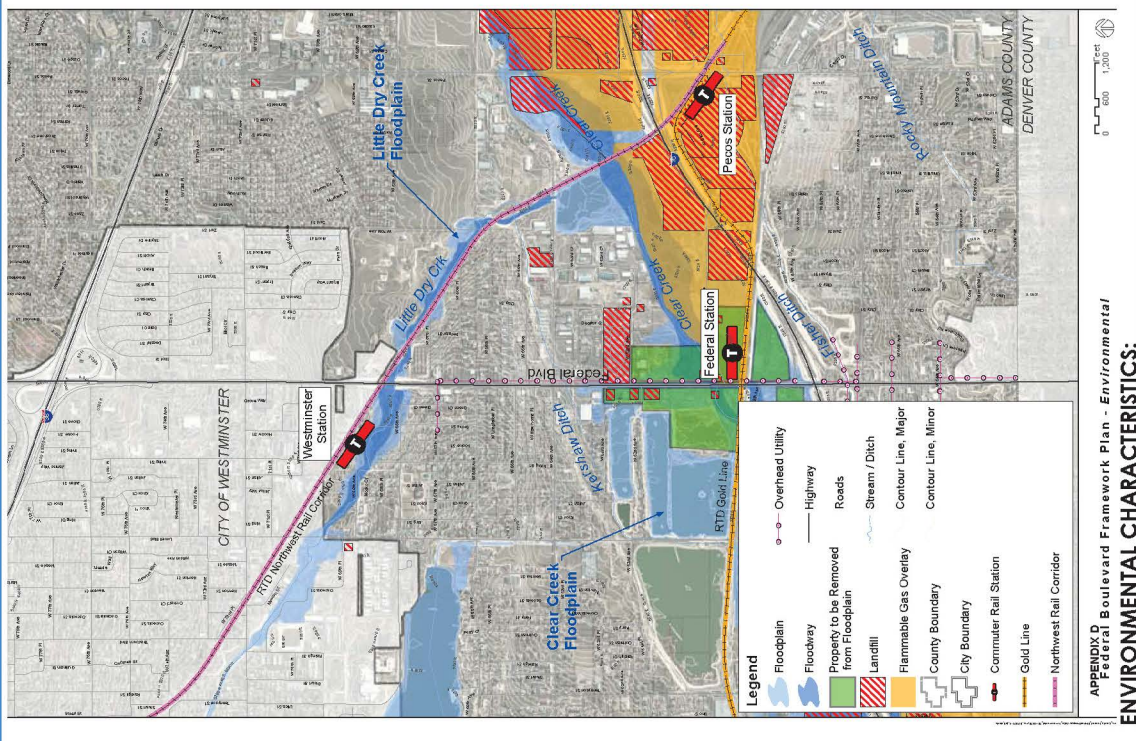


FEDERAL BOULEVARD FRAMEWORK PLAN
URBAN DESIGN - LAND USE



FLOODPLAIN:

