Denver metropolitan area as the latest additions to the voter-approved RTD FasTracks system. At that time, two new transit stations will open along Federal Boulevard, the Federal Station at 60th Avenue (Gold Line to Arvada) and the Westminster Station at 70th Avenue (Northwest Line to Boulder and Longmont), bringing the downtown Denver area within minutes of the proposed stations. The convenience offered by this new mode of transportation is anticipated to attract new traffic from commuters arriving from outlying areas as park-n-ride transit users. It will also attract redevelopment interest in properties adjacent to and around the stations as developers see investment opportunities for new residential and commercial development in response to this new influx of transit riders.



Figure 1: Rendering of Westminster Station and associated Transit-Oriented Development (Image Source: City of Westminster)

In order to thoughtfully manage this anticipated growth and redevelopment, the Federal Boulevard Framework Plan is the first step toward understanding the existing conditions and future opportunities that these changes will bring. The Adams County Planning and Development Department undertook this study in the spring of 2014, for completion in June of 2014, with the intent of providing a 'snapshot' of existing conditions, issues, and opportunities to guide efforts for a more in-depth corridor master plan that is scheduled to commence in the fall of 2014. The intent of this conceptual

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plan is to provide a long range land use vision that will guide future planning and development within the corridor.



Figure 2: Photo of opening day of the RTD West Line (Image Source: RTD)

The result of this current planning study will be the Federal Boulevard Framework Plan ("the Framework Plan") which identifies and evaluates the Federal Boulevard Corridor in terms of:

- **URBAN DESIGN:** An evaluation of the corridor's land use, transportation and streetscape environment.
- **BICYCLE AND PEDESTRIAN SAFETY:** A walking and biking audit of the corridor and a preliminary evaluation of the corridor's existing bicycle and pedestrian facilities.
- **ECONOMIC CONTEXT:** A market profile of the area and identification of opportunities for enhancing existing markets and potential for developing new markets.
- **PUBLIC ENGAGEMENT:** A public engagement/outreach strategy for future corridor planning including stakeholder identification and communication methods.

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THE CORRIDOR CONTEXT

STUDY AREA

The focus of the Framework Plan has been defined as the 2.25 mile segment of Federal Boulevard between 52nd Avenue and 72nd Avenue in unincorporated Adams County (the north portion of the study area from 70th Avenue to 72nd Avenue is within the City of Westminster). The east/west limits of the study area are Zuni Street and Lowell Boulevard, respectively.

REGIONAL CONTEXT

Federal Boulevard is a major north-south roadway serving central west urban and northwest suburban Denver metropolitan neighborhoods as a well-known component of the metropolitan street grid. Within the study area, Federal Boulevard serves as the route of U.S. Highway 287 and is designated by the Colorado Department of Transportation (CDOT) as an "urban arterial" roadway that connects the City of Littleton in Arapahoe County to the south and the City of Westminster to the north, through unincorporated Adams County.

Federal Boulevard runs from Bowles Avenue at its south terminus and continues northward to 120th Street (SH 128) where it continues northeast as Federal Parkway. Beyond 120th Street, Federal Parkway deviates from

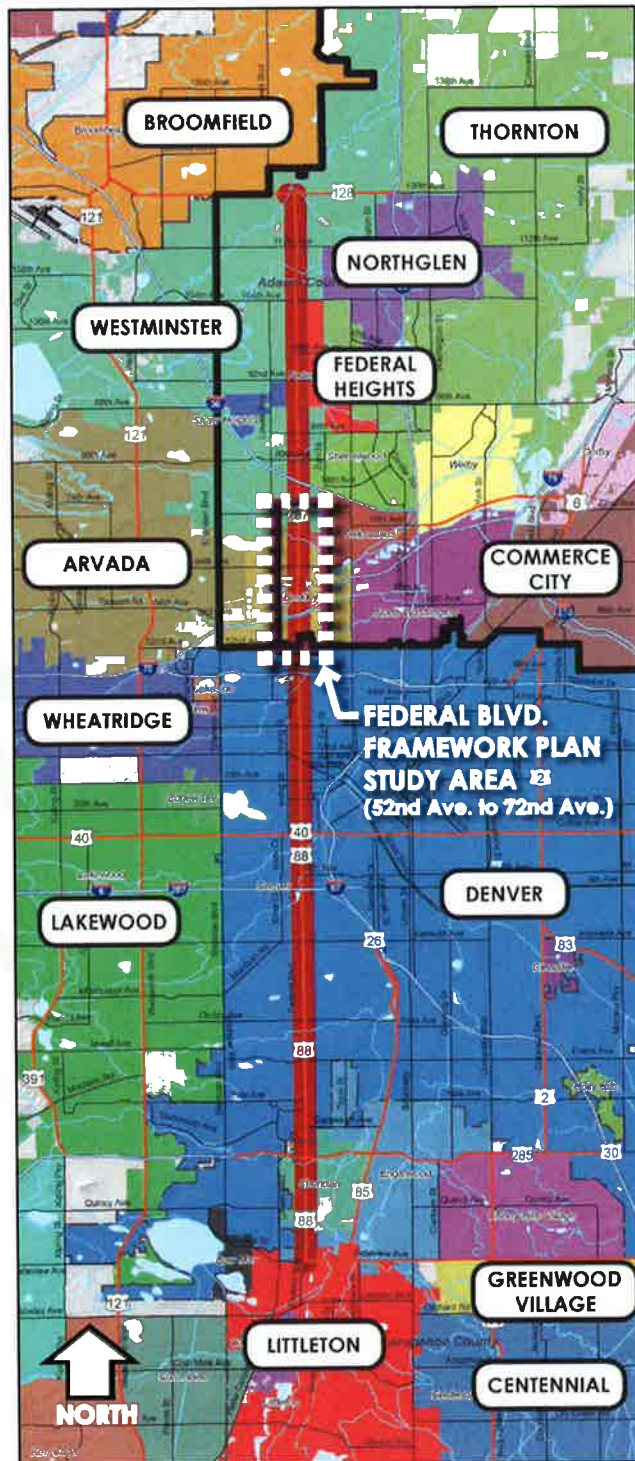


Figure 3: Corridor Context Map (see Appendix A: Corridor Context Map for full map extents)

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the metropolitan street grid to cross Big Dry Creek through the Big Dry Creek Open Space corridor and serves the residential neighborhoods further to the north.

As the Denver metropolitan area has grown to the north and west, and land use patterns have changed from agricultural to suburban, the Federal Boulevard route has evolved from an agricultural 'farm to market' route to a north south highway connecting outlying towns and settlements to Denver as the regional urban center.

LANDFORM CONTEXT

The immediate site area can be physically described as an east-west valley lowland between a north and south hill or upland area. The course of Clear Creek is located at the base of the valley with its associated floodplain running from its origin in the Rocky Mountain Front Range to its confluence with the South Platte River near the Welby neighborhood to the east. Due to recurrent flooding, the Clear Creek lowland has historically remained in agricultural or industrial uses. Urban settlement has extended onto the upland plateaus and hillsides above Clear Creek to the north and south. Federal Boulevard provides the primary north-south connection between the upland areas and across the valley floor with its crossing of the Clear Creek drainageway.

As an additional result of Clear Creek's influence of inhibiting development of the valley floor, an east-west assemblage of largely undeveloped or under-developed land remains with remnant natural habitat areas. In addition, the relatively even, natural terrain of the valley floor is also an attractive east-west transportation corridor opportunity, as evidenced by the presence of the Burlington Northern Santa Fe (BNSF) rail corridor, the relatively recent extension of Interstate 76 (I-76) to Interstate 70 (I-70), and the Clear Creek Regional Trail. It is worth noting that these transportation facilities, with the exception of the trail, have been elevated above flood levels in the valley.

The Clear Creek valley floor has a history of mining activity. In fact, approximately one mile upstream of Federal Boulevard on Clear Creek is the site of the original Ralston Gold Strike, near Sheridan Boulevard, which contributed to the Colorado Gold Rush of the 1850's. Since that time, gravel and other aggregate extraction operations have left remnant ponds and lakes throughout the valley.

TRANSPORTATION CONTEXT

The role of Federal Boulevard (US 287) as a north-south regional highway connection has diminished as more direct and/or alternative highway routes have been developed. With the expansion of the Interstate highway system and ever-increasing investment in the US 36 Boulder Turnpike corridor, Federal Boulevard functions as an arterial street connection to and between those highways.

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Federal Boulevard's role as a highway has historically led to changes in land use because of the access it provided to suburban growth areas. Now, the forthcoming introduction of the RTD commuter rail projects can be anticipated to lead to a new wave of further change in the land use and community context of the corridor.

BUILDING CONTEXT

The existing building stock within the Framework Plan study area is generally flat-roofed, one-story, commercial, office and industrial buildings. The arrangement of the buildings in relationship to the roadway is predominately a strip configuration with parking located between the building and the roadway. Building materials range from stucco to wood/composite siding to masonry units and the general condition of the buildings is fair to poor with many suffering from deferred maintenance.



Figure 4: Typical commercial building strip development pattern located near W. 65th Avenue

COMMUNITY CONTEXT

The transition from rural highway to urbanized suburban community is also reflected in the community character of the neighborhoods included in, and adjacent to, the Federal Boulevard corridor.

- Adams County neighborhoods adjacent to the Federal Boulevard corridor include the Goat Hill and Perl Mack Neighborhoods north of Clear Creek, and the Berkeley Neighborhood south of Clear Creek. These neighborhoods are predominantly single-family detached residential neighborhoods with the exception of the commercial development along Federal Boulevard. Through a cooperative joint planning partnership between the Berkeley Neighborhood Association and Adams County, a Berkeley Neighborhood Plan was adopted in

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2008 as an amendment to the Adams County Comprehensive Plan. Planning efforts in other neighborhoods are ongoing.

- The South Westminster/Harris Park neighborhood is located north of the corridor, including Westminster's original historic main street area. While predominantly residential, South Westminster is bisected by the BNSF rail corridor, the Little Dry Creek corridor, and the 72nd Avenue corridor. Those corridors have attracted commercial, retail, industrial, and other non-residential development interrupting the residential use patterns. The Harris Park neighborhood includes a number of historic community buildings that are now devoted to civic, educational and recreational uses. Redevelopment of aging multi-family and industrial uses south of 72nd Avenue, and adjacent to Federal Boulevard, is anticipated with the proposed Westminster Station and Transit Oriented Development (TOD).
- The Westminster Plaza shopping center, located in the northwest corner of 72nd Avenue and Federal Boulevard serves as a neighborhood anchor to surrounding retail pad-site, strip centers and retail activity along the roadway. Adjacent to the shopping center, relatively new, suburban-scale, medians have been installed with occasional landscaped medians and street tree plantings reflecting the surrounding late 20th century suburban retail it serves.
- Denver communities to the south include the Regis campus area and Berkeley neighborhoods west of Federal Boulevard, and the Chaffee Park and Sunnyside neighborhoods on the east side. On the west side of Federal Boulevard, Regis University, founded in 1877, has historically been a neighborhood anchor. While there are currently no median improvements on Federal Boulevard in the immediate corridor area, south of I-70 at 52nd Avenue the roadway includes raised, narrow medians that reflect its residential neighborhood scale.

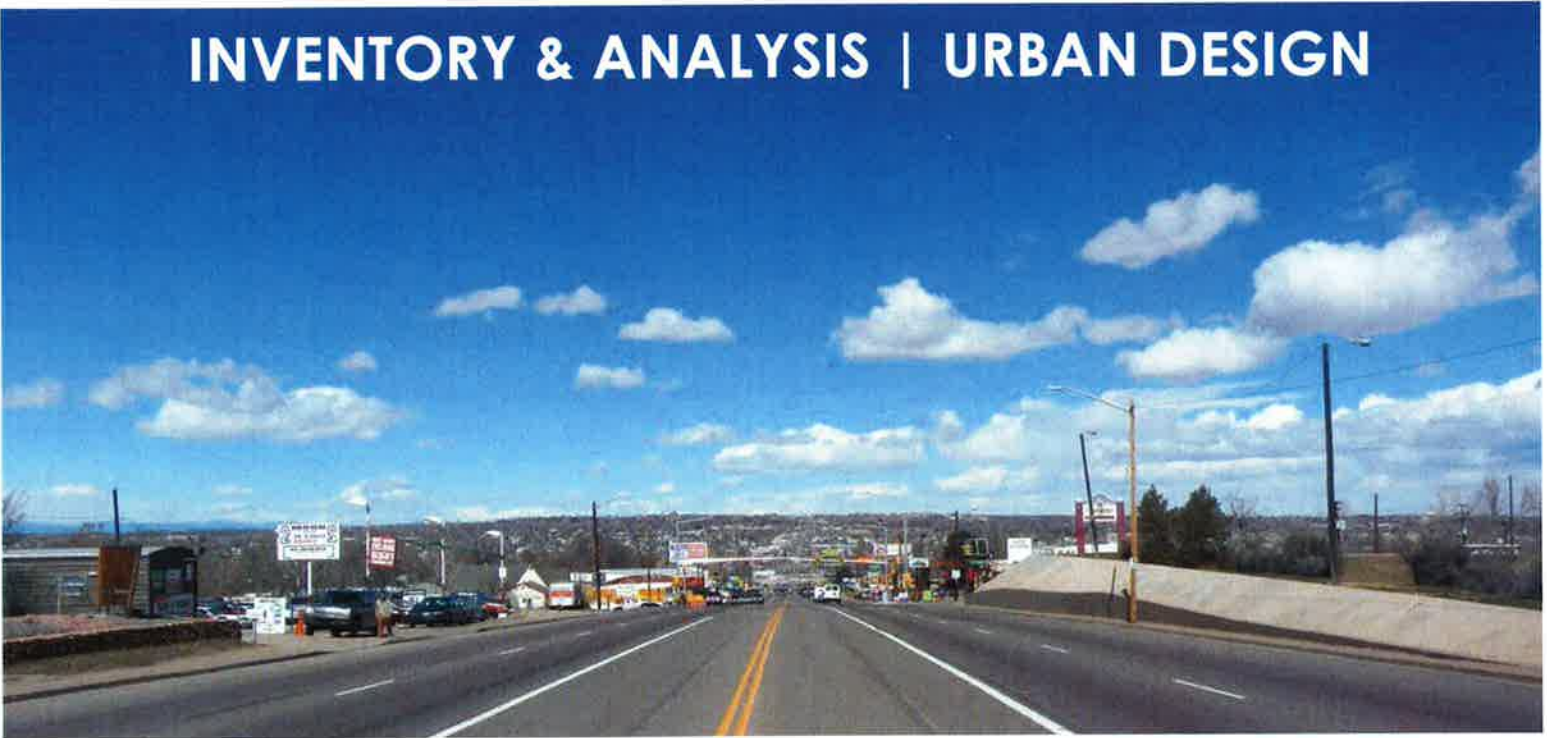
HEALTH IMPACT ASSESSMENT

In conjunction with the Framework Plan, the Tri-County Health Department is preparing a Health Impact Assessment, or HIA, for the Federal Boulevard corridor area. HIAs evaluate a policy, program or project in terms of its potential effects on the health of the affected population and develop strategies to enhance their health benefits and minimize adverse effects to the surrounding community. The Federal Boulevard HIA will be prepared concurrently with the Framework Plan and will provide the Adams County Planning Commission and Board of County Commissioners with ideas for enhancing the corridor plan policies to achieve better health outcomes.

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The term “urban design” as applied to the Framework Plan refers to three primary areas of evaluation of the corridor’s existing conditions: **land use**, **streetscape environment**, and **transportation**. The land use section focuses on the predominate corridor uses, historic properties, transit-oriented development (TOD), planned unit development (PUD), development regulations of adjacent communities and physical/environmental challenges to future development. The streetscape environment section focuses on site furnishings, signage, plant materials and utilities while the transportation section focuses on the current roadway design and capacity.



Figure 5: View to the north along Federal Boulevard at West 56th Avenue

LAND USE OVERVIEW

Federal Boulevard (U.S. 287) is a CDOT-designated “urban arterial” roadway. The corridor is indicative of typical auto-oriented businesses along a state highway (see Figure 5). Within the Framework Plan study area (between 52nd Avenue and 72nd Avenue), existing land uses have been influenced by the transitional nature of the roadway between two established communities (Denver and Westminster); long term economic disinvestment; and physically-bisecting corridors including I-76, the BNSF railway, two drainageways (Clear Creek & Little Dry Creek) and two irrigation ditches (Kershaw Ditch & Fisher Ditch). The existing land uses located along the corridor are generally consistent with the current zoning designations (see Appendix B: Zoning and Future Land Use Map) which are described in more detail below.

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COMMERCIAL

The properties located along Federal Boulevard are predominately zoned C-5 which represents the highest density of commercial zoning designation within the County. The C-5 designation allows for a broad range of principal and accessory commercial uses as well as limited agricultural, institutional and industrial uses.

The standards listed above are indicative of auto-oriented development adjacent to state highways. The transition to a more transit-oriented TOD-style land use pattern with increased streetscape enhancements may necessitate the development of an overlay district with specialized design standards that encourage the desired type of development.

"The purpose of the Commercial-5 District is to serve as a general retail and service district designed to provide the broadest scope of services and products for both the general and traveling public in an interstate and regional context."

-Adams County C-5 Zone District Regulations purpose statement which represents the primary land use along Federal Boulevard.

The businesses along Federal Boulevard are primarily auto-related (see Figure 6). This includes numerous auto sales and support businesses such as gas stations, auto repair/body shops, auto salvage, auto parts, car washes, and RV sales.