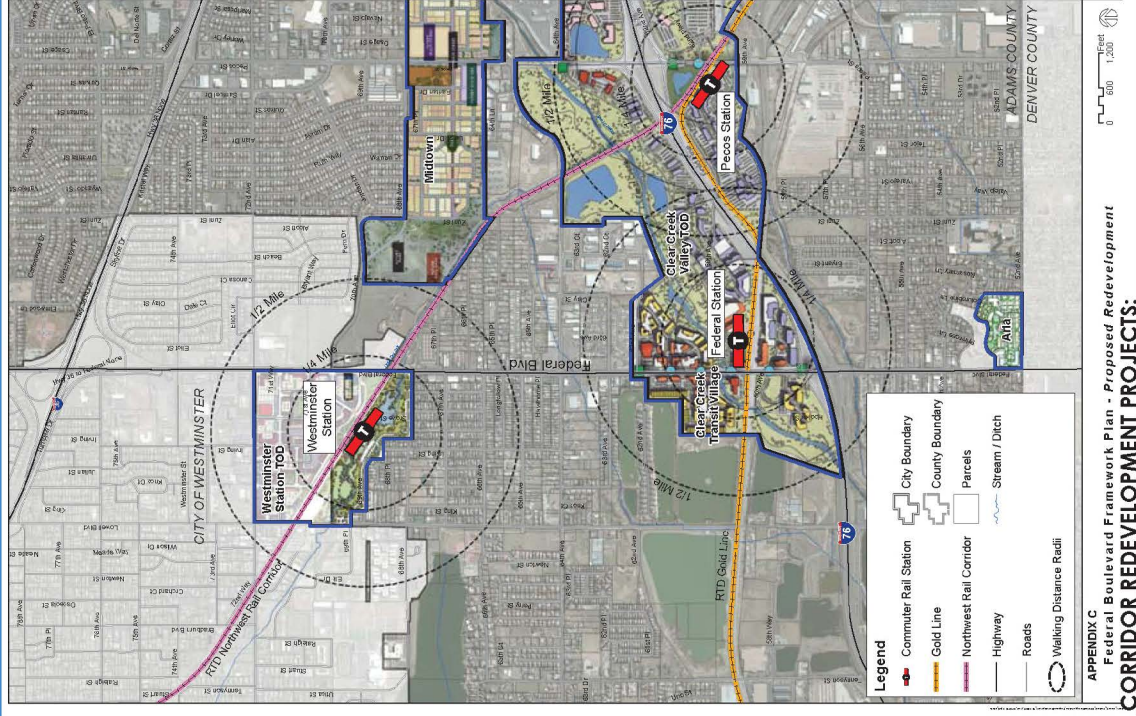
- THE CLEAR CREEK AND LITTLE DRY CREEK FLOODPLAINS CROSS FEDERAL BOULEVARD.
- DRAINAGEWAY IMPROVEMENTS ARE UNDERWAY WITHIN LITTLE DRY CREEK WHICH WILL REMOVE STRUCTURES FROM THE 100-YEAR FLOODPLAIN
- DRAINAGEWAY IMPROVEMENTS ARE PLANNED FOR CLEAR CREEK AT FEDERAL BOULEVARD AND WILL REMOVE ADJACENT PROPERTIES FROM THE FLOODPLAIN TO FOSTER TRANSIT-ORIENTED DEVELOPMENT.

LANDFILLS:

- A CLUSTER OF CLOSED LANDFILLS ARE PRESENT WITHIN THE CLEAR CREEK DRAINAGEWAY ADJACENT TO FEDERAL BOULEVARD.
- THE METHANE RELEASE FROM THE CLOSED LANDFILLS HAS RESULTED IN A FLAMMABLE GAS OVERLAY FOR AFFECTED ADJACENT PROPERTIES

PHYSICAL BARRIERS:

- LANDFORM BARRIERS INCLUDE INTERSTATE 76, TWO RAILWAY LINES, TWO DRAINAGEWAYS (CLEAR CREEK AND LITTLE DRY CREEK) AND TWO IRRIGATION DITCHES



TRANSIT-ORIENTED DEVELOPMENT (TOD):

CLEAR CREEK VALLEY TOD:

- MIXED-USE DEVELOPMENT AROUND FEDERAL STATION WITH AN EMPHASIS ON RETAIL AND MULTI-FAMILY RESIDENTIAL
- BUSINESS, OFFICE, AND OPEN SPACE DEVELOPMENT WITHIN THE CLEAR CREEK CORRIDOR EAST OF FEDERAL BOULEVARD AND SOUTH OF I-76
- LIGHT INDUSTRIAL USES WEST OF PECOS STREET

WESTMINSTER STATION TOD:

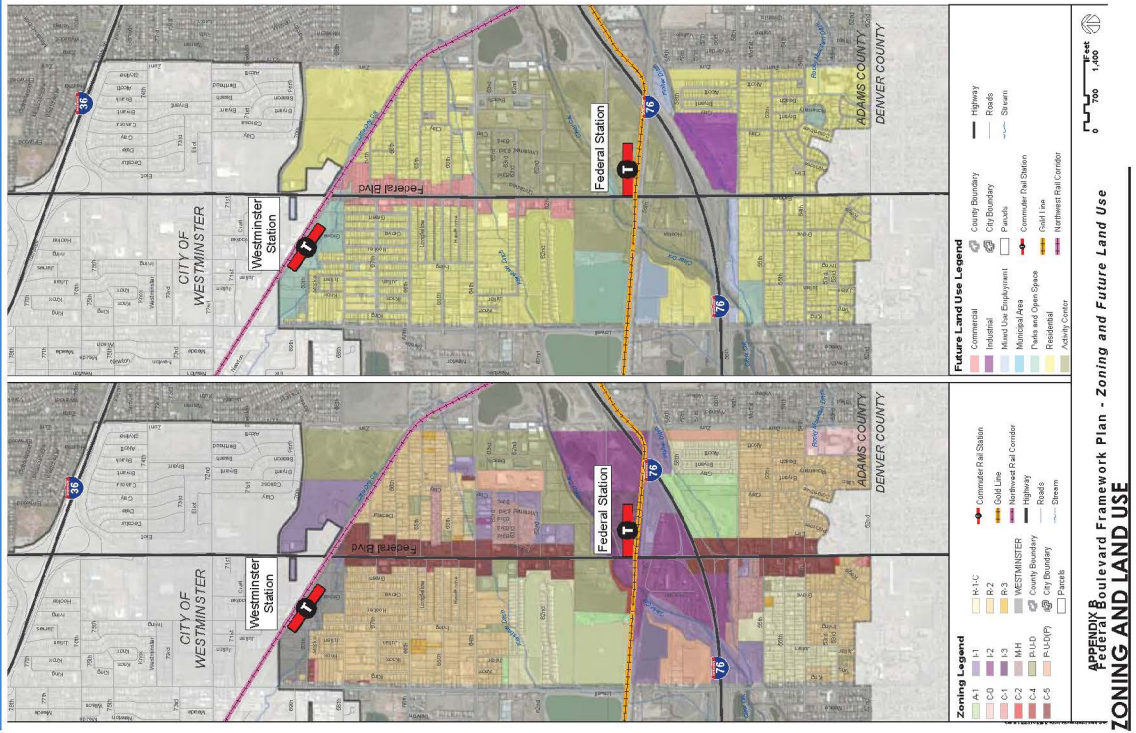
- MIXED-USE DEVELOPMENT NORTH OF THE STATION
 - 40-ACRE LITTLE DRY CREEK PARK TO THE SOUTH OF THE STATION
- MIXED USE DEVELOPMENT:

MIDTOWN:

- MIXED-USE DEVELOPMENT EAST OF THE CORRIDOR INCLUDING 1,500 RESIDENTIAL UNITS, RETAIL AND OPEN SPACE

ARIA:

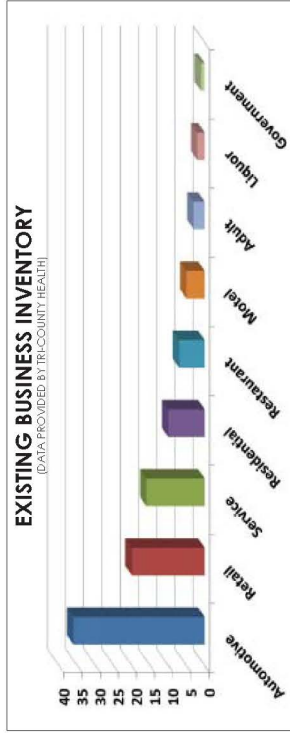
- MIXED-USE DEVELOPMENT WITHIN DENVER AT SOUTH END OF CORRIDOR STUDY AREA INCLUDING 380 RESIDENTIAL UNITS, COMMERCIAL/RETAIL AND OPEN SPACE.



- PREDOMINATELY ZONED C-5 WHICH SERVES AS "A GENERAL RETAIL AND SERVICE DISTRICT DESIGNED TO PROVIDE THE BROADEST SCOPE OF SERVICES AND PRODUCTS FOR BOTH THE GENERAL AND TRAVELING PUBLIC" PER THE ADAMS COUNTY LAND USE REGULATIONS

- PROPERTIES LOCATED AROUND THE CLEAR CREEK CORRIDOR ARE PREDOMINATELY LIGHT INDUSTRIAL USES WHICH IS CONSISTENT WITH FLOODPLAIN-RESTRICTED LAND