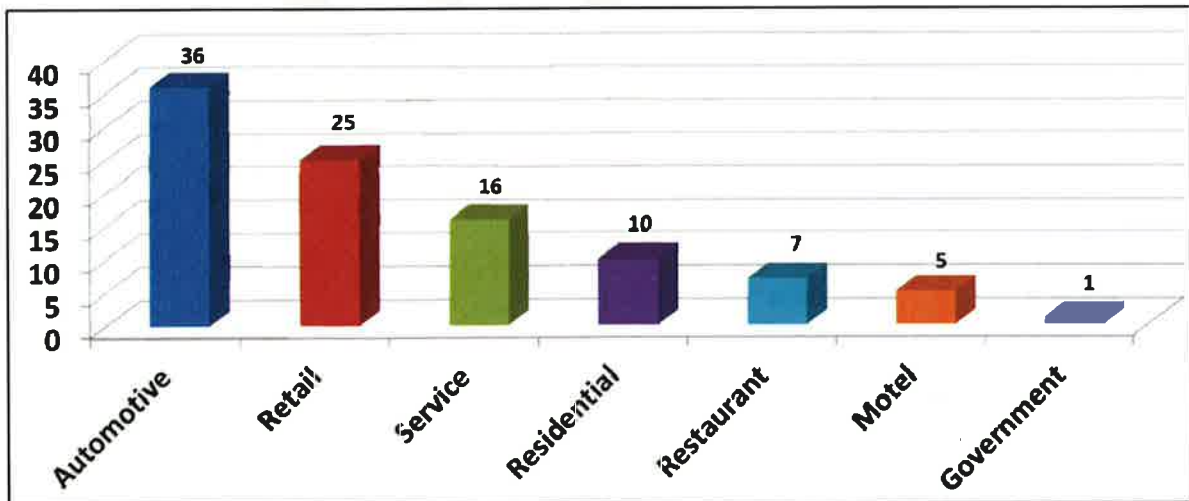


Figure 6: Number of businesses and type of use along Federal Boulevard between 52nd and 72nd Avenue (Data provided by Tri-County Health as part of the *Federal Boulevard Health Impact Assessment*)

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RESIDENTIAL

The only residential uses directly adjacent to Federal Boulevard within the study area are three mobile home parks which are as follows:

- Rustic Ranch Mobile Home Park (5565 Federal Boulevard): approx. 120 units
- Mobile Gardens (Southeast corner of Federal Boulevard and W. 63rd Avenue): approx. 100 units
- Pioneer Gardens (Northeast corner of Federal Boulevard and W. 63rd Avenue): approx. 110 units

It is worth noting that the entry into the Rustic Ranch Mobile Home Park features a 25' tall cowboy statue that was constructed in the 1950's and remains an iconic symbol of the corridor today (see Figure 7).



Figure 7: Photo of the Rustic Ranch Mobile Home Park cowboy

INDUSTRIAL

Light industrial uses are located around the convergence of I-76, Clear Creek and the Gold Line corridors which is not uncommon for floodplain-restricted properties (see Figure 8). The current land uses within this area are consistent with the I-1 and I-2 industrial zoning designations such as construction equipment and materials storage; manufacturing and fabrication; self-storage; and aggregate mining. The industrial uses adjacent to Federal Boulevard are primarily zoned I-2 with several small properties designated as I-1.



Figure 8: Aerial view of industrial uses located around the I-76 and Clear Creek

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While these industrial uses are currently located within the Clear Creek floodplain, the Urban Drainage and Flood Control District's 2008 *Master Drainageway Plan (MDP) – Phase A and B for Clear Creek* includes conceptual design recommendations to increase stormwater management capacity for the 100-year storm events and to improve boater safety at drop structures.

The Adams County Future Land Use Map has designated the industrial uses around the Clear Creek corridor as "Commercial" which supports the June 2009 Clear Creek Valley TOD Plan on the east side of Federal Boulevard and the May 2009 Clear Creek Transit Village Plan on the west side (see Appendix B: Zoning and Future Land Use Map).

PLANNED UNIT DEVELOPMENT (P.U.D.)

There are four areas with P.U.D. zoning adjacent to Federal Boulevard. These areas are found at the following locations:

- East side of Federal Boulevard between Clear Creek and south of what would be 61st Avenue (approx. 21 acres)
- West side of Federal Boulevard between Clear Creek and south of what would be 61st Avenue (approx. 4.5 acres)
- East side of Federal Boulevard between 63rd Avenue and 64th Avenue (approx. 8 acres)

As noted in the County zoning regulations, "the objective of a Planned Unit Development is to establish an area of land, controlled by one or more landowners, to be developed under unified control or unified plan...and allows greater flexibility in the design of a development, more variety and diversification in the relationships between buildings, open spaces and uses, and conservation and retention of historical and natural topographic features while meeting the goals, policies and objectives of the comprehensive plan."

Due to the "customizable" nature of this zoning designation, minimum requirements are established by the P.U.D. Additional P.U.D. zoning designations along Federal Boulevard may be considered to facilitate the assemblage of land for larger mixed-use, pedestrian-oriented developments.

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TRANSIT-ORIENTED DEVELOPMENT DISTRICT

In January 2013, Adams County adopted detailed regulations for a TOD Zone District. This recently-developed zoning designation applies to any property that is located within one-half mile of the RTD FasTracks commuter rail stations at both the Federal and Pecos stations. Landowners within this area have the option to re-zone to the TOD designation upon approval of the rezoning application through the County's land use review process.

The TOD District and Standards set forth in the regulations include mixed uses such as multi-family residential, commercial and office. The lot sizes are dependent on the density for residential uses and the floor area ratio (FAR) for non-residential uses. The TOD standards notably provide more depth and description related to the form-based urban design including but not limited to the following:

- Street pattern, design and character
- Site layout and building/entrance orientation
- Common space design
- Architectural design, theme, massing and materials
- Parking locations and layout
- Multi-modal accommodations

"The purpose of the Transit-Oriented Development (TOD) district designation is to encourage compact urban growth patterns, provide opportunities for increased transportation mode choice, reduce reliance on the automobile, and create a safe and pleasant pedestrian environment."

-Adams County TOD Zone District Regulations purpose statement.

HISTORIC PROPERTIES

The August 2009 Gold Line Final Environmental Impact Statement prepared by the Regional Transportation District (RTD) notes a historic property at 5900B Federal Boulevard near the future Federal Station (see Figure 9). This small building is currently utilized as an auto repair shop and is eligible for National Register of Historic Places (NRHP) due to its unique architectural character.



Figure 9: Historic property located at 5900 Federal Boulevard

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DEVELOPMENT REGULATIONS

Adams County:

Both the commercial and industrial uses within the corridor require design and performance standards as set forth in Chapter 4 of the Adams County Development Standards and Regulations. These development regulations establish minimum criteria for site design, access, parking, lighting, landscaping, signage, and pedestrian/bicycle facilities which are a critical influence on the urban design character of the corridor.

Currently, the majority of Federal Boulevard within unincorporated Adams County is not in conformance with the current County Design Requirements and Performance Standards. As redevelopment occurs within the corridor, properties will be brought into compliance with these standards creating opportunities for coordinated improvements to the public right-of-way to develop a more functional, attractive and multi-modal streetscape environment that enhances adjacent properties and improves community health.

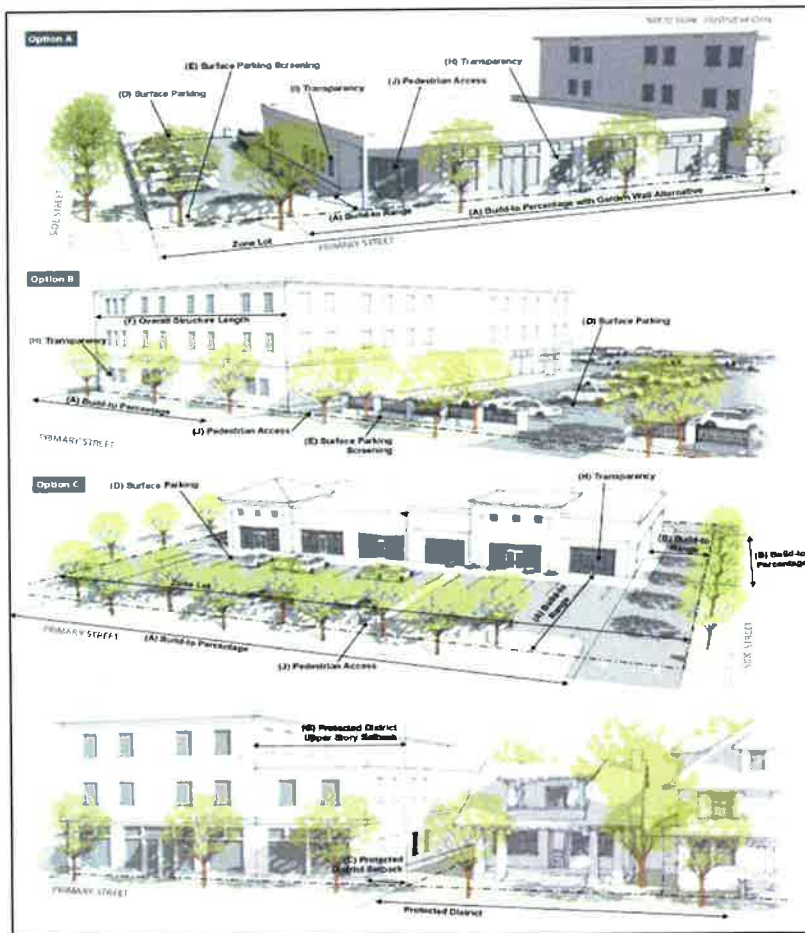


Figure 10: Sample illustrative of Denver's "build-to" requirements for commercial corridors (Image source: Denver Zoning Code)

Denver:

The Denver zoning designation along Federal Boulevard south of the study area (52nd Avenue) is primarily a Commercial Corridor District (E-CC-3x). According to 2010 Denver Zoning Code, the purpose of this designation is to "balance the need for safe, active, and pedestrian-scaled, diverse areas with the need for convenient automobile access...that generally have a deep build-to requirement to allow for some measure of parking between the building and the street."

The general development standards of the new form-

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based code include "build-to" requirements which refer to the building "alignment at the primary street or side street setback line of a zone lot, or within a range of setback from the zone lot line abutting a street, along which a street-facing, primary building wall must be built" (see Figure 10). The build-to provision allows for buildings to front the adjacent roadway with parking areas located along the side or rear of the building. The Denver landscape requirements for this type of development are generally consistent with Adams County's standards for similar development types.

Westminster:

The north segment of the study area between 68th Avenue and 72nd Avenue is within the City of Westminster municipal boundary and is split between industrial (M-1) and commercial uses (C-1) on the west and east side of the study area, respectively. "Commercial Districts" within Westminster are described as "a retail and office district where outside storage of merchandise is permitted" and "Industrial Districts" which is "a manufacturing and office district." North of 72nd Avenue the City zoning designations shift to C-1 on the west side and business (B-1) on the east side. "Business Districts" are defined as "a restricted retail and office district where no outside storage of goods and merchandise is allowed." The C-1 designation references Westminster's 2004 Landscape Regulations which identify the areas to be landscaped and the quantities of plant material to be included (see Figure 11).

In conjunction with the zoning regulations, the City of Westminster has developed Retail and Commercial Guidelines with the following objectives:

- Specifying the use of high quality building materials.
- Identification and consistent use of design elements which contribute to quality and good design in site planning, architecture, landscaping, and signage.
- Creating a consistent, cohesive character within a development that is also compatible to its surroundings.

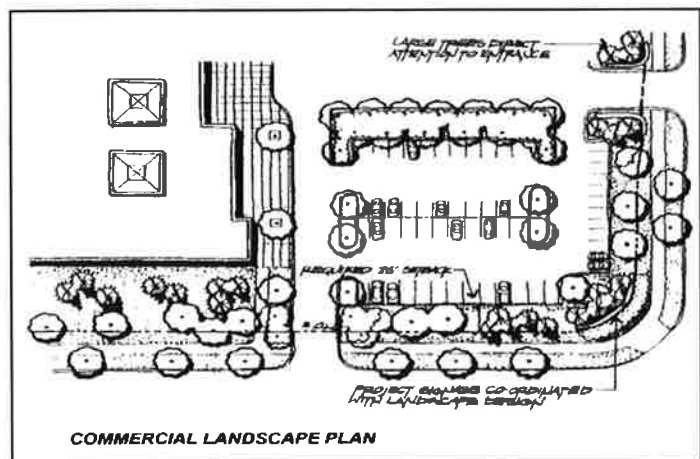


Figure 11: A sample commercial landscape plan from the City of Westminster Landscape Regulations 2004 (Image source: City of Westminster)

The Retail and Commercial Guidelines include requirements for site orientation, general site design, architectural elements, setbacks, site circulation, signage, landscaping, and

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public art. The City also utilizes landscape regulations that are generally consistent with Adams County's standards; however, the required planting quantities/density is above average as related to similar landscape regulation requirements.

Federal Heights:

While not located within the Framework Plan study area, the City of Federal Heights is located approximately 2 miles north of 72nd Avenue with Federal Boulevard creating the western limits of the City boundary. Federal Boulevard is an important corridor for Federal Heights and the City frontage along the east side of the corridor is zoned almost entirely C-1 with the only exception being the southeast corner of Federal Boulevard and 104th Avenue which is designated as PUD. The C-1 designation allows for a wide range of commercial uses and establishes a minimum 65' front setback from the roadway. The City's Landscape Regulations include provisions for landscaped areas adjacent to the roadway; buffers between residential and non-residential uses; and requirements to maintain adequate sidewalks with the Right-of-Way.

REDEVELOPMENT PROJECTS

The Federal Station at 60th Avenue, Westminster Station at 71st Avenue and their associated TODs create excellent corridor catalysts at the south and north ends of the study area. Located within a mile of both stations is the mixed-use Midtown development by Brookfield Residential at 67th Avenue and Pecos Street and the Aria Denver development by Urban Ventures at 52nd Avenue and Federal Boulevard (see Appendix C: Proposed Redevelopment Map).

LAND USE CHALLENGES

Landfills: A cluster of closed landfills are present within the Clear Creek drainageway adjacent to Federal Boulevard, which is not uncommon in older Front Range communities (see attached Appendix D: Environmental Map). The methane release of these landfills has resulted in an Adams County-designated "flammable gas overlay" for parcels within and adjacent to closed landfill sites. This designation presents a significant encumbrance to the affected properties as the future redevelopment of these parcels will require additional environmental mitigation measures.

Floodplain: The Clear Creek and Little Dry Creek floodplains and floodways cross Federal Boulevard at the south and north ends, respectively (see attached Appendix D: Environmental Map). Drainageway improvements are underway within Little Dry Creek which will remove structures from the 100-year floodplain and create over 40-acres of park and open space to the south of the future Westminster Station along RTD's Northwest commuter rail line. The Clear Creek 100-year floodplain is more extensive in terms of affected properties and the Urban Drainage and Flood Control District has

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completed a *Master Drainageway Plan (MDP) – Phase A and B* for Clear Creek through the metropolitan area. The MDP includes conceptual design recommendations near the Federal Boulevard intersection including the following:

- Channelization of the Clear Creek drainageway to increase capacity for the 100-year storm event and remove adjacent properties from the floodplain
- Increase bridge capacity (in terms of the volume of water that can pass below) for both the Burlington Northern Santa Fe Railroad Bridge and for the Federal Boulevard Bridge
- Modify drop structures within the creek channel to improve safety and recreation

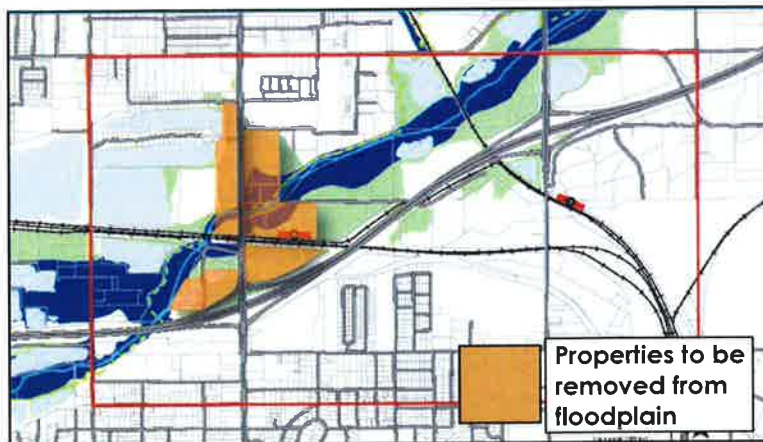


Figure 12: The 2009 Clear Creek Valley TOD Plan notes the properties to be removed from the floodplain around Federal Station on the RTD Gold Line (Image source: The Clear Creek Valley TOD Plan)

- The combination of the MDP-recommended channel improvements will remove a number of parcels from the floodplain (see Figure 12 and Appendix D: Environmental Map) located around the Federal Station (as represented in the Clear Creek Valley TOD Plan). The reduction of the floodplain-affected properties at the intersection of Federal Boulevard and Clear Creek will accommodate the station development and associated

TOD projects. It should be noted that floodplain property and drainageways may be considered an “encumbrance” to commercial development; however, they also present excellent opportunities for community recreation assets.

Physical Barriers: A number of physical barriers between land uses are located within the study area including transportation corridors such as Interstate 76; two proposed commuter rail lines (RTD FasTracks’ Northwest and Gold Lines); two drainageways (Clear Creek & Little Dry Creek); and two irrigation ditches (Kershaw Ditch & Fisher Ditch). The Appendix D: Environmental Map identifies these barriers within the corridor study area.

STREETSCAPE OVERVIEW

A pedestrian-oriented streetscape that accommodates a range of non-motorized travel modes and enhances adjacent businesses is critical to the success of the Federal

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Boulevard corridor. As an “urban arterial” roadway, the corridor has been highly autocentric for decades and the reclamation of Right-of-Way width dedicated to pedestrians will be challenging. A Right-of-Way Analysis was prepared to evaluate the opportunities for pedestrian improvements adjacent to the roadway. Currently, discrepancies in Right-of-Way width and location between the County Assessor parcel data and the CDOT median improvement plans will require further investigation (see Appendix E: Right-of-Way Analysis).

As noted previously, the properties along Federal Boulevard are not in conformance with the current County’s Design Requirements and Performance Standards. As properties are redeveloped they will be required to conform to these standards which include, but are not limited to, provisions for landscaping and pedestrian/bicycle facilities.

LIGHTING

The existing lighting within the unincorporated County portion of the corridor is primarily roadway area lights and pedestrian-scale, ornamental lighting is deficient. Additional roadway lighting will be installed within new medians by CDOT in the summer of 2014. The northern portion of the Federal Boulevard corridor within Westminster include both roadway and pedestrian lighting while the southern portion within Denver currently utilize only roadway area lighting. A unified lighting standard throughout the corridor would further enhance a new district brand.

SIGNAGE

The corridor suffers from unattractive business signage and advertisements ranging from illuminated billboards to vintage retail to home-made crafts (see Figure 13). Wayfinding signage for existing trails, public facilities and recreation destinations is lacking throughout the corridor. Current Adams County signage regulations will ultimately create a unified standard as properties redevelop. Federal Boulevard’s historic role as a state highway with 1950’s-era motels, burger stands, and filling station may warrant a special sign standard encouraging modern variations of a these classic sign types. Additionally, the development of a Federal



Figure 13: View looking south from 71st Avenue including discontinuous sidewalks, a variety of outdoor signage types, and outdoor sales.

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Boulevard “district brand” and identity would help re-position the corridor as an emerging market and convey the County's commitment to its re-investment.