- SEVERAL PROPERTIES ARE ZONED AS PLANNED UNIT DEVELOPMENT (PUD) WHICH ALLOWS FOR FLEXIBLE MIXED-USE PROJECTS



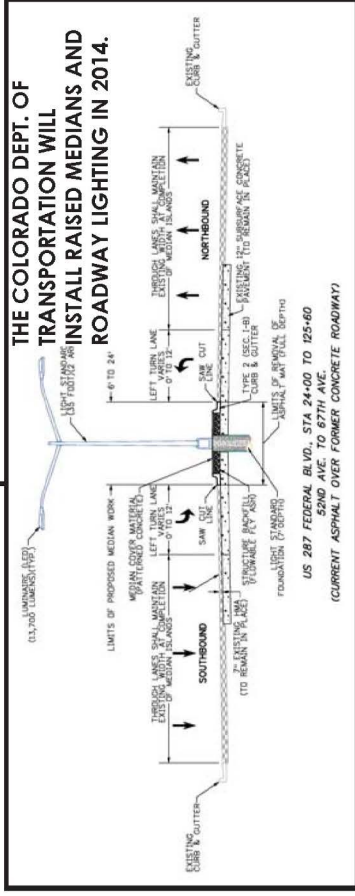
FEDERAL BOULEVARD FRAMEWORK PLAN URBAN DESIGN - STREETSCAPE ENVIRONMENT



EXPANSIVE VIEWS TO NORTH AND SOUTH

INCONSISTENT SIGNAGE
TYPES, LOCATION, AND SIZE

INSUFFICIENT STREET TREE PLANTINGS



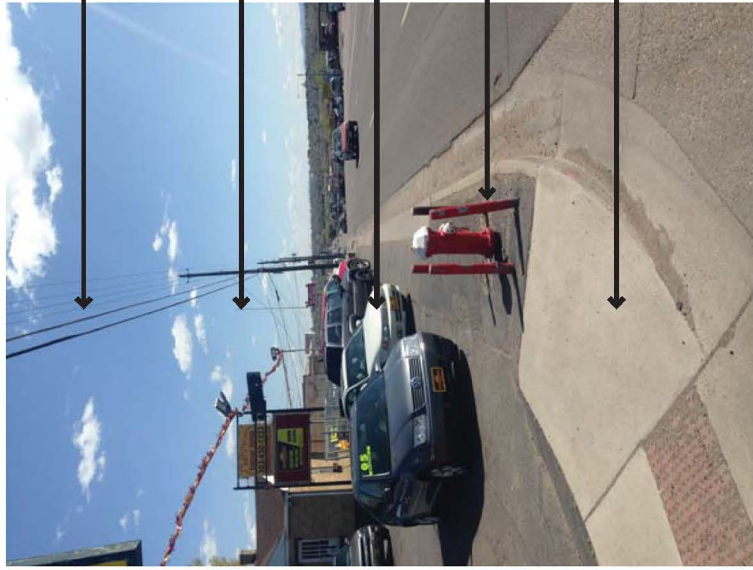
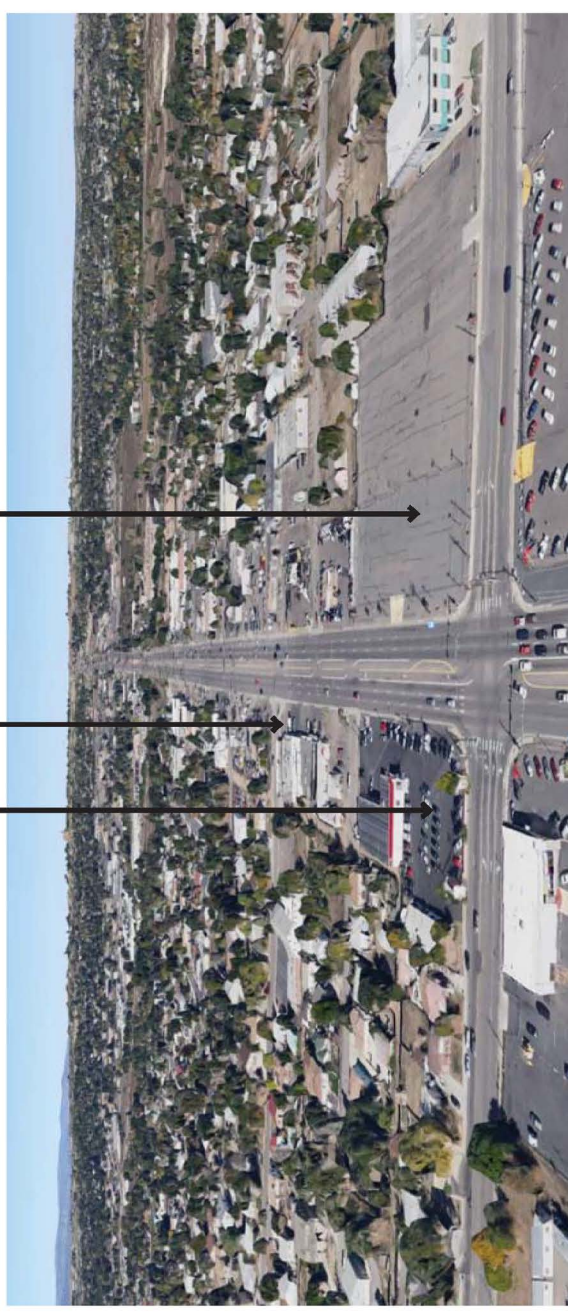
UTILITIES IMMEDIATELY ADJACENT TO THE ROADWAY