SITE FURNISHINGS

Pedestrian facilities such as seating, trash receptacles, and comfortable bus stop/transit shelters are lacking within the unincorporated County corridor. Site furnishings are provided in higher quantities within the City of Westminster portion of the corridor. Site furnishings within the Denver portion of Federal Boulevard are limited to benches provided at RTD bus stop locations. The absence of adequate site furnishings presents a unique opportunity for Adams County to brand the district with a unified “family” of light fixtures, bus stops, benches, receptacles and bike racks.

PLANT MATERIAL

The majority of Federal Boulevard lacks street trees, planters, medians and vegetative buffers adjacent to conflicting land uses such as industrial uses adjacent to commercial or residential uses. The northern and southern extents of the study area within Westminster and Denver respectively include greater quantities of streetscape plant material including landscaped raised medians. The 2014 addition of the CDOT-installed, raised medians (described in “Planned Roadway Improvement Projects” below) presents an excellent opportunity to include plant material however existing Century Link telecommunication lines located directly below the proposed medians may limit the plant material to shrubs and groundcovers due to the utility's shallow depth. Access to water for irrigation (potable or non-potable) to future landscape improvement areas may be limited due to capacity limitations of the Crestview water line north of Clear Creek.

UTILITIES

Overhead utility lines are continuous along the east side of Federal Boulevard throughout the study area and a high-transmission line crosses the corridor south of I-76. Additionally, the location of several utility poles is within a few feet of the roadway. The overhead utilities along the east side of Federal Boulevard and the underground utilities within the center of the road may present conflicts with proposed street tree plantings. Burial of the overhead utilities would eliminate a significant eyesore however its underground location would limit the plant size installed above it. Given the shallow existing utilities within the center of the roadway and the subsequent limitations to plant material size within the medians, this area should be considered for future utility relocations/additions to open unrestricted planting areas on the east and west sides of the road.

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PLANNED ROADWAY IMPROVEMENT PROJECTS

Federal Boulevard Medians: In the summer of 2014, CDOT will be installing concrete medians along the center of Federal Boulevard between 52nd and 67th Avenues to accommodate the installation of roadway lighting (see Figure 14). The medians will range in width from 6 feet to 24 feet and reservations have been made to reserve planted areas at the County's request. The median project is in response to a 2011 CDOT-initiated Pedestrian Accident Analysis indicating a higher rate of pedestrian and vehicular accidents at late evening and early morning hours. In addition to safety lighting, the medians will provide additional access management throughout the corridor by limiting vehicular access into properties as right-in/right-out movements only.

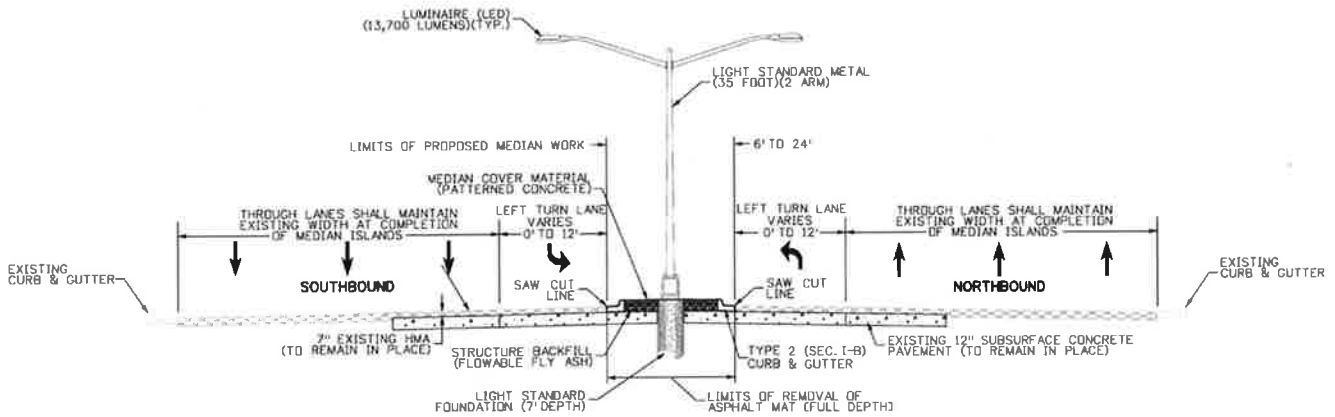


Figure 14: Proposed CDOT cross-section with raised medians between 52nd Avenue and 67th Avenue (Image source: CDOT)

Intersection Improvements: In association with the adjacent TOD projects, both Adams County and the City of Westminster are evaluating roadway re-alignment projects at 60th Avenue (Federal Station) and 68th Avenue (Westminster Station).

Federal Boulevard Bridge over Little Dry Creek Widening: CDOT will widen the bridge over Little Dry Creek to add traffic lanes, increase sidewalk width, and provide medians, lighting and guardrails. The bridge widening is coordinated with drainage improvements west of the roadway to remove adjacent properties from the 100-year floodplain, increase stormwater storage capacity, and provide park and open space which is led by the Urban Drainage and Flood Control District, Adams County and the City of Westminster.

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CORRIDOR SAFETY

As noted in the previous section regarding planned roadway improvement projects, a 2011 CDOT Pedestrian Accident Analysis noted a higher rate of pedestrian and vehicular accidents due to inadequate lighting between 52nd and 72nd Avenues. In addition to inadequate lighting, a lack of pedestrian facilities such as sidewalks, crosswalks and ramps further diminishes corridor safety and has been inventoried in the "Bicycle and Pedestrian Conditions" chapter of this report. Pedestrian-oriented improvements to the existing intersections within the corridor should be integral to future corridor planning studies.

Crime statistics for the corridor area were evaluated using the Adams County Sheriff's Public Crime Statistics website as currently hosted by Corona Solutions. The various types of offenses reported within the corridor include traffic, property, violent, proactive policing, noise, disorder and other. An evaluation of the incidents within the study area reported between August 2013 and August 2014 indicate a higher rate of crime than along non-highway-classified roads within the County. A comparison of the crime rates for Colorado Boulevard between Colfax Avenue and Interstate 25, a similar state highway located in the City and County of Denver, indicates that the crime rates within the Federal Boulevard corridor are within the norm for an urbanized state highway.

Future corridor planning studies should consider corridor safety in terms of both motorized/non-motorized accident reduction and crime prevention. "Safety by design" is a term that emphasizes increased community safety through a variety of planning and design techniques such as adequate lighting, sightlines, and opportunities for better community surveillance.

TRANSPORTATION OVERVIEW

The purpose of the transportation overview is to provide a concise summary of the existing traffic conditions on Federal Boulevard between 52nd Avenue and 72nd Avenue (see Appendix F: Transportation Map). The level of traffic data collected and provided by the County is broad and global and more study will be needed within the corridor prior to executing any sort of corridor-wide implementation plan for improvements. Given the macro-level review of Federal Boulevard, the description and recommendations contained herein should be regarded as preliminary and general.

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Within the study area, traffic volumes on Federal Boulevard are higher in the southern segments, from 52nd Avenue to I-76 and somewhat lower between 64th Avenue and 72nd Avenue. Figure 15 depicts the current traffic lanes and volumes along Federal Boulevard. The general range of traffic south of I-76 is approximately 39,000 vehicles per day (also known in the transportation planning industry as Average Annual Daily Traffic, or AADT), and north of I-76 is about 33,000 vehicles per day, or AADT. Furthermore, the section south of I-76 is a four-lane arterial whereas the sections north of I-76 are primarily six-lane (there is a segment from 67th to 70th Avenue that is four lanes, presumably for the bridge crossing over the railroad).

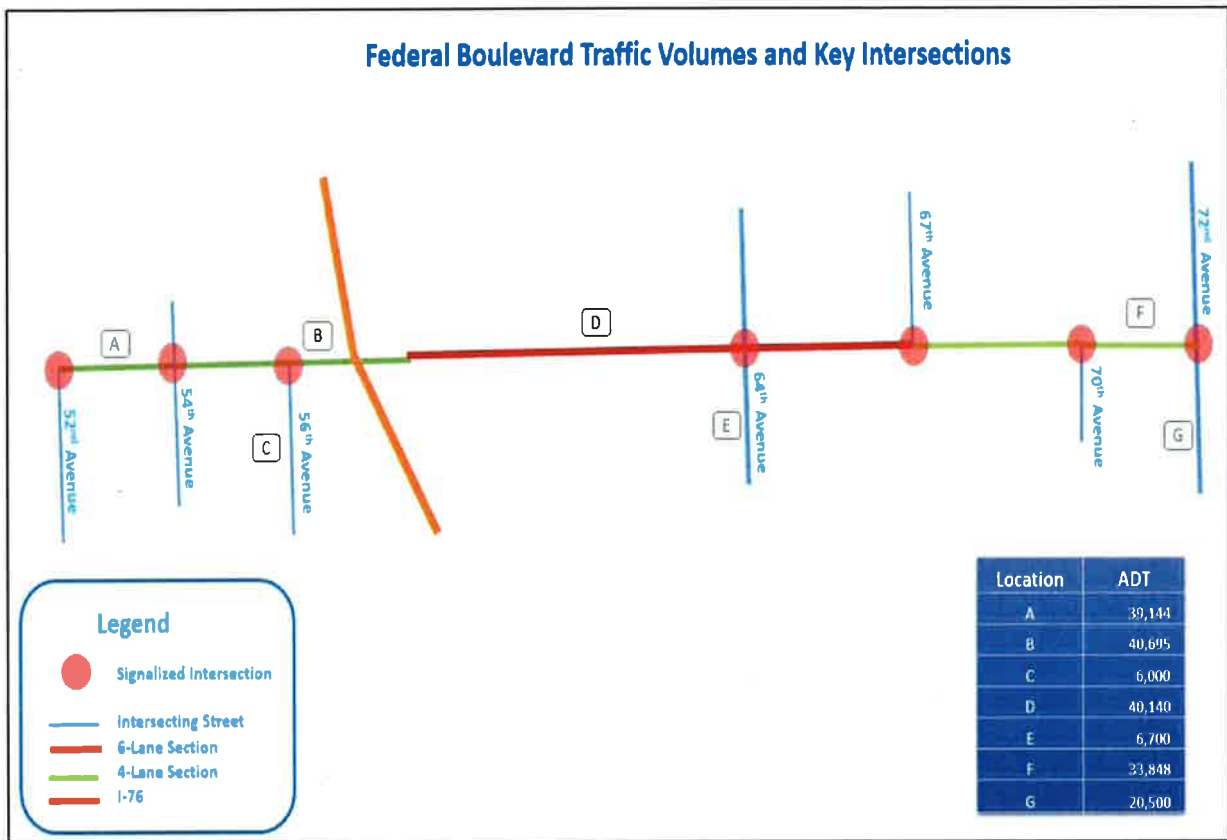


Figure 15: Federal Blvd Traffic Volumes (Data Source: CDOT Online Transportation Information System)

Typical volume ranges for four-lane arterial streets such as Federal Boulevard range from 16,000 to 32,000 AADT; therefore current volumes for the four-lane sections of Federal Boulevard within the study area are likely at the upper end of the acceptable capacity range for the road. For six-lane arterial streets, typical volume ranges are from 35,000 to 55,000 ADT. Therefore current volumes for the six-lane sections of the

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roadway are well within acceptable limits. It is important to note that two sources of data were used for performing this analysis, including Denver Regional Council of Governments (DRCOG) and CDOT. DRCOG and CDOT provided different volumes for the stretch of Federal Boulevard between 52nd and 72nd Avenue. This is not an uncommon occurrence within the Denver Metro area. The explanation for this difference is that DRCOG data relies upon a land-use, population and travel demand model for determining current and projected traffic volumes. CDOT, however, regularly collects traffic counts on a regular basis on major arterials and then assigns a growth factor that is mostly based on the most recent year's trend-line. To account for these differences, a smoothing technique that blends both sets of data is used. This technique comes from the National Cooperative Highway Research Program (NCHRP), Report 225, which is widely accepted within the transportation planning industry as the standard method for blending modeled and counted traffic data.

It is beyond the scope of this memo to blend the data sets into a forecasted traffic volume. Therefore, future traffic volumes have been provided with DRCOG and CDOT traffic volumes for consideration in order to get a general range of the projected volumes that will be on Federal Boulevard. Figure 16 on the following page shows the growth of traffic with CDOT data using a 1% annual growth rate, as suggested by the CDOT Online Transportation Information System (also known as OTIS).

Figure 17 on the following page shows the growth of traffic with DRCOG data which is less linear and but is shown growing on average about 1.7% per year. It is important to note that the DRCOG traffic model also incorporates future transportation network changes such as the presence of a future RTD Commuter Rail station near 72nd Avenue and Federal Boulevard.

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Federal Blvd AADT Growth Using **CDOT** Estimates

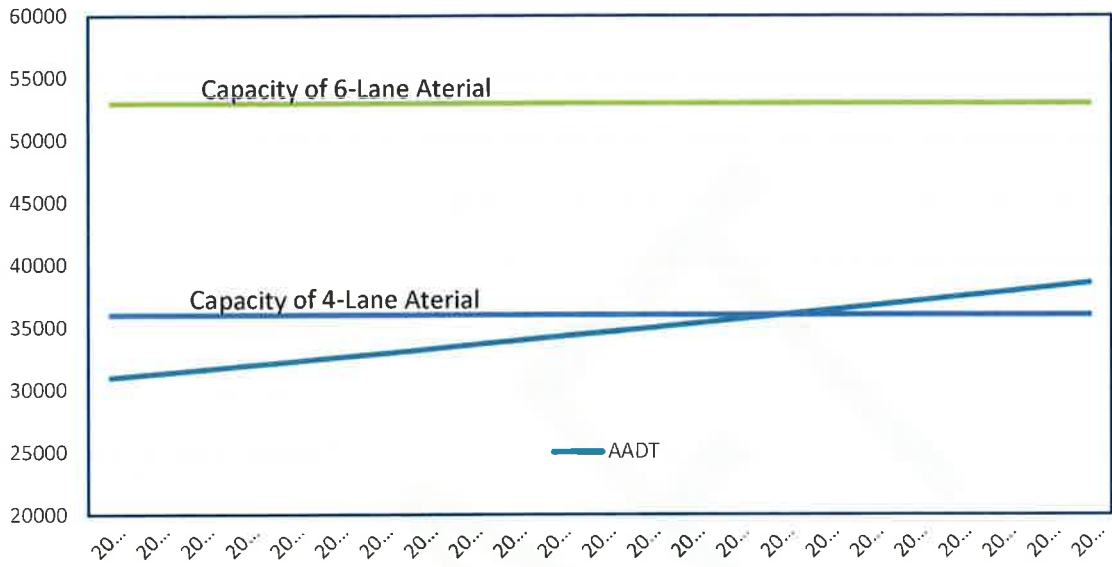


Figure 16: Traffic Growth (Data Source: CDOT OTIS)

Federal Blvd AADT Growth - **DRCGOG** Model

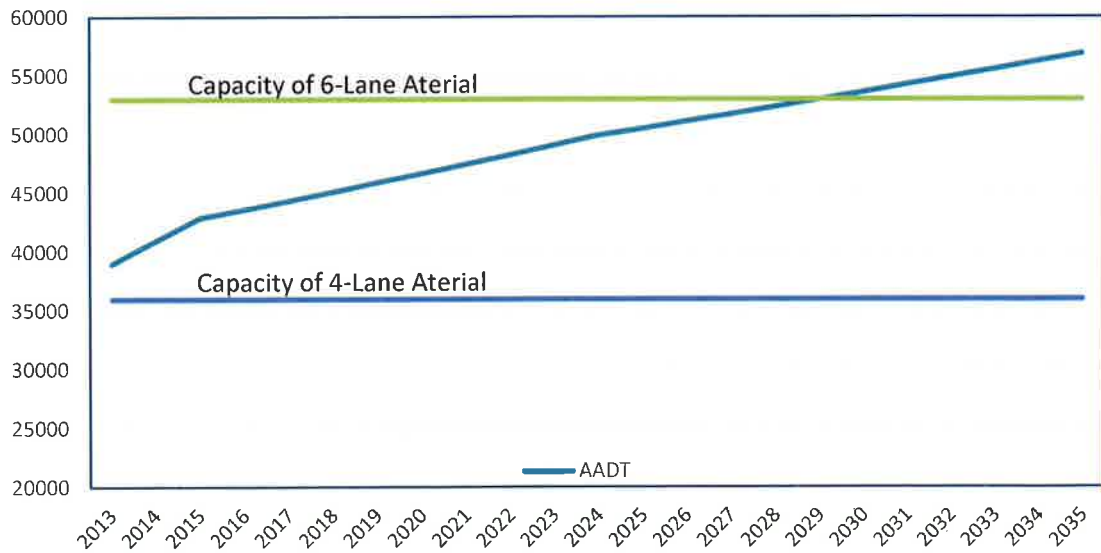


Figure 17: Traffic Growth (Data Source: DRCOG)

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A finding of this preliminary review is that Federal Boulevard is not likely to handle well the forecasted traffic volumes on the street going into the future for the sections currently operating with a four-lane cross section. Using the DRCOG growth model, it is also possible that the six-lane condition may exceed capacity during peak periods. It is not practical to expect that the street would be widened to eight lanes in the future, but rather alternate means and methods could be used to manage the traffic to a level of service that limits the congestion under the six-lane scenario. Therefore some of the following corridor implementation strategies are suggested for further study and consideration:

- Strategic widening of traffic auxiliary and turn lanes at both signalized and un-signalized intersections may improve safety and alleviate congestion;
- Incorporating multi-modal elements (such as bicycle lanes and wider sidewalks) to reduce single occupant vehicle traffic;
- For segments with no raised median, introduction of a center median would reduce congestion and accident rates in the corridor by reducing left turns and doing away with the two-way, left-turn lane;
- Identify alternate modes of travel along Federal Boulevard in order to access the future light rail station at 72nd Avenue and Federal Boulevard; and
- Enhanced transit access/options.

It is also worthwhile to understand the traffic volume conditions on parallel north-south street corridors in the north metro area, a basis of anecdotal comparison. The volumes of these streets can be seen on Figure 18 on the following page. These volumes are typical for major and principal arterials in the larger metro area. These volumes also show that Federal Boulevard is "in the norm" for a heavily traveled 4-6 lane arterial, and is not experiencing greater travel demand than other adjacent corridors. East-west access throughout the corridor is also important due to the physical barriers that limit the north-south movements. The addition of the proposed Clear Creek Parkway, and the adjacent development that the roadway will accommodate, will be a significant roadway addition to the corridor that should be evaluated in more detail to determine the impact to traffic volumes on both Federal Boulevard and Pecos Street.

RECOMMENDATIONS FOR FURTHER TRAFFIC STUDY

As a next step, further study of the corridor should be undertaken with respect to the traffic issues to understand specific micro level issues and concerns such as safety and operations. In order to understand these issues, it would be valuable for the County to study and implement an access management plan for the corridor and employ a

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uniform raised median access control. It would also be useful to understand if there is specific crash and hazard locations that could be improved through spot design changes.

Corridor	Lanes	Average Daily Traffic (2011)	% Over Threshold of Congestion	% Over General Daily Traffic Capacity
Sheridan Blvd: 88 th Ave to US 36	4	55,863	80.20%	55.20%
120 th Ave: Lowell Blvd to Federal Blvd	4	45,535	46.90%	26.00%
120 th Ave: Federal Blvd to Pecos St	4	42,171	36.00%	17.10%
120 th Ave: Huron Street to I-25	6	69,858	32.30%	14.80%
120 th Ave: Sheridan Blvd to Lowell Blvd	4	40,678	31.20%	13.00%
104 th Ave: US 36 to Westminster Blvd	4	40,006	29.10%	11.10%
Sheridan Blvd: 80 th Ave to 76 th Ave	4	39,877	28.60%	10.80%
Federal Blvd: 84 th Ave to 76 th Ave	4	38,714	24.90%	7.50%
Sheridan Blvd: 88 th Ave to 80 th Ave	4	37,371	20.60%	3.90%
Sheridan Blvd: 73 rd Ave to 76 th Ave	4	35,222	13.60%	n/a
Federal Blvd: US 36 to 74 th Ave	6	50,255	9.60%	n/a
Wadsworth Pkwy: 92 nd Ave to 100 th Ave	4	33,953	9.50%	n/a
Federal Blvd: 70 th Ave to BNSF Railroad	4	33,848	9.20%	n/a

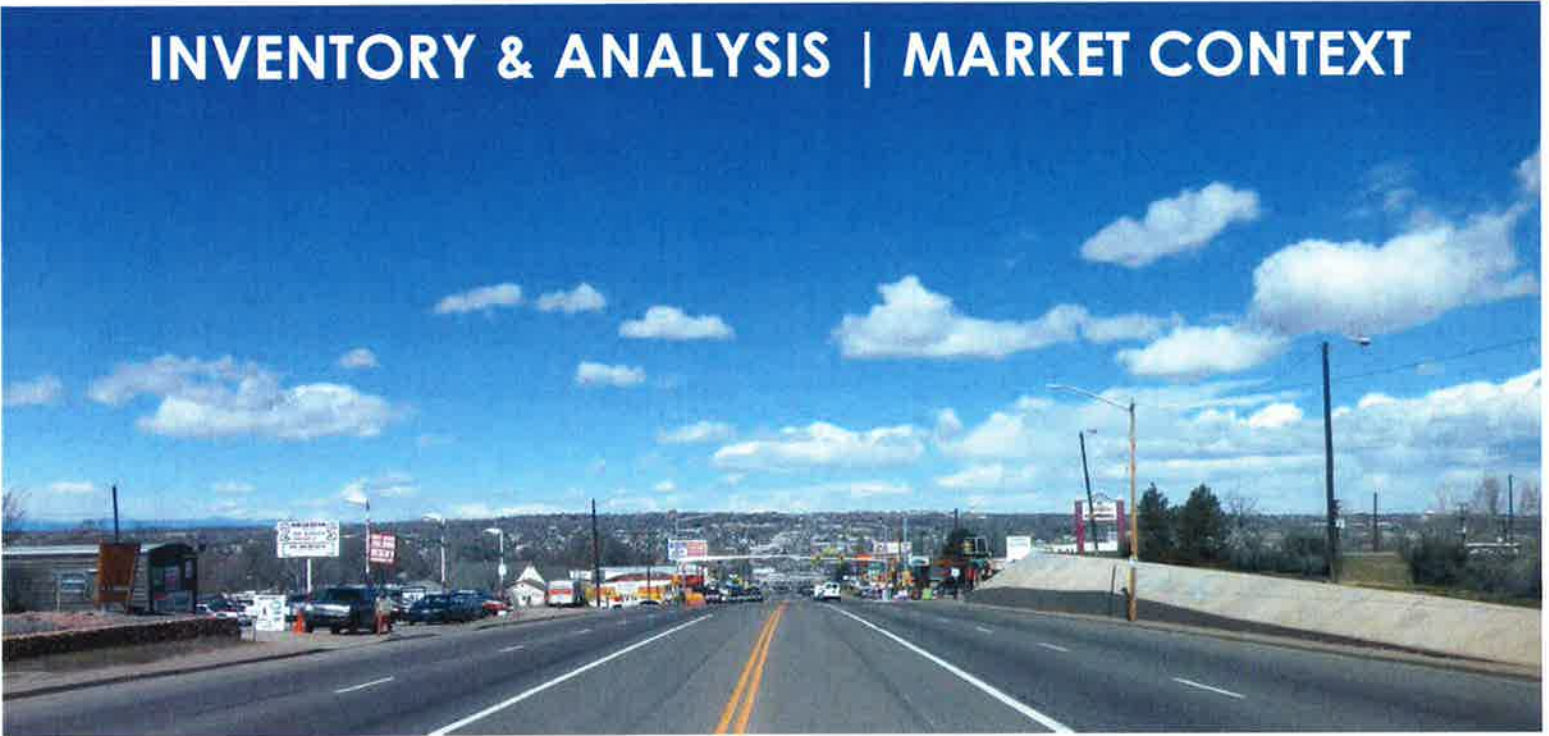
Figure 18: North Metro Arterial Traffic Volumes (Source: City of Westminster Comprehensive Plan)

Finally, it is strongly recommended that turning movement counts be conducted at both signalized and un-signalized intersections to further understand and improve individual and collective corridor signal timing, corridor progression, and auxiliary lane length improvements to separate traffic queues from through movements. These measures, along with implementing alternative modes of active transportation, will serve to mitigate traffic demands on Federal Boulevard and lessen the congestion level during peak periods through the year 2035.

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INTRODUCTION

The following section summarizes the preliminary market context analysis for the Federal Boulevard corridor study area. The purpose of the market context analysis was to:

- Assess current and future market conditions in the study area and the surrounding Northwest Denver metro area;
- Evaluate the current and future attractiveness of the Federal Boulevard corridor for various land use types within the Northwest Denver market;
- Ensure planning and investment decisions for the Project are grounded in market and economic reality; and
- Provide an independent, third-party "story" to tell potential developer and investor audiences.

SITE ANALYSIS

The Study Area extends from West 52nd Avenue on the south to West 72nd Avenue on the north, and includes adjacent neighborhoods to the east and west. For the purposes of the market context summary, the area between Lowell Boulevard (on the west) and Pecos Street (on the east) was considered to be the influence area for the Corridor. As the Framework Plan process moves forward, a broader "trade area", which will consider physical barriers, location of possible competition, proximity to population and employment, zoning, market factors, drive times, and spending and commuting patterns, will be analyzed as a source of competition and demand.

Physical and locational attributes are an important determinant in gauging an area's market readiness. **Table 1** provides an evaluation of key site attributes for the Corridor, both in their current and expected future condition.

Site Analysis Indicator	Current	Expected
Access	Excellent	Excellent
Visibility	Excellent	Excellent
Transportation Network	Excellent	Excellent
Surrounding Land Uses	Fair	Fair
Scenic and Topographic Attributes	Fair	Fair
Community Perception	Poor	Fair

Table 1: Federal Boulevard Study Area Site Analysis (Source: Ricker/Cunningham)

STUDY AREA DEMOGRAPHIC CHARACTERISTICS

Economic and demographic characteristics in the market are indicators of overall trends and economic health which may affect private and public sector development. **Table 2** (on the next page) highlights key demographic indicators expected to affect development demand within the Study Area over the next decade. A comparison is made to the County overall. Summary characteristics are as follows:

- The Study Area actually lost population over the past decade, although there was a slight increase in households. During this same period, the County grew at an approximate 2 percent average annual rate.
- The average household size in the Study Area is higher than the County overall, while the shares of nonfamily and one- and two-person households are similar. There is a higher percentage of rental households in the Study Area as well.
- The Study skews older than the County overall, with a higher share of the population aged 65 and over and a lower share of school-age children. Not surprisingly, the median age in the Study Area is also higher than the County.
- The Study Area median household income (\$36,178) is only 64 percent of the County's overall median of \$56,633. The Study Area share of households earning less than \$25,000 is nearly twice that of the County overall.
- The Study Area has a significantly higher degree of ethnicity as compared to the County, with Hispanics representing the majority of the population.

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2012 Indicator (unless otherwise noted)	Federal Boulevard Study	
	Area	Adams County
2000 Population	11,648	363,857
2000 Households	4,067	128,156
2012 Population	11,564	460,067
2012 Households	4,119	163,245
Avg. Annual Population Growth Rate (2000-2012)	-0.01%	1.97%
Avg. Annual Household Growth Rate (2000-2012)	0.11%	2.04%
Average Household Size	3.02	2.85
% Non-Family Households	29.1%	29.2%
% One- and Two-Person Households	51.8%	52.3%
% Renters	36.5%	34.3%
% Age 65+	11.3%	8.5%
% Age 0-18	27.1%	28.5%
Median Age	33.9	32.4
% With Bachelors Degree	11.8%	20.6%
% Blue Collar (Age 16+)	55.9%	44.8%
Median Household Income	\$36,178	\$56,633
Per Capita Income	\$15,730	\$24,357
% With Income Below \$25,000	33.4%	18.4%
% With Income Over \$100,000	9.3%	20.7%
% Hispanic	61.8%	37.8%
% Black/African American	3.3%	6.8%
% Asian American	7.4%	8.0%

Table 2: Federal Boulevard Study Area Demographic Characteristics (Source: U.S. Census Bureau; Claritas, Inc.; and Ricker/Cunningham)

DEVELOPMENT CLIMATE

During the latter part of 2008, new real estate development throughout the United States nearly ceased to exist. In the years that followed, among those markets that have seen modest levels of activity, the nature of real estate evolved from what it was in earlier decades. Successful real estate development now requires a paradigm shift in underlying evaluation metrics. This, the new face of real estate, is being driven by multiple factors including: limited development capital; technology; changing

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demographics and psychographics (lifestyle segmentation data); and more informed municipal policies.

Every year, the Urban Land Institute and PricewaterhouseCoopers release their *Emerging Trends in Real Estate* publication, an annual forecast of commercial real estate based on interviews with developers and investors. The following are trends and opportunities that could influence real estate development over the near- and mid-terms in and around the Study Area.

DEVELOPMENT TRENDS

- "Generation Y", individuals aged 15 to mid-30s, a larger group than Baby Boomers, are more frugal, comfortable in smaller spaces, and desiring of living units convenient to work, shopping and recreation / entertainment districts supporting continued growth in mixed-use environments.
- Generation "X" – now between 31 and 46 – are redefining the "givens" of the past several decades – they want equal parts traditionalism, work and leisure – but gravitating around the home – smaller, higher-quality homes.
- Two age segments prefer low-maintenance housing options (e.g., downtown apartments and condos, townhomes and rowhouses, flats and co-ops) – individuals and couples ages 18 to 34 and empty nesters age 55 and over. These two segments comprise 46% of the Study Area population.
- Over the last several years and into the near term, consumers will seek ways to save on gas – shortening the desire to commute to work and shopping. This will generate more opportunities in urban infill and downtown markets.
- Urbanity in the suburbs (not just walkable new urbanist design, but active programming of space to encourage active lifestyles) will continue to be in demand as many consumers continue to be "priced out" of downtown locations.
- Ethnic retailing, non-store click and mortar (smart phones) concepts, and experience show rooms will dominate the retail field.
- Big box retailers will continue to deliver new boutique stores, particularly in inner-city locations.

REAL ESTATE OPPORTUNITIES

- Residential Product Opportunities
 - Women (as a target market)
 - Downtown (urban and infill rental and ownership)

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- Workforce Housing
- Low-Maintenance Housing
- Retail Product Opportunities
 - Ethnic Retailing
 - Central Cities
 - Lifestyle Centers
- Employment Product Opportunities
 - Traditional Office Space – in smaller increments
 - Convertible Spaces
 - Third Places

REAL ESTATE MARKET CONDITIONS

An analysis of the current performance of real estate products within an overall market, as well as competitive projects within a trade area, provides an indication of whether a property may be ready for new development and/or redevelopment. It also helps to identify potential gaps in the market -- niches that new development/redevelopment could fill. The information which follows presents a summary of current supply conditions for competitive land uses within the vicinity surrounding the Study Area.

CURRENT STUDY AREA CONDITIONS

The Federal Boulevard Corridor is comprised of a wide range of retail, service and light industrial uses, some which primarily serve adjacent neighborhoods and some which have more regional draws. The portion of the Corridor which extends from 52nd Avenue on the south to Interstate 76 on the north is characterized by a mix of older retail, service and lodging uses. From Interstate 76 to 68th Avenue, Corridor land uses transition into a mix of light industrial and auto-related businesses. Despite the relatively disjointed nature of land uses in these two sections of the Corridor, the businesses here appear to be successful, as evidenced by their long-term tenancy. As the Corridor extends northward from 68th Avenue, it transitions to more of a suburban retail strip, culminating in the shopping center concentration at 72nd Avenue. As is characteristic of older commercial corridors in "inner ring" suburbs, Federal Boulevard is a mix of successful long-term tenants, diverse business and land use types, and a significant amount of underutilized property.

Based on data collected from the Adams County Assessor's Office, **Table 3** on the following page summarizes current characteristics of commercial and industrial properties in the Study Area. Of the properties analyzed, approximately 28% are classified as service garage uses and 26% are classified as retail space. The remaining

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properties are spread across a wide range of classifications, including motel, office, storage warehouse, fast food, restaurant, etc. Approximately 10% of Study Area are either listed for sale or rumored to be for sale, with a wide range of asking prices. This level of potential property turnover is not unusual in a revitalizing corridor such as this.

As shown, the Study Area's current vacancy rate is estimated at 8.2%. This compares to vacancy rates in the Northwest submarket (described later) ranging from 10.4% for retail space to 19.6% for office space. Average rental rates in the Study Area range from \$9.66 per square foot ("triple net" which is a lease agreement on a property where the tenant or lessee agrees to pay all real estate taxes, building insurance, and maintenance, the three "Nets", on the property in addition to any normal fees that are expected under the agreement) for industrial space, to \$12.00 per square foot (triple net) for office space, to \$14.72 per square foot (triple net) for retail space. This compares to average rental rates in the Northwest submarket of \$8.50 per square foot (triple net) for industrial space, to \$17.25 per square foot (triple net) for office space, to \$13.25 per square foot (triple net) for retail space. Overall, the Study Area appears to be performing at a higher level than the Northwest submarket in terms of vacancy rates, but is performing at a lower level in terms of rental rates.

Indicator	Federal Boulevard Corridor
Number of Buildings	85
Total Space (sq ft)	753,078
Average Building Size (sq ft)	8,860
Vacant Space (sq ft)	61,701
Vacancy Rate	8.2%
YTD Leasing Activity (sq ft)	6,149
YTD Absorption (sq ft)	(27,023)
Average Rental Rate (triple net)	
Retail	\$14.72
Office	\$12.00
Industrial	\$9.66

Table 3: Federal Boulevard Study Area (Source: Adams County Assessor's Office; CoStar; and Ricker | Cunningham)

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RESIDENTIAL MARKET

The study area includes portions of both unincorporated Adams County and the City of Westminster. Over the last five years, these two areas have issued, on average, 143 residential building permits annually. Of these permits issued, only 3% constituted multifamily permits (See **Table 4**).

Study Area City	2009	2010	2011	2012	2013	Total	Annual Avg.
Adams County (unincorporated)							
Single Family	36	57	45	78	221	437	87
Multi-Family (2+ units)	0	2	0	2	4	8	2
Total Units	36	59	45	80	225	445	89
Westminster							
Single Family	38	40	96	48	32	254	51
Multi-Family (2+ units)	6	8	0	0	0	14	3
Total Units	44	48	96	48	32	268	54

Table 4: Federal Boulevard Study Area Building Permits (Source: U.S. Census Bureau and Ricker/Cunningham).

The increase in permits in 2013 in unincorporated Adams County partially reflects the development of Midtown, a significant residential project within the Study Area, at 67th Avenue and Pecos Street. This project, in addition to Aria Denver, at the northeast corner of 52nd Avenue and Federal Boulevard, are introducing a mix of urban housing products to the Northwest Denver market.

RETAIL MARKET

Summary retail supply characteristics for the Study Area are presented as follows:

- Study Area retail space will compete primarily in the Northwest retail submarket. The Northwest submarket currently has over 13.5 million square feet of retail space, of which 10.4 percent was vacant as of 4th Quarter 2013.

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- Small strip centers and large strip centers comprise approximately 66 percent of total submarket space, with 1.6 million square feet and 7.2 million square feet, respectively. Vacancy rates within small and large strip centers are 9.3% and 11.6%, respectively. Median rental rates are similar in both center types at \$13.25 and \$15.25 per square foot, triple net, respectively.
- In comparison, the overall Denver Metro Market currently shows lower vacancy rates for all types of retail space.
- **Table 5** presents a summary of retail indicators for the Northwest submarket and the Denver Metro Market as a whole.

Retail Indicator	Northwest Submarket	Total Denver Metro Market
Total Space (sq ft)	13,355,408	89,460,170
Small Strip	1,586,804	12,306,985
Large Strip	7,220,635	45,665,166
Vacancy Rate	10.4%	7.4%
Small Strip	9.3%	8.0%
Large Strip	11.6%	9.0%
Median Rental Rate		
Small Strip	\$13.25	--
Large Strip	\$15.25	--

Table 5: Federal Boulevard Study Area Retail Market
 (Source: Newman Knight Frank Frederick Ross and RickerCunningham)

OFFICE MARKET

Summary office supply characteristics for the Study Area are presented as follows:

- Study Area office space will compete primarily in the Northwest office submarket. The Northwest submarket currently has nearly 8.1 million square feet of office space, of which 19.6 percent was vacant as of 4th Quarter 2013.
- Class A space comprises approximately 64 percent of total submarket space and is currently showing a vacancy rate of 19.0%. This compares to Class B space, which comprises approximately 30 percent of total submarket space and is currently showing a vacancy rate of 21.9%. Median rental rates for Class A and B space are \$23.75 and \$17.25 per square foot, full service, respectively.
- In comparison, the overall Denver Metro Market currently shows lower vacancy rates and higher rental rates for both classes of office space.

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- **Table 6** presents a summary of office indicators for the Northwest submarket and the Denver Metro Market as a whole.