NARROW SIDEWALKS CREATE PEDESTRIAN HAZARDS

SHALLOW PARCEL DEPTH ADJACENT TO SINGLE-FAMILY RESIDENTIAL CREATE DEVELOPMENT CHALLENGES

AUTO-CENTRIC COMMERCIAL USES WITH PARKING ADJACENT TO ROADWAY

VACANT/UNDER-DEVELOPED PROPERTIES



OVERHEAD UTILITIES ARE CONTINUOUS THROUGHOUT THE CORRIDOR

ROADWAY AND PEDESTRIAN-SCALE LIGHTING IS INSUFFICIENT

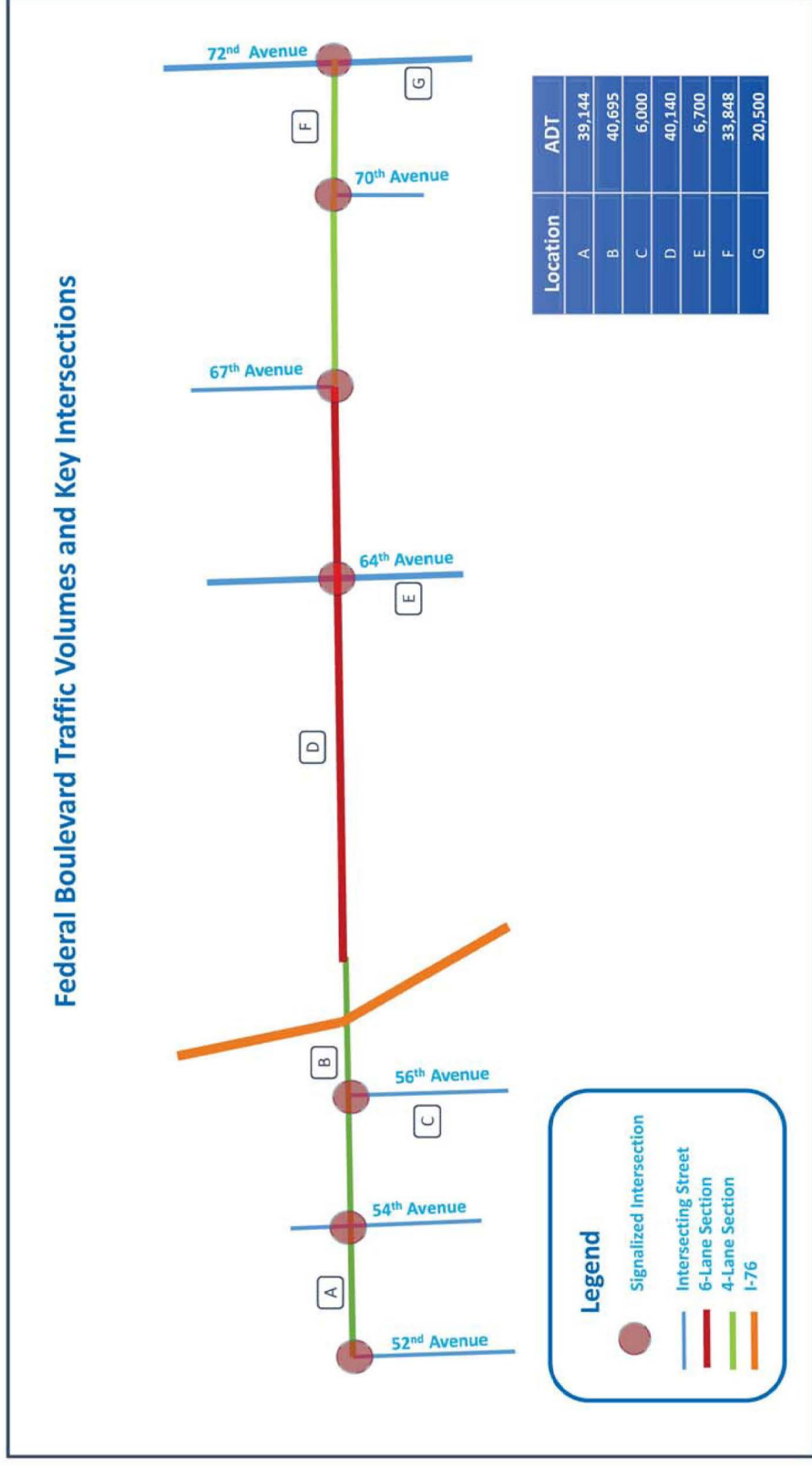