Office Indicator	Northwest	Total Denver Metro Market
Total Space (sq ft)	8,097,066	92,014,910
Class A	5,157,137	45,637,722
Class B	2,445,655	36,350,650
Vacancy Rate	19.6%	15.8%
Class A	19.0%	14.0%
Class B	21.9%	18.0%
Median Rental Rate	\$20.25	\$19.30
Class A	\$23.75	\$25.00
Class B	\$17.25	\$18.25

Table 6: Federal Boulevard Study Area Office Market
 (Source: Newman Knight Frank Frederick Ross and RickerCunningham.)

INDUSTRIAL MARKET

Summary industrial supply characteristics for the Study Area are presented as follows:

- Study Area industrial space will compete primarily in the Northwest industrial submarket. The Northwest submarket currently has nearly 15.7 million square feet of industrial space, of which 15.1 percent was vacant as of 4th Quarter 2013.
- Industrial/Warehouse space comprises approximately 68 percent of total submarket space and is currently showing a vacancy rate of 13.6%. This compares to R&D/Flex space, which comprises approximately 32 percent of total submarket space and is currently showing a vacancy rate of 18.2%. Median rental rates for Industrial/Warehouse and R&D/Flex space are \$5.75 and \$8.50 per square foot, triple net, respectively.
- In comparison, the overall Denver Metro Market currently shows lower vacancy rates for all types of industrial space.
- **Table 7** on the following page presents a summary of industrial indicators for the Northwest submarket and the Denver Metro Market as a whole.

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Industrial Indicator	Northwest Submarket	Total Denver Metro Market
Total Space (sq ft)	15,688,176	174,212,233
Industrial/Warehouse	10,592,613	151,513,625
R&D/Flex	5,095,563	22,648,208
Vacancy Rate	15.1%	4.9%
Industrial/Warehouse	13.6%	3.7%
R&D/Flex	18.2%	12.8%
Median Rental Rate		
Industrial/Warehouse	\$5.75	--
R&D/Flex	\$8.50	--

Table 7: Federal Boulevard Study Area Industrial Market
 (Source: Newman Knight Frank Frederick Ross and Ricker/Cunningham)

SUMMARY IMPLICATIONS

As the Framework Plan process moves forward, market opportunities will be quantified by land use type (housing, retail, office, industrial) over a five- to ten-year period. These demand estimates will not only provide parameters for the land use planning process, but will inform future economic development efforts for the Corridor. Based on the market context analysis to date, the following implications are summarized by land use type:

RESIDENTIAL

- Over the past five years, there has been a slight shift in the communities in and around the Study Area to more higher-density housing products, e.g., townhomes, condominiums and apartments (e.g., Aria Denver and Midtown). However, this growing townhome/condominium market is not active to the same extent shown in other Metro Area communities, particularly Denver. While most of Denver is distinctly more urban than the Study Area, the movement toward a higher-density housing market is significant. As one of the “closer in” areas moving outward from central Denver, the Study Area has a unique opportunity to be a logical target for urban housing. The presence of transit in the near future only enhances this opportunity, representing a significant competitive advantage.

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RETAIL

- The significant amount of underutilized or obsolete space characterizes the Study Area as a fragile retail market. While this is a market perception that could be a challenge in attracting new retailers and new formats to the Corridor, the introduction of new housing (see above) will create additional retail spending, most likely at higher household levels than is present today.
- The Study Area is likely underserved by newer retail formats and product mixes. This concept of being “under-stored” is not uncommon in “inner ring” areas. The Study Area currently represents a relatively homogenous retail market. In association with the increased diversity of housing products and targeted demographic groups, it could accommodate a wider variety of retail product types and formats.

OFFICE/INDUSTRIAL

- The Study Area's proximity to Denver's Central Business District, and its future transit access, make it a potential “midtown” location for office space. The Study Area could offer “niche” opportunities for secondary office locations providing less expensive space in a “close-in” urban environment.
- The Study Area could also provide a home for local service office users, and even “incubator” space for new and expanding businesses in the local economy. These opportunities will be best served by flexible space which could accommodate office, service, and even light industrial users.

MIXED-USE

- The successful redevelopment of the Corridor will depend on the integration of complementary land uses which support and enhance one another. It is this synergy of activities that will not only maximize value on the Corridor, but provide the surrounding community with a timeless amenity.

INVENTORY & ANALYSIS | BICYCLE & PEDESTRIAN CONDITIONS



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EXISTING CONDITIONS REVIEW

This section describes the existing bicycle and pedestrian conditions observed during field reconnaissance, and reviews existing planning studies completed for the Framework Plan study area. Based on these findings, the most common types of bicycle and pedestrian facility gaps and infrastructure issues within the project study area are identified. Table 8 on pages 45 through 47 depicts a block-by-block explanation of the existing bicycle and pedestrian conditions. For the purpose of this Framework Plan, the study area extends from West 52nd Avenue on the south to West 72nd Avenue on the north, and includes adjacent neighborhoods to the east (Zuni Street) and west (Lowell Boulevard).

EXISTING PEDESTRIAN AND BICYCLE FACILITIES

The study area has virtually no existing bicycle facilities and a limited number of pedestrian sidewalks, facilities and amenities (See Appendix G: Existing Bicycle and Pedestrian Conditions Maps). The gaps within the network of bicycle and pedestrian connections within the corridor are a significant impediment to the vitality of future mixed use and commercial redevelopment (See Figure 19).



Figure 19: Lack of pedestrian facilities near 55th Place lead pedestrians to travel along driveways and directly adjacent to the roadway

SIDEWALK DESIGN

Generally, where present, sidewalks range in width from 3 to 10 feet, but the majority of the sidewalks offer insufficient space for two pedestrians to share. All sidewalks in the corridor are adjacent to the roadway (See Figure 20) and feel uncomfortable due to the current vehicular speeds and volumes present on Federal Boulevard (CDOT-designated urban arterial), which has no shoulder area. During the field audit, few people were observed walking the corridor, unless they were doing so to access transit stops. In addition, regular driveway access points are present throughout the corridor, often as closely spaced as 25 feet, and frequently interrupt the already poor sidewalk network.



Figure 20: Typical sidewalk section on Federal Boulevard looking south near West 64th Avenue

Federal Boulevard Framework Plan
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SIDEWALK CONNECTIVITY

The sidewalk audit was conducted throughout the corridor to determine the locations of missing sidewalk segments. The audit revealed that the overall sidewalk connectivity on Federal Boulevard is poor. In addition, much of the existing sidewalk is not ADA compliant and significant gaps existed between sidewalk segments throughout the corridor. Out of route travel was also observed and experienced due to the incomplete sidewalk network. A ROW almost fully utilized by the roadway, historic development patterns that didn't consider pedestrian needs, and current land uses are also contributing factors for an inconsistent pedestrian environment (See Figure 21). In order to navigate the corridor by foot, pedestrians have to travel through parking lots, on substandard sidewalks and on dirt pathways. At some locations, a travel corridor is non-existent and makes it very challenging to reach specific destinations.



Figure 21: The corridor lacks overall sidewalk connectivity, as depicted here looking north near West 61st Avenue

CROSSWALKS AND INTERSECTIONS

Crosswalk markings provide guidance for pedestrians who are crossing roadways by defining and delineating paths across intersections or other crossing points. The Safe Routes to School Guide states that:

"Marked pedestrian crosswalks, in and of themselves, do not slow traffic or reduce pedestrian crashes." However, there are several reasons to install marked crosswalks, a few being:

- To indicate a preferred pedestrian crossing location
- To alert drivers to an often-used pedestrian crossing

A Federal Highways Administration study, "Safety Effects of Marked versus Unmarked Crosswalks at Uncontrolled Location: Final Report and Recommended Guidelines" noted that in some locations, crosswalks should be installed with other pedestrian facility enhancements to decrease possible pedestrian crash risks. In the Corridor, many major intersections (West 54th Avenue, West 64th Avenue, and West 72nd Avenue) are striped with standard "continental" crosswalks, also known as piano keys. Signalized intersections have pedestrian push buttons that pedestrians must use in order to activate walk signals. In addition, out of route travel is typical in the corridor due to a lack of consistent ADA ramps at intersection corners and high numbers of driveway access points (See Figure 22). Generally, ADA ramps were present at major intersections (West 54th Avenue, West 64th Avenue, and West 72nd Avenue) and a majority of the signalized intersections within the corridor were undergoing significant improvements during the time of the field reconnaissance.



Figure 22: Many unsignalized intersections like the one shown above near 63rd Avenue do not have ADA curb ramps or crosswalks in the Corridor

MULTI-USE PATHS

Multi-use paths (also referred to as "trails" and "shared-use paths") are often viewed as recreational facilities, but they can also be important corridors for utilitarian (work, shopping, or other) trips. Multi-use paths provide a desirable facility particularly for less confident cyclists who prefer not to ride on roadways with vehicular traffic.

The Clear Creek Trail (See Figure 23) and the Little Dry Creek Trail are the two regional multi-use paths in the Corridor, and intersect Federal Boulevard at approximately 60th and 68th Avenues, respectively. An adequate trail connection is only provided in one location to the Clear Creek Trail from Federal Boulevard. The Clear Creek Trail begins in Golden and terminates at the South Platte River, provides good east west connectivity to regional destinations and trails and the future connection to RTD's Gold Line Clear Creek and Federal Station. The Little Dry Creek Trail will also provide good connectivity to the Westminster Station of the Northwest Corridor. However, there is no current connection to the trail from Federal Boulevard.



Figure 23: Clear Creek Trail with no connection on the east side of Federal Boulevard

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ON-STREET BIKEWAYS

As noted earlier, on-street bicycle facilities do not exist within the Study Area. The types of land use, development and lack of pedestrian activity zones within the study area have more than likely led to a lack of connectivity and access to the local businesses and shops found within the corridor. This lack of bicycle connectivity could be a significant issue for future mixed-use and TOD development. In general, traveling to and along Federal Boulevard is very challenging on a bicycle and is very uncomfortable for riders of all abilities.

UNDERPASSES/OVERPASSES

Currently, the Clear Creek Trail and the Little Dry Creek Trail provide the only grade separated crossings of Federal Boulevard in the corridor.

NEIGHBORHOOD, BUSINESS AND TRANSIT CONNECTIONS

As a whole, the existing level of pedestrian and bicycle facility connectivity to the Federal Boulevard corridor from the surrounding neighborhoods, to local businesses and to future transit is poor, but recent sidewalk improvements in some adjacent neighborhoods have begun to mitigate these barriers. In addition, previous and ongoing planning efforts identify primary travel corridors for bicycle and pedestrian access to proposed transit stations. However, connectivity to the future stations will require additional bicycle and pedestrian accommodations near Federal Boulevard that make it comfortable for bicyclists and pedestrians to access the proposed transit stations. Figure 24 illustrates a typical street frontage with private access that lacks adequate sidewalk facilities.



Figure 24: Frequency of driveway curbs cuts impacts usability of pedestrian facilities near 65th Avenue

Federal Boulevard Framework Plan
INVENTORY & ANALYSIS | BICYCLE & PEDESTRIAN CONDITIONS

Table 8: Federal Boulevard Pedestrian and Bicycle Facilities Existing Conditions					
	52 nd Ave	54 th Ave	56 th Ave	I-76	58 th Ave
Federal Blvd	<p>No NB bike facilities on Federal Blvd</p> <p>No NB sidewalks between W. 52nd and W. 54th</p> <p>No SB bike facilities on Federal Blvd</p> <p>SB sidewalk from approximately W. 53rd Ave to W. 52nd Ave</p>	<p>No NB bike facilities on Federal Blvd</p> <p>No NB sidewalks from W. 54th to one parcel south of W. 55th Ave</p> <p>NB Sidewalks present from one block south of W. 55th Ave to ½ block south of W. 56th Ave</p> <p>No NB Sidewalks from ½ block south of W. 56th Ave to W. 56th Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>No SB Sidewalks from W. 54th Ave to bridge at W. 53 Ave.</p>	<p>No NB bike facilities on Federal Blvd</p> <p>NB sidewalks present from 56th to W. 58th Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>No SB sidewalk from W. 56th Ave to W. 54th Ave</p>	<p>No NB bike facilities on Federal Blvd</p> <p>NB sidewalks present from W. 56th Ave to W. 58th Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>SB sidewalk present from I-76 interchange to W. 56th Ave</p>	<p>No NB bike facilities on Federal Blvd</p> <p>No NB sidewalks from W. 58th Ave to W. 60st Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>SB sidewalk present from W. 58th Ave to I-76 interchange</p>

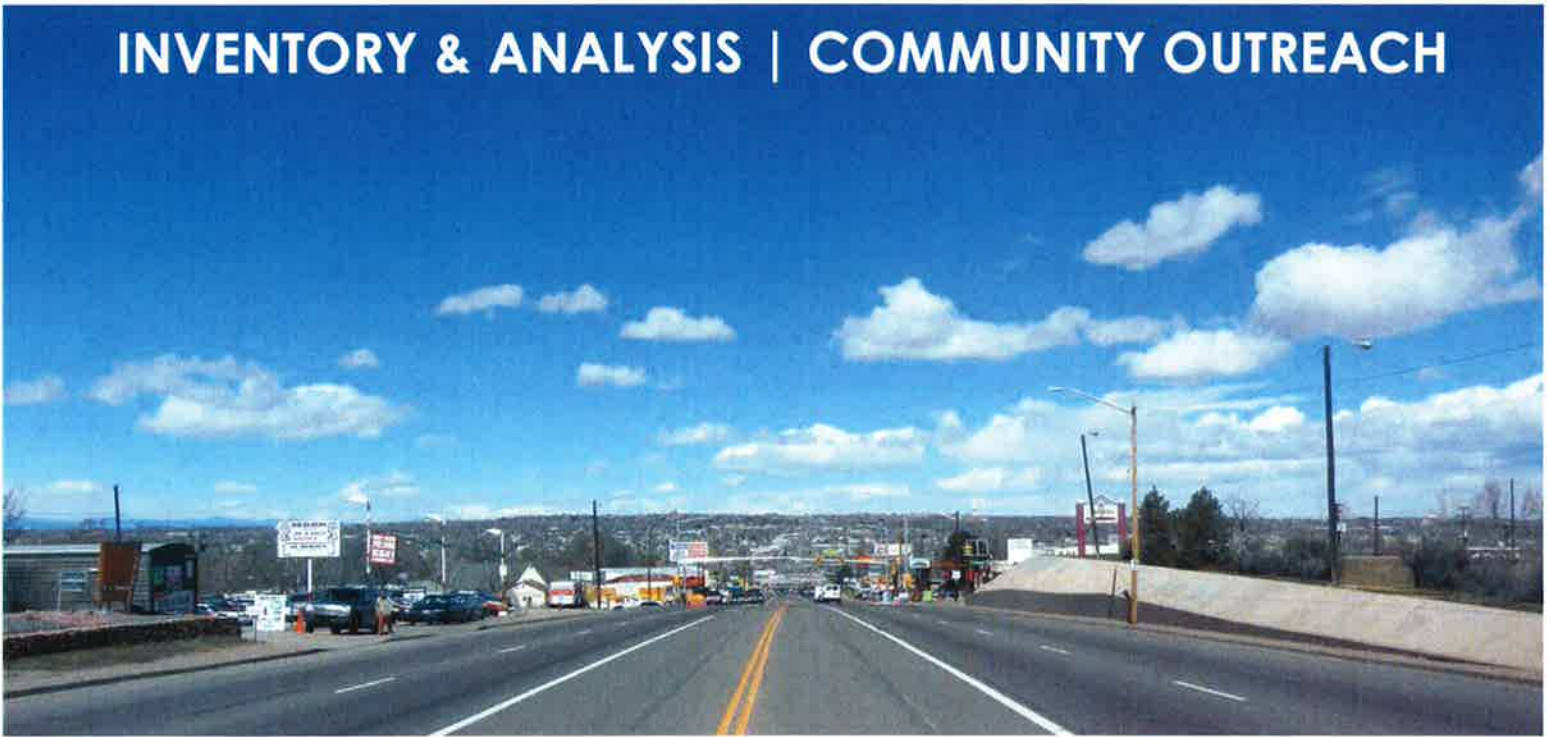
Federal Boulevard Framework Plan
INVENTORY & ANALYSIS | BICYCLE & PEDESTRIAN CONDITIONS

Table 8: Federal Boulevard Pedestrian and Bicycle Facilities Existing Conditions					
	60 th Ave	62 nd Ave	63 rd Ave	64 th Ave	67 th Ave
Federal Blvd	<p>No NB bike facilities on Federal Blvd</p> <p>NB sidewalks from W. 60th Ave north over the Clear Creek Bridge.</p> <p>No NB sidewalk from bridge to approximately W. 61st Ave</p> <p>NB sidewalk present from W. 61st Ave to W. 62nd Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>No SB sidewalk from W. 61st Ave to W. 58th Ave</p>	<p>No NB bike facilities on Federal Blvd</p> <p>No NB sidewalk from W. 62nd Ave to W. 64th Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>No SB sidewalk from one parcel south of W. 63rd Ave to one parcel south of W. 61st Ave</p> <p>SB sidewalk present from one parcel south of W. 61st Ave to W. 60th Ave (south side of Clear Creek Trail bridge - sidewalk gap exists from clear creek trail spur to bridge)</p>	<p>No NB bike facilities on Federal Blvd</p> <p>No NB sidewalk from W. 62nd Ave to W. 64th Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>SB sidewalk present from one parcel south of W. 64th Ave to W. 63rd Ave</p>	<p>No NB bike facilities on Federal Blvd</p> <p>No NB sidewalk from W. 64th Ave to W. 67th Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>No SB sidewalk present from W. 64th Ave to one parcel south of W. 64th Ave</p>	<p>No NB bike facilities on Federal Blvd</p> <p>No NB sidewalk from W. 64nd Ave to W. 67th Ave</p> <p>NB sidewalk present at intersection of Federal Blvd and W. 67th Ave and W. 67th Pl</p> <p>No SB bike facilities on Federal Blvd</p> <p>No SB sidewalk present from W. 67th Ave to W. 64th Ave</p>

Federal Boulevard Framework Plan
INVENTORY & ANALYSIS | BICYCLE & PEDESTRIAN CONDITIONS

Table 8: Federal Boulevard Pedestrian and Bicycle Facilities Existing Conditions					
	68 th Ave	70 th Ave	72 nd Ave		
Federal Blvd	<p>No NB bike facilities on Federal Blvd</p> <p>No NB sidewalk from W. 67th Pl to W. 70th Ave</p> <p>Jersey barrier protected zone from W. 67th Pl to W. 70th Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>SB sidewalk present in front of Nolans RV center</p> <p>No SB sidewalk from Nolans RV center to approximately one parcel north of W. 67th Ave</p> <p>SB sidewalk present from one parcel north of W. 67th Ave to W. 67th Ave</p>	<p>No NB bike facilities on Federal Blvd</p> <p>No NB sidewalk from W. 70th Ave to approximately W. 71st Way</p> <p>No SB bike facilities on Federal Blvd</p> <p>No SB sidewalk present from two parcels south of W. 71st Way to one parcel south of W. 71st Ave</p> <p>SB sidewalk present from one parcel south of W. 71st Ave to W. 70th Ave</p>	<p>No NB bike facilities on Federal Blvd</p> <p>NB sidewalk present from W. 71st Way to W. 72nd Ave</p> <p>No SB bike facilities on Federal Blvd</p> <p>SB sidewalk present from W. 72nd Ave to two parcels south of W. 71st Way</p>		

INVENTORY & ANALYSIS | COMMUNITY OUTREACH



INTRODUCTION

The development of a transformative and implementable plan for the Federal Boulevard corridor will require the collaboration of a broad range of jurisdictions, stakeholders, property/business owners, and neighborhood representatives. As part of the Framework Plan, the consultant team and the County conducted two Stakeholder Workshops and one Public Open House to evaluate the general perception of the corridor; to identify corridor issues affecting various agencies and user groups; and to confirm the findings of the Phase One: Inventory and Analysis. Both the Stakeholder Workshops and Public Open House were held on May 6, 2014 at The MAC, a community center located in the study area on 72nd Avenue west of Federal Boulevard in Westminster, Colorado.

In addition to the summary of findings from the Stakeholder Workshops and Public Open House, CRL Associates has prepared recommendations for future community outreach strategies that should be included in future corridor planning studies. The Community Outreach summary is organized into the following sections:

- 1. Stakeholder Workshop Summary**
 - a. Public Agency Stakeholders
 - b. Community Representative Stakeholders
- 2. Public Open House Summary**
- 3. Community Outreach Strategies for Future Corridor Planning Studies**

STAKEHOLDER WORKSHOP SUMMARY

The Stakeholder Workshops were split into two separate sessions with "Partner Agencies" and "Community Representatives" and are summarized below. The format for each workshop was identical and focused on developing a SWOT Analysis for the Federal Boulevard study area which identified the corridor's Strengths, Weaknesses, Opportunities and Threats. Each workshop began with a review and confirmation of the Phase One: Inventory and Analysis (see Appendix H: Phase One Inventory and Analysis Summary) and was followed by an informal roundtable discussion of the SWOT Analysis. The attendees at both workshops were selected for their knowledge of the study area and provided valuable insight regarding the issues affecting the corridor.

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PARTNER AGENCY STAKEHOLDERS

"Partner Agencies" identified for the Framework Plan are adjacent municipalities and jurisdictional public departments. These partner stakeholders have a range of public service missions affecting the study area and may also utilize public funding for infrastructure improvements within the Federal Boulevard corridor. The Framework Plan Partner Agencies are as follows:

- Adams County
 - Planning and Development
 - Transportation
 - Housing Authority
 - Neighborhood Services
 - Parks and Community Resources
- City of Westminster
- City of Denver
- City of Federal Heights
- Regional Transportation District (RTD)
- Tri-County Health
- Berkeley Water and Sanitation District
- Crestview Water and Sanitation District
- Colorado Department of Transportation (CDOT)
 - Traffic and Safety
 - Bicycle and Pedestrian Byways

COMMUNITY REPRESENTATIVE STAKEHOLDERS

"Community Representatives" identified for the Framework Plan are the residents, owners, user groups, and community service organizations that utilize the Federal Boulevard corridor. These groups represent the "corridor constituency" who live, work, shop, recreate, commute, and pay taxes within the Federal Boulevard study area. The Framework Plan Community Representatives are as follows:

- Neighborhood Associations
 - Aloha Beach
 - Berkeley
 - Goat Hill
 - Perl Mack
- FRESC
- Adams County Economic Development (ACED)
- Community Enterprise
- Regis University
- School District 50
- Center for Career and Community Enrichment (3CE)

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- Developers/Builders
 - The TOD Group
 - Brookfield Properties
 - Urban Ventures
 - Perry Rose
- CCCD (Concerned Citizens for Compatible Development)
- Religious Institutions
 - Holy Trinity Catholic Church
 - Our Lady Of Visitation
 - Guardian Angels Church
 - Westminster United Methodist Church

PARTNER AGENCY STAKEHOLDER WORKSHOP SUMMARY

The Partner Agency Stakeholder Workshop was well-attended by the representative groups and valuable input was provided throughout the discussion. As noted above, the Phase One: Inventory and Analysis was presented at the beginning of the workshop (see Appendix H: Phase One Inventory and Analysis Summary). This was followed by a corridor SWOT Analysis where the consultant team and County led a roundtable discussion and noted key discussion points on worksheets (see Figure 25). A summary of the Partner Agency SWOT Analysis is provided on the following page.

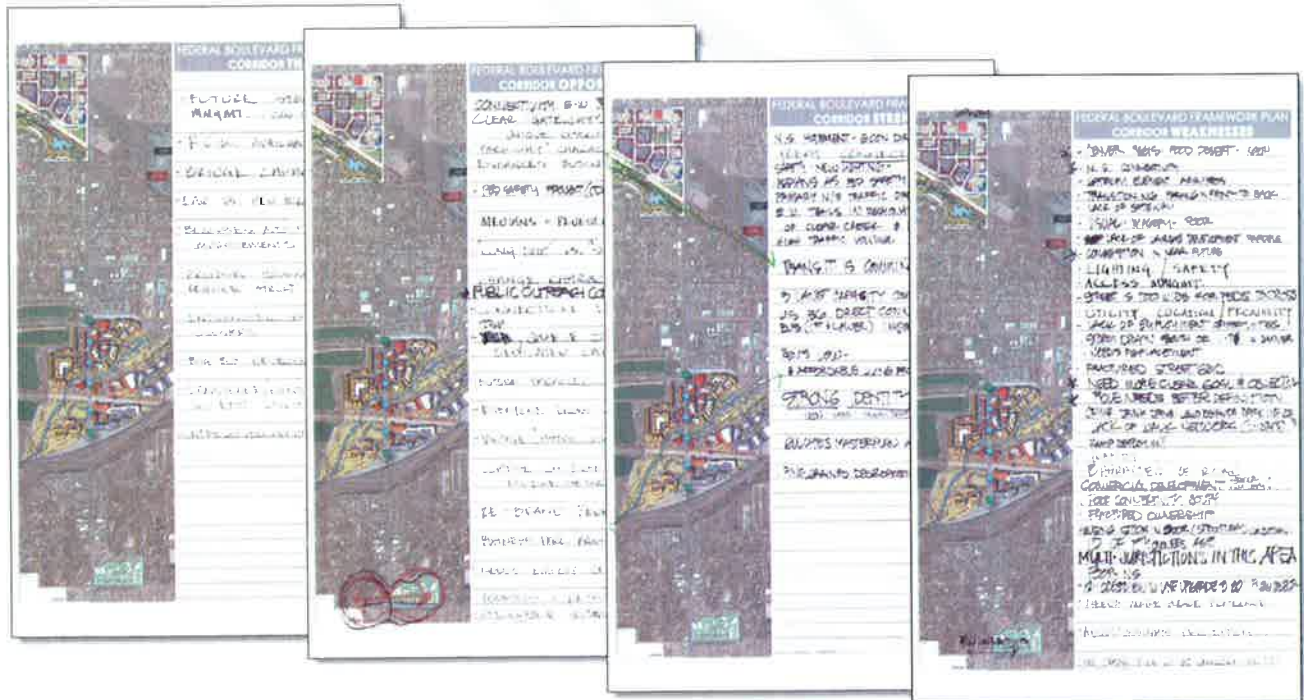


Figure 25: SWOT Worksheets generated at the Partner Agency Stakeholder Workshop.

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PARTNER AGENCY STAKEHOLDER SWOT ANALYSIS

STRENGTHS

- Critical north/south roadway is an economic driver
- Great connectivity
- New lighting = more safe
- Medians = more safe (refuge for pedestrians)
- Access to east/west trail corridors (Clear Creek and Little Dry Creek)
- High traffic volume
- Transit is coming...
- 3-lane capacity coming on LDC bridge
- US 36 direct connection
- Improved bus service
- Rents low, affordable housing provided by mobile home parks
- Strong identity (neon, hotels, etc.)
- Denver Gulches Master Plan resource
- "Fine-grained" development

OPPORTUNITIES

- Regis-Aria east/west connectivity
- Clear district "gateways" with unique infrastructure
- "Parkway" character enhances businesses
- CDOT Pedestrian safety project/median lighting
- Medians = safety
- "Long trip" vs. "short trip"
- Change character
- Dedicated bike lanes, queue jumps
- Future parallel north/south routes
- Everyone knows where Federal is!
- Vintage/historic context
- Combine on- and off-street bicycle networks
- Re-brand Federal
- Business park around Federal Station
- Needs employment centers
- Rooftops = retail
- Affordable housing

WEAKNESSES

- The area around Regis is a "food desert"
- Poor north/south connectivity
- Transitioning parking from front to back
- Lack of gateway
- Poor visual imagery
- Lack of large development parcels
- Congestion in near future
- Poor lighting
- Poor access management
- Street is too wide for pedestrian crossings
- Poor utility locations/proximities
- Lack of employment opportunities
- Storm Drain south of I-76 in Denver needs replacement
- Fractured street grid
- Need more clear goals & objectives
- Role needs better definition
- Crime, drunk driving, lewd behavior, break-ins, drugs
- Lack of sidewalk network
- Lack of ADA ramps
- Graffiti
- Poor character of road
- Poor connectivity south
- Fractured ownership
- Housing stock in poor condition
- Multi-jurisdictions in this area
- Crestview water line needs to be upgraded to support new development
- Needs more police presence
- Adult entertainment perception
- No trash pick-up in unincorporated Adams County

THREATS

- Old stormwater infrastructure
- ROW availability/acquisition
- Bridge capacities
- Prioritization of motorized vs. non-motorized traffic
- Auto-focused roadway improvements
- Proposed housing densities at Clear Creek TOD may require structured parking which raises rents
- Entrenched property owners
- Big box development
- Landscape plantings conflict with utilities
- Intergovernmental agreements (IGAs)

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COMMUNITY REPRESENTATIVE STAKEHOLDER WORKSHOP SUMMARY

The Community Representative Stakeholder Workshop was also well-attended by the representative groups and valuable input was provided throughout the discussion. As noted above, the Phase One: Inventory and Analysis was presented at the beginning of the workshop (see Appendix H: Phase One Inventory and Analysis Summary). This was followed by a corridor SWOT Analysis where the consultant team and County led a roundtable discussion and noted key discussion points on worksheets (see Figure 26). A summary of the Community Representative SWOT Analysis is provided on the following page.

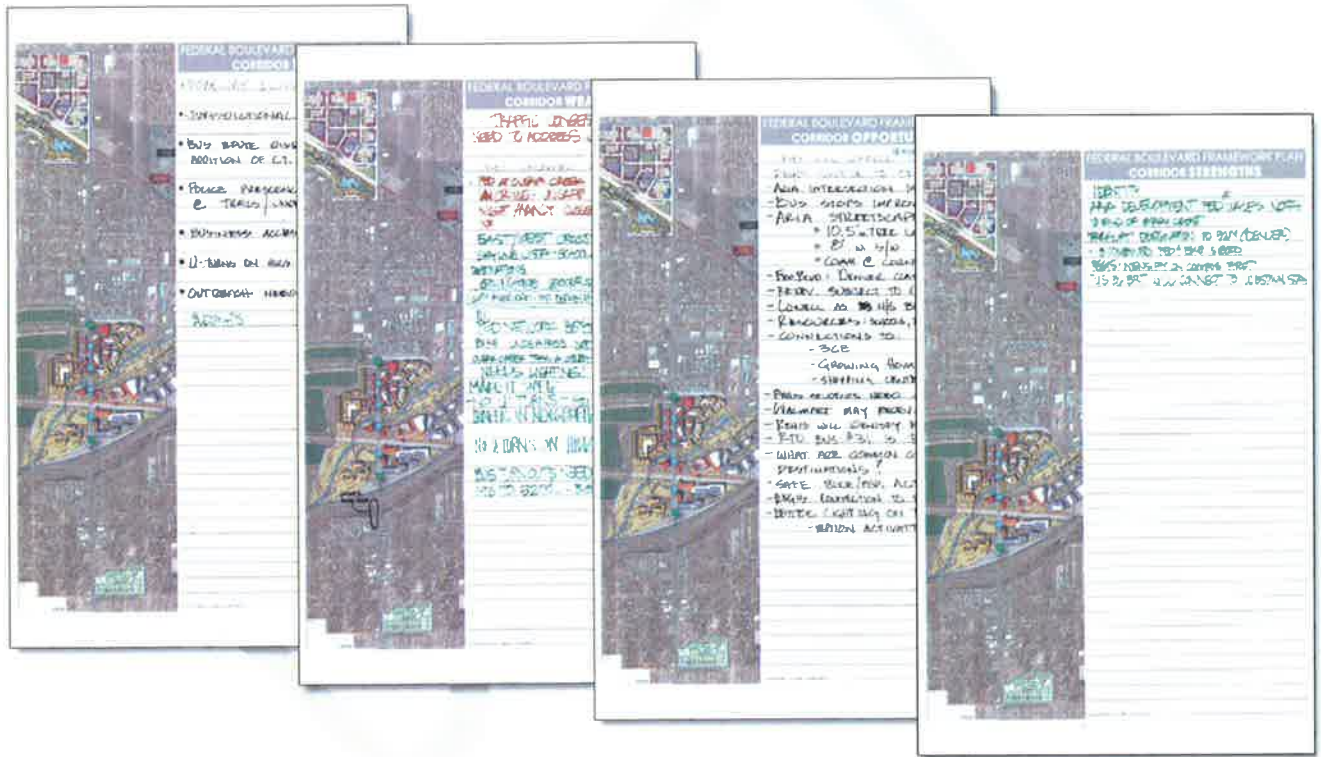


Figure 26: SWOT Worksheets generated at the Community Representative Stakeholder Workshop.

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INVENTORY & ANALYSIS | COMMUNITY OUTREACH

COMMUNITY REPRESENTATIVE STAKEHOLDER SWOT ANALYSIS

STRENGTHS

- IDENTITY!
- Aria development streetscape improvements
- "Parkway" designation to 52nd (Denver)
- Regis developing campus
- US 36 BRT will connect to Westminster Station

OPPORTUNITIES

- Regis is improving access at 52nd Ave. and adding a shuttle service
- The Aria development is making improvements to adjacent streetscape and bus stops (10.5' tree lawn, 8' sidewalk) and will include commercial on corner
- Future property redevelopment is subject to County landscape regulations
- Lowell as north/south bike route
- Resources: schools, trails, nodes
- Connections to: 3CE, Growing Home, Shopping Center
- Regis students need grocery/dining options
- Walmart may redevelopment former Rancho grocery store
- Regis is "densifying" existing housing
- RTD Bus Route #31 is Bus Rapid Transit (BRT)
- What are common community destinations?
- Safe bike/pedestrian alternate routes?
- Regis connection to bike path
- Better lighting on trails...motion activated?

WEAKNESSES

- Traffic congestion...needs to be addressed with more TOD development coming
- Regis is concerned about student/pedestrian safety
- Crime in Clear Creek corridor
- East/west crossing is difficult (esp. at Skyline Vista School)
- No access to groceries
- Pedestrian network beyond Federal Boulevard
- Bike underpass not safe...heavy crime, needs lighting
- Make it safe!
- No U-turns? How does this prevent turnaround traffic in adjacent neighborhoods?
- U-turns on hills not safe
- Bus turn-outs needed on both sides of Federal Boulevard

THREATS

- Roadway widening
- Jurisdictional issues
- Bus route disruption due to addition of light rail, increased fares
- Police presence not enough at trails and underpasses
- Business access without U-turns
- Public outreach needs Spanish translation
- Building heights

PUBLIC OPEN HOUSE SUMMARY

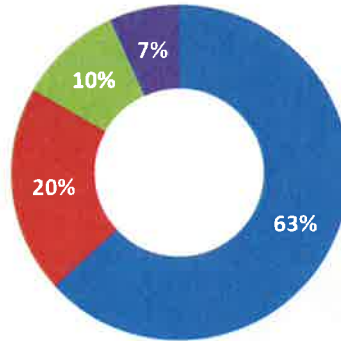
A Public Open House was held at The MAC in the evening following the Stakeholder Workshops to present the Phase One: Inventory and Analysis. The notice area for the Open House is bounded by 52nd Avenue, 72nd Avenue, Lowell Boulevard and Zuni Street (see Appendix I: Public Notice Area Map) and included over 2,300 fact sheet mailers to property owners within the notice area (see Appendix J: Fact Sheet Mailer). The Open House was an informal meeting format which allowed the public to sign-in and pick up a fact sheet; view the Phase One: Inventory and Analysis exhibits (see Appendix H: Phase One Inventory and Analysis Summary); and complete a brief Community Questionnaire. Members of Adams County staff, Tri-County Health and the consultant team manned stations focusing on various aspects of the Framework Plan including a summary of Tri-County Health's Federal Boulevard Health Impact Assessment (HIA), a companion study to the Framework Plan.

The Community Questionnaire consisted of 24 questions that focused on general respondent information, current corridor use patterns, future corridor use, corridor legacy, and corridor planning notification. A total of 26 surveys were returned (with varying degrees of completeness) and a summary of the tabulated questionnaire data is on the following page.

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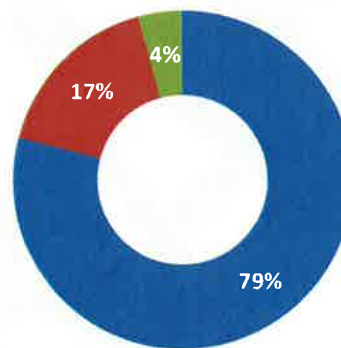
PUBLIC OPEN HOUSE COMMUNITY QUESTIONNAIRE

Are you a Federal Boulevard Corridor area...



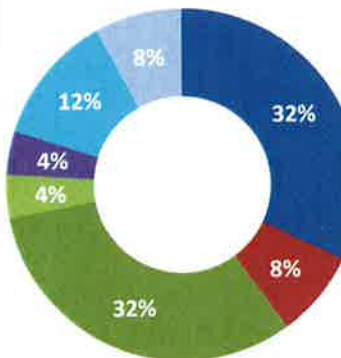
- Resident (19)
- Business Owner (6)
- Other (3)
- Interested Citizen (2)
- Business Employee (0)

Please indicate what community in the Federal Boulevard Corridor area you are from...



- Unincorp. Adams County (19)
- Westminster (4)
- Denver (1)
- Arvada (0)
- Federal Heights (0)
- Don't Know (0)
- Other (0)

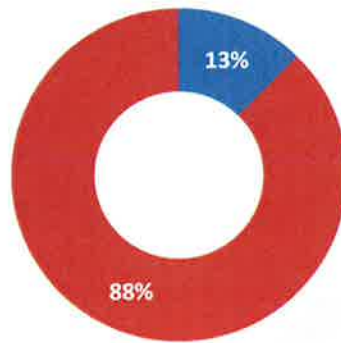
If you are a resident, what neighborhood do you live in?



- Berkeley (8)
- Pearl Mack (2)
- Goat Hill (8)
- Aloha Beach (0)
- Mobile Gardens (0)
- Northridge Estates at Gold Run (0)
- Regis (0)
- Chaffee Park (0)
- Guardian Angel (1)
- South Westminster (1)
- Not a Resident (3)
- Don't Know (0)
- Other (2)

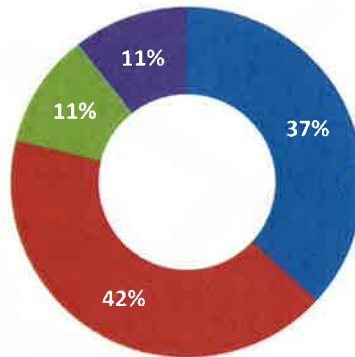
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Do you live on Federal Boulevard or within two blocks?



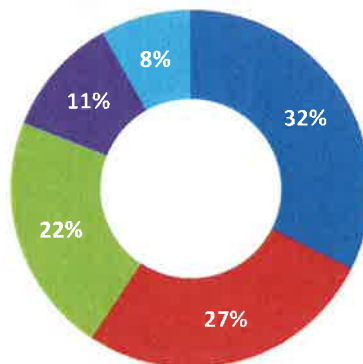
- I live on, or adjacent to Federal Boulevard (2)
- I live within 2 blocks of Federal Boulevard (14)

If your place of business is in the Federal Boulevard Corridor area, what part of Federal Boulevard do you work in?



- Do not work in this area
- Adams County, North of I-76
- I work in a business located on Federal Boulevard
- I work within 2 blocks of Federal Boulevard
- Denver
- Adams County, South of I-76
- Westminster

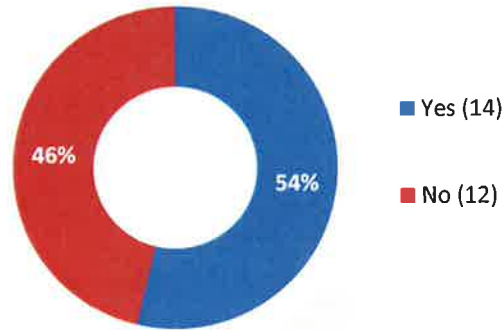
In your regular routine, what portion of the Federal Boulevard Corridor do you most frequently travel through?



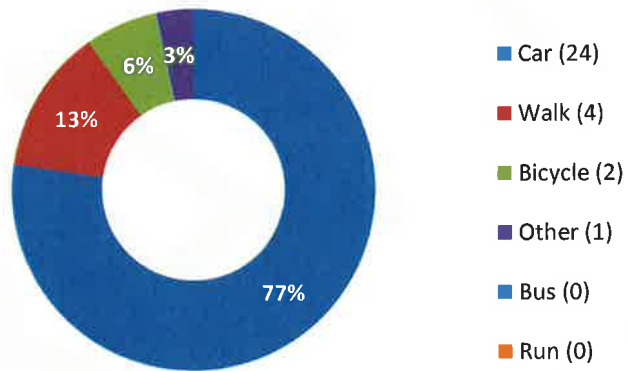
- Central (between I-76 and W. 64th Ave.)
- North (North of W. 64th Ave.)
- South (South of I-76)
- Other
- I try to avoid Federal

Federal Boulevard Framework Plan
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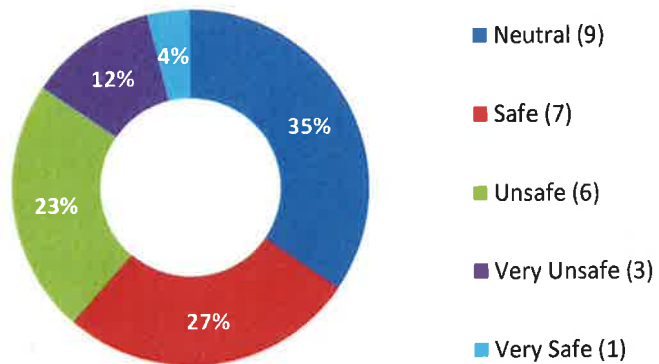
Do you currently spend time/
visit business establishments
along the Federal Boulevard
corridor?



How do you travel through (or
across) the Federal Boulevard
Corridor?

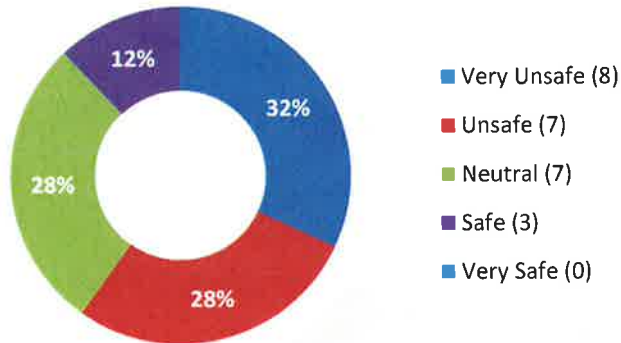


Do you currently feel safe in
the daytime spending time
along the Federal Boulevard
Corridor?



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Do you currently feel safe in the night time spending time along the Federal Boulevard Corridor?



What are the most desirable features of the Federal Boulevard Corridor today?

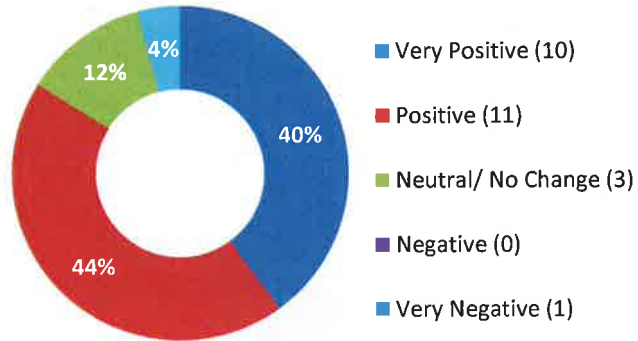
- None - It's a disgrace to Adams County - It is however very convenient access for me to I-76, I-70, I-25, and 36.
- East of travel by car; Bus route
- None (7 responses)
- A few businesses look presentable.
- There are none - The bike path, but it is hard to access.
- The stop lights work.
- Local businesses and services. Lights, Sidewalks
- Easy travel to most metro areas.
- Better access to bus, bike lane.
- Nice views from hilltops.
- Communicate
- No desirable features
- Proximity to major highways and downtown Denver.

What are the least desirable features of the Federal Boulevard Corridor today?

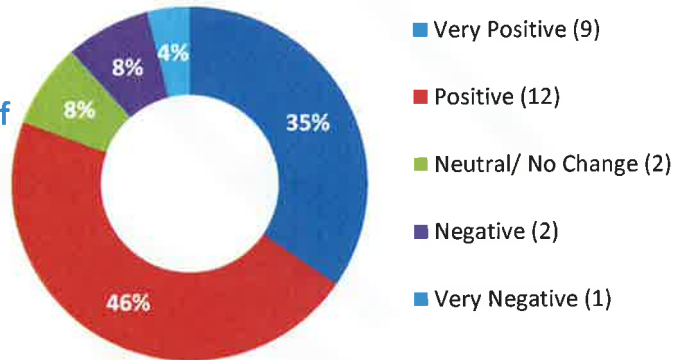
- The businesses, the lack of care and pride along the Corridor.
- No safe sidewalks; no safe north-south bike options/path; no shade; ugly.
- Most of the area is trashy - looks like reject business from other areas like Denver and Westminster.
- Lived off Federal for 40 years - it is ugly - no changes in forty years - these changes are very good for the area.
- Grime & crime
- Congestion, especially with road construction.
- Speed of traffic and road rage.
- The strip bar & porno book store, liquor box & sleazy motel.
- Strip joints - questionable motels, car lots/repos cannot maintain upkeep of their properties.
- Not enough family-friendly facilities.
- Motels & mobile home parks that have drug addicts and homeless.
- Walkways, bicycle paths (lack of?)
- Lack of good businesses, poor pedestrian or biking, very busy street
- Heavy traffic
- All of the Federal Boulevard Corridor
- Too many auto dealers, looks dirty
- Lack of sidewalks - lights don't allow enough time to cross street on foot.
- Lack of law enforcement, deteriorating conditions, questionable businesses
- Mobile home parks, prostitutes & drug users, people from the mobile home parks crossing back & forth in the dark.
- Needs walkable sidewalks, bike racks, etc.

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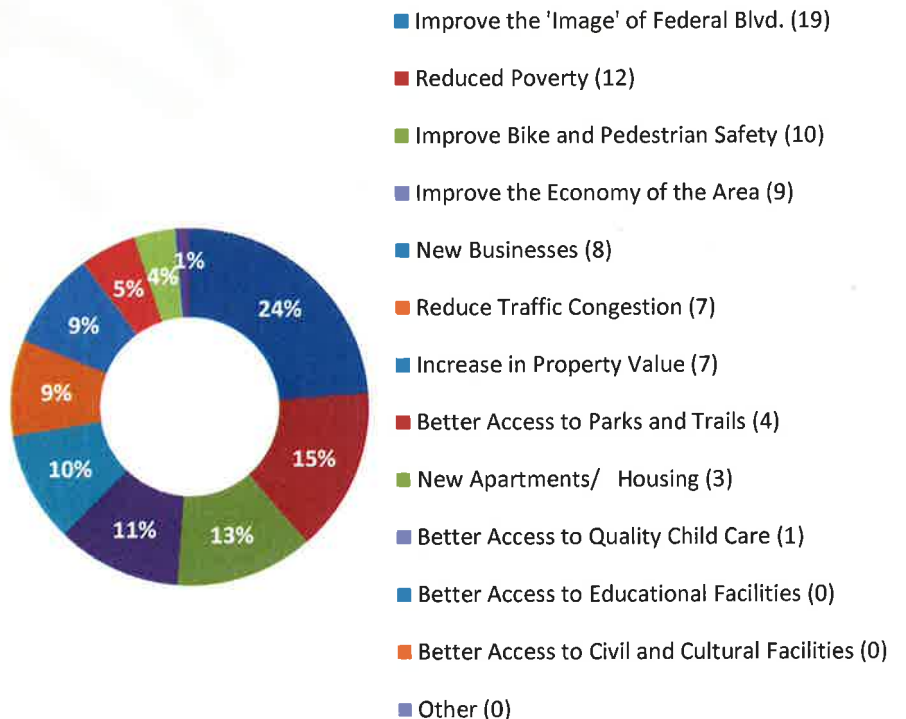
How do you feel the opening of the new RTD Commuter Rail Stations at W. 60th and W. 70th Ave. will affect you?



How do you feel the opening of the new RTD Commuter Rail Stations will affect the Federal Boulevard Corridor area?

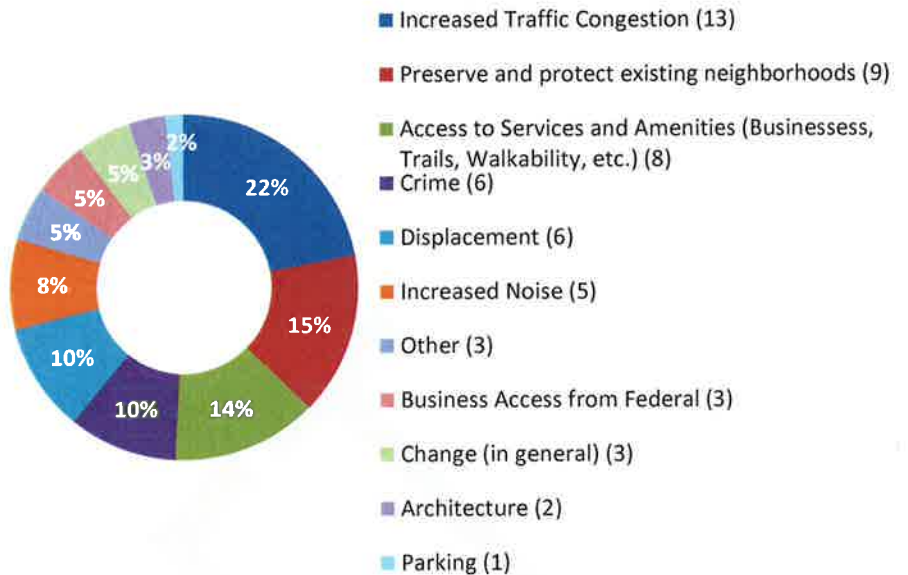


What do you feel are the Top Three (3) most important benefits to address in the Federal Boulevard Corridor planning effort?



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What are your Top Three (3) concerns to address in the Federal Boulevard Corridor planning effort?



When I think of the Federal Boulevard area, I recall...

- Auto lots
- A lot of traffic now!
- Crowded; gangs; unsafe walking
- The Bonanza Flea Market; the Scotchman (restaurant)
- An area in need of renewal
- Goat Hill
- There once was a flea market where I-76 is now
- Very busy, depressed looking
- There used to be flea markets, bars and lumber yards that have vanished. Unfortunate to see it get ignored/neglected for decades
- Some of the businesses are not family-friendly. Too many liquor stores and strip clubs
- Drunks walking within a couple of feet of the pavement - both day and night
- The tall cowboy just south of I-76 on the west side. He's like a landmark icon
- A more vibrant area. Two lanes of thru traffic on both sides with wide shoulders to access businesses
- A tree-lined pleasant walk
- It's always been run-down, trashy, topless bars, cruddy motels - the bike path is wonderful.
- We need parks - lived in my home 40 years - nothing has changed, my taxes have tripled - hope this helps the area greatly.
- How much of the area is depressed. Appearance of the area causes small business to look elsewhere for a location. Crime has been on an increase for several years
- Old neighborhood
- Big, concrete, dirty, businesses I don't go to; fast by car; convenient access to highways (I-70, I-76, US 36). No way to walk/bike. Good, frequent buses. Opportunity. Views from hills. Creeks in valleys
- Looks like a slum

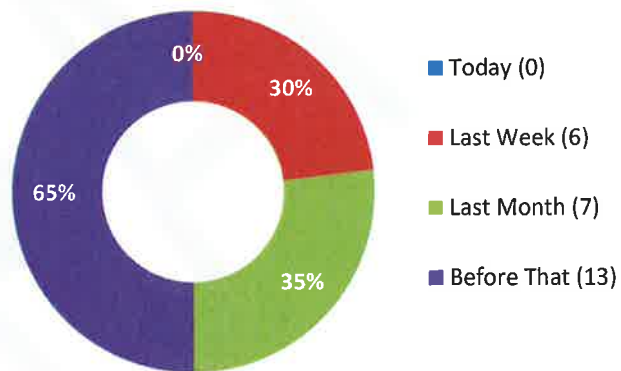
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The thing I like best about the Federal Boulevard Corridor is...

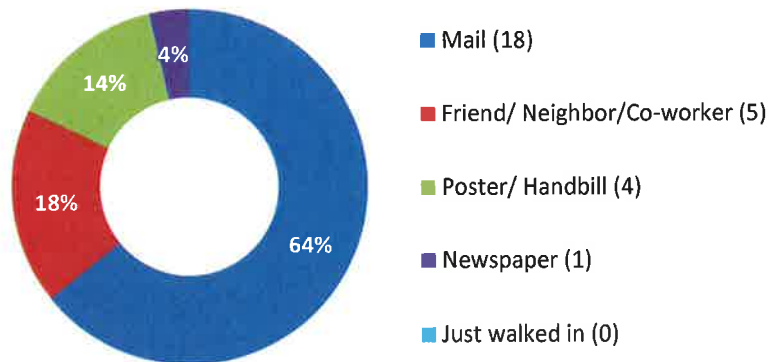
- Accessible to I-76
- A primary corridor
- Not much!
- Proximity to everywhere. I need to go, but it would be better if I could get places without my car
- Increases property value
- There's not much, if anything, to like
- Really, nothing to like any longer
- The communities are well connected and concerned
- So many opportunities exist to update and improve whole area. Clear Creek
- Access to highways. Alternate route to downtown to avoid I-25
- Chance for a better future
- The traffic lights work
- I like living in the country 2 blocks from East Federal & 66th - Federal needs improvement of any kind
- There is room for major development to the place and property values are probably low enough to attract developer with money
- Quick access by car, good bus routes
- Convenience to major highways & arterial streets

When did you first learn about the Federal Boulevard Corridor area planning effort?

* Responses provided on May 6, 2014



How did you learn about the Federal Boulevard Corridor area planning effort?



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Additional Comments...

- I don't see a change in the intersection at 54th Ave. to assign a north-bound turn lane to the left (west). With a projected traffic increase, we will experience problems entering Berkeley Garden's neighborhood. The area from 54th Avenue to Federal needs some attention from the different groups working the projects.
- It would be wonderful to have the above-ground lighting moved underground. Plant some trees and have some large flower pots. Anything would be good.
- Thank you for this meeting
- An immediate low-cost benefit would be to lower speed limit and traffic enforcement... especially north of 64th northbound.
- Like what I see in the future. Make it happen! Sooner the better.
- Is it possible to take an area that has been in the dump for a long time and transform it into a desirable area?
- Maintain free parking at RTD stations.
- I am excited to see changes coming to the Berkeley Gardens area. We have been in our home for 30+ years and we have seen the neighborhood deteriorate over the years.
- If you can't make a left turn onto Federal, it will be bad traffic-wise.
- Need to see plans RTD has already developed.

What elements would you like to see covered in the Federal Boulevard Framework Plan?

- Please, please provide access to RTD stations by bike from south. Can't get to Federal Station from east of Federal south of I-76 by bike or safely by walking. Please provide safe pedestrian crossings on Federal. Too much "Frogger". Please coordinate bike trail connectivity across county and city lines. Please widen sidewalks and add shade! Use fall cut-off lighting to protect night sky and use LED efficient lighting.
- Sidewalks; walking path
- I believe the entire Corridor should be a six-lane street.
- Please consider parks within walking distance and access to the bike path on the east side of Federal.
- Flammable gas overlay explication (?) Power, gas, water, and sewer plans.
- Adams County officials more business friendly.
- Removal of the topless bar & porno bookstore. [Also] The Liquor Box and rundown motels. Better lighting [for] sidewalks. Better shops and restaurants. Safer and improved bus stops.
- Homeowners should be more involved to help address crime. With new development - a lot of the crime will be reduced. Improve image - Adult bookstores, strip joints, more stringent rules for existing small businesses to maintain upkeep. Remove handmade business signs.
- Finding a way to make sure people will benefit from the Federal Boulevard Framework Plan and not get displaced by it.
- Complete cleanup of the entire Corridor. It's been a long time coming.
- More upscale businesses. More upscale restaurants.
- Private property subject to condemnation.
- Possibilities for bicycle commuting, many more traffic lights to safely cross Federal Blvd.
- I would *Love* to clean up the trailer parks and put in businesses that actually have something to offer my family.
- Trees in median; trees along sides of Federal Blvd. Improved lighting. Bike & walking paths. Landscaping.

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STAKEHOLDER WORKSHOPS AND PUBLIC OPEN HOUSE SUMMARY OF FINDINGS

1. The north/south connectivity provided by Federal Boulevard is recognized as a community-wide travel route that provides an economic asset due to high traffic volumes. Framework planning should enhance that traffic asset to maintain or increase vehicular capacity, while retaining reasonable access to adjacent commercial properties.
2. The Federal Boulevard interchange with U.S. Highway 36 (Boulder Turnpike), approximately ½ mile north of the Framework planning limits, is seen as a traffic generation asset, considering the increase in regional connectivity it will provide when current lane expansion, Bus Rapid Transit (BRT) and regional trail construction is complete. Framework planning should preserve and enhance full on and off-ramp access to U.S. 36, I-76 and I-70 interchanges, and discourage local street and driveway intersections that reduce their efficiency.
3. Safety improvements to the existing Federal Boulevard roadway that are to be implemented soon, are welcome additions to reduce night time accidents (medians with roadway lighting upgrades), and traffic congestion (expansion of BNSF overpass to 6 lanes), while improving pedestrian safety by providing pedestrian refuge in the median and upgrading overpass walks. Framework planning should address further vehicular, bicycle and pedestrian safety measures to improve the balance between vehicular and pedestrian/bicycle modes.
4. The two (2) proposed commuter rail stations in the Framework Plan corridor are seen as strengthening the connectivity with downtown Denver, and improving north/south bus service on Federal Boulevard. Framework planning should reasonably accommodate, rather than unreasonably restrict, the proposed land uses and special conditions necessary for the success of these assets. The Framework Plan should emphasize and enhance connection opportunities with commuter rail stations.
5. The two (2) east/west open space corridors with regional trails, Little Dry Creek to the north, and Clear Creek to the south, are seen as strengths. Framework planning should strengthen pedestrian, bicycle and visual connections with these open space and alternative mode transportation corridors to increase their presence, personal safety, and integration with the corridor, in order to decrease personal safety issues and crime.

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6. Current housing affordability provided by mobile home parks and low rents have been noted as strengths for current residents in the corridor neighborhoods. With the introduction of the new transit stations and associated development, anticipated improvement in land value and market conditions may reduce affordability and cause business and residential dislocation. Framework planning should address affordability needs, and work with Adams County Housing Authority (ACHA) and appropriate others to make appropriate accommodation for affordable housing in the corridor.
7. Federal Boulevard is widely known as a near west-side arterial street corridor, but suffers from less desirable existing land uses, un-tidy properties and lacks a clear, positive identity. Framework planning should address potential Federal Boulevard blight conditions, and recommend improvements in visual character, identity and branding.
8. The Federal Boulevard corridor area includes inconsistent ownership parcel sizes, areas of fractured ownership and suffers from an inconsistent street grid pattern. Existing commercial parcels on the west side of Federal Boulevard result in non-viable commercial redevelopment sites due to their depth, small size and fractured ownership. Proximity to existing residential land uses further limits the commercial viability and redevelopment potential of those commercial properties. Although exhibiting larger parcels sizes, the fractured ownership pattern and street grid on the east side also present redevelopment issues. Framework planning should address potential methods to address potential redevelopment land assembly, protection of residential neighborhoods from commercial land use and traffic encroachment, and methods to interconnect the local street grid.

COMMUNITY OUTREACH STRATEGIES FOR FUTURE CORRIDOR PLANNING STUDIES

As Adams County envisions a subsequent, comprehensive corridor master plan, careful attention and development of a public engagement plan will factor in as a key component of a successful and effective corridor planning process. While stakeholders have been identified and contacted during the Framework Planning process, an expanded study area associated with a future, more comprehensive corridor master plan may warrant the inclusion of additional stakeholder groups affected by the larger

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study area. The following section is intended to help guide public engagement strategies for this larger study area.

STAKEHOLDER IDENTIFICATION

In order to produce an informed and effective plan with implementable concepts and public support at the culmination, the County will need to successfully engage a diverse set of stakeholders. The following is a list of stakeholders to be engaged throughout the corridor planning process:

- Cities and Counties
 - Adams County
 - City & County of Denver
 - City of Westminster
 - City of Federal Heights (just to the North of the study area)
 - Consider updates and utilization of the Metro Mayors Caucus (MMC) or Metro Area County Commissioners (MACC)
 - State of Colorado, various departments, as determined necessary
- CDOT
 - Region 1
 - Federal Blvd Lighting/Median project
 - Bicycle and Pedestrian specialist
- RTD
 - FasTracks
 - Transit Oriented Development (TOD) contact, Bill Sirois
- DRCOG
- Tri-County Health
 - Federal Boulevard Health Impact Assessment (HIA)
- LiveWell Colorado
- Property and business owners
- Regis University
- Development community
 - Transit Oriented Development (TOD)
 - Known and potential developers
 - Commercial brokers – i.e. Denver Metro Commercial Association of REALTORS (DMCAR)
- Adams County Economic Development (ACED)
 - Other economic development interests, i.e. Metro Denver Chamber of Commerce
- Commercial trade/industry groups

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- Local chapters of the International Council of Shopping Centers (ICSC), National Association of Industrial and Office Properties (NAIOP), Denver Metro BOMA (Building Owners and Managers Association), Colorado Association of Commerce and Industry (CACI), Denver Metro Association of REALTORS (DMAR), etc.
- Neighborhood Associations
 - Berkeley, Aloha Beach, Goat Hill, Perl Mack, Twin Lakes
- Other Groups
 - Concerned Citizens for Compatible Development (CCCD)
 - Transportation Management Associations (TMAs)
 - FRESC
 - Community Enterprise
- Police and Fire jurisdictions
- School districts
- Religious institutions

PUBLIC ENGAGEMENT

Public outreach and engagement during the Framework Plan, and subsequent comprehensive corridor planning, is critical for a number of reasons—to inform/educate, to obtain ideas and identify/overcome challenges, to create interest and support; and to ultimately produce a smart and strategic plan with a foundation of stakeholder support for critical future decisions.

Effective public engagement should incorporate a broad range of strategies ranging from the notion of the traditional public meeting, to forming committee and workgroups, to new and innovative (interactive) web-based tools. While one person may choose to interact in the setting of a public meeting, or others need to be given a role (i.e. on an advisory committee), a large set of the population is finding it easier and productive to engage and inform via the web. Public engagement strategies will evolve and be refined after the Framework Plan process. Below is a shortlist of concepts:

- Public meetings
 - Kick-off, open houses, presentations, break-out/workgroups, etc.
- Project fact sheet and other handouts, collateral
- Proactive project outreach
 - Proactive briefings with key groups, individuals, associations and stakeholders – ranging from individual meetings, to email outreach to various forums or events, i.e. ACED forum, NAIOP breakfast presentation, DMCAR event.

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- Sub-committee and workgroup formation
 - It may be productive to organize some of the key decision-making stakeholders into a *Technical Advisory Committee* and/or *Master Plan Advisory Committee* to discuss, prioritize and make decisions regarding certain items and issues.
- Corridor Planning and Design Workshops
 - Planning and design workshops are critical to the involvement of the community stakeholders in the development of the corridor vision and master plan. Visual prefrencing (i.e. "dot mapping"), design charrettes and organized study sessions are useful tools that create a collaborative and inclusive planning and design process for a diverse range of project stakeholders.
- Developer and broker roundtables
 - Consider Urban Land Institute (ULI) facilitation of roundtable discussions to provide redevelopment spotlight and guidance.
- Website
 - Develop a concise and intuitive project website to serve as the primary resource for all corridor planning initiatives, contacts and project schedules. Complete with interactive tools and applications for:
 - 3D modeling and animation
 - Project Visualization
 - Video productions (i.e. flyovers, existing conditions and proposed conditions, etc.)
 - Online commenting applications and other interactions
 - Surveys
- Telephone town halls – a well-publicized 'telephone town hall' allows a large number of people (i.e. 200-500) to dial-into a call, listen and ask questions (via touchpad and telephone town hall screeners). Oftentimes these calls with have a key public official and/or project team representatives on-line to present information and answer questions. Data from the call is collected including the number of people who dial in, amount of time they spent on the call, etc.
- Local media
 - Denver Post, Denver Business Journal, Inside Real Estate News, local and neighborhood publications, etc.
- Social media

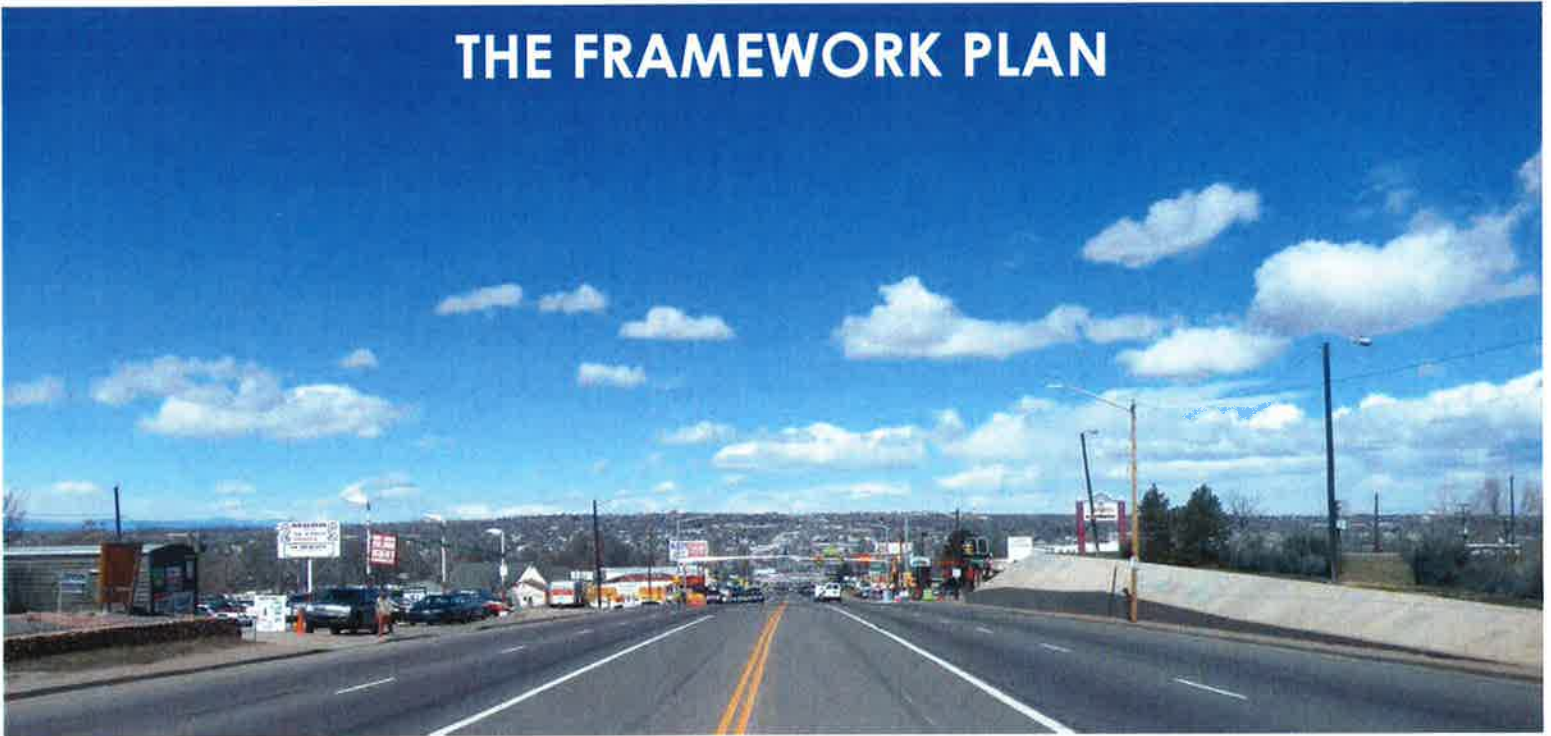
The future Federal Boulevard corridor planning process should also serve as a resource for information regarding the wide range of public and private-sector projects within the corridor such the FasTracks commuter rail and associated TOD projects, roadway and streetscape improvements, and infill developments. These individual projects each

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require adequate and effective public engagement of similar stakeholders therefore it may be advantageous to coordinate the outreach methods suggested above.

Public engagement is intended to assist with framing the plan and process for public outreach as the Framework Plan is developed and the County looks toward subsequent Federal Boulevard planning efforts. Comments from the County and framework project team are welcomed as public outreach mechanisms and strategies will evolve and be informed by the Framework Plan. In order to maximize the public outreach effort, the notice area for future planning studies should include both landowners and renters with an emphasis on reaching the various residents of the three mobile home parks located within the corridor study area (Rustic Ranch Mobile Home Park, Mobile Gardens and Pioneer Gardens). The inclusion of lot numbers on the public notice mailings to the mobile home parks will ensure that the notifications reach the various renters within these communities.

THE FRAMEWORK PLAN



Federal Boulevard Framework Plan
THE FRAMEWORK PLAN

SUMMARY OF FINDINGS

Based on an evaluation of the existing corridor conditions and the input gathered at the Stakeholder Workshops and Public Open House, a Framework Plan has been prepared to guide future corridor planning (see Appendix K: The Conceptual Framework Plan). Additionally, the following recommendations should be considered for the development of a more detailed and comprehensive corridor master plan:

1. Corridor planning should accommodate north/south traffic volumes to maintain or increase vehicular capacity, while retaining reasonable access to adjacent commercial properties.
2. Corridor planning should consider a multitude of zoning mechanisms tailored to the proposed development types.
3. Corridor planning should preserve and enhance on- and off-ramp access to U.S. 36, I-76 and I-70 interchanges, and discourage local street and driveway intersections that reduce their efficiency.
4. Corridor planning should address further vehicular, bicycle and pedestrian safety measures to improve the balance between vehicular and pedestrian/bicycle modes.
5. Corridor planning should emphasize and enhance motorized and non-motorized transit connections with the proposed commuter rail stations.
6. Corridor planning should strengthen pedestrian, bicycle and visual connections with the existing and proposed open spaces and alternative mode transportation corridors to increase their presence, personal safety, and integration with the corridor, in order to decrease personal safety issues and crime.
7. Corridor planning should address housing affordability needs, and work with Adams County Housing Authority (ACHA) and others to make appropriate accommodations for affordable housing within the corridor.
8. Corridor planning should address potential Federal Boulevard blight conditions, and recommend improvements in visual character. The addition of pedestrian-oriented improvements to the Right-of-Way is critical in providing better accommodations for non-motorized corridor transportation. Additionally, streetscape plantings should be incorporated throughout the corridor with a

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THE FRAMEWORK PLAN

focus on shade trees along the east and west sides of the roadway due to the utility limitations of the center medians.

9. Corridor planning should consider an improved identity and brand for the Federal Boulevard corridor that can be emphasized through the coordinated selection of signage, lighting, site furnishings, bus shelters and streetscape plant material. Opportunities may exist to include signage types that include 1950's-era signage typologies and recall the corridor's motels, filling stations and drive-throughs.
10. Corridor planning should address potential methods to land assembly for redevelopment, protection of residential neighborhoods from commercial land use and traffic encroachment, and methods to interconnect the local street grid.
11. Corridor planning should address pedestrian needs and alternative solutions to providing a safe, continuous pedestrian way along the entire length of the Federal Boulevard corridor. Future planning studies should identify solutions to provide safe, east-west pedestrian crossings of Federal Boulevard at regular, frequent intervals. Additionally, corridor planning should be coordinated with the recommendations of the Tri-County Health Department's forthcoming Federal Boulevard Health Impact Assessment (HIA) to improve public health benefits within the surrounding community. It has been recommended for the HIA to coordinate their recommendations with health care providers to maximize the community benefits.
12. Corridor planning should consider realignment of east side streets to intersect Federal Boulevard at existing west side street locations between 65th Avenue and 67th Avenue to create 4-way, aligned intersections, accommodating safe pedestrian crossing, left turns and providing alternative business access from Federal to side streets.
13. Corridor planning should consider potential Complete Street (vehicular/bike/pedestrian) upgrades to parallel, off-corridor, north-south streets, to provide safe alternative, parallel routes for neighborhood bike and pedestrian access to Transit Stations and Federal Boulevard Corridor destinations.
14. Corridor planning should consider built-in planning flexibility and land use provisions for these blocks, since they may be most vulnerable to changes in market conditions. "Transitional" use designation to allow Multi-Family,

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Commercial-Retail, Office or mixed use combinations could preserve long range use flexibility, with infrastructure planning sized to accommodate that range of uses.

15. Corridor planning should evaluate the capacity of existing utilities within and adjacent to the roadway (including the existing Crestview water line north of Interstate 76) to determine if additional investments are required to support future, more-dense, mixed-use development. Federal grants such as the Housing and Urban Development's (HUD) Community Development Block Grant (CDBG); the Department of Transportation's Livable Community Grant and the Federal Transit Administration's SAFETEA-LU grants; and the Environmental Protection Agency's Brownfields Planning Grant.
16. Corridor planning should seek new opportunities for higher density residential development which will be necessary in the corridor to attract and support new commercial retail development.
17. Corridor planning should consider the preparation of a detailed retail development plan that identifies the desired types and locations of retail uses including strategies for attracting new uses to the corridor.
18. Corridor planning should consider the adaptive re-use of the historic building adjacent to the future Federal Station as a complimentary use such as a bike/coffee shop that serves station commuters and area residents.
19. Corridor planning should include strategies to minimize impacts on adjacent residential neighborhoods and discourage through traffic from commercial developments. Residential neighborhood gateways should be considered west of Federal with the proposed Elm Street east of Federal providing re-aligned intersections, a land use transition, and a multi-modal streetscape buffer.
20. The W.64th Avenue / Federal Boulevard intersection holds potential for future redevelopment as the "100% Corner" for Mixed Use Commercial Center redevelopment. W. 64th Avenue provides the only east-west through traffic connectivity in the corridor. Three (3) of four corners are of sufficient parcel size and configuration to support master planned center development, which may include a Lifestyle Center, Grocery-anchored Neighborhood and supporting retail development.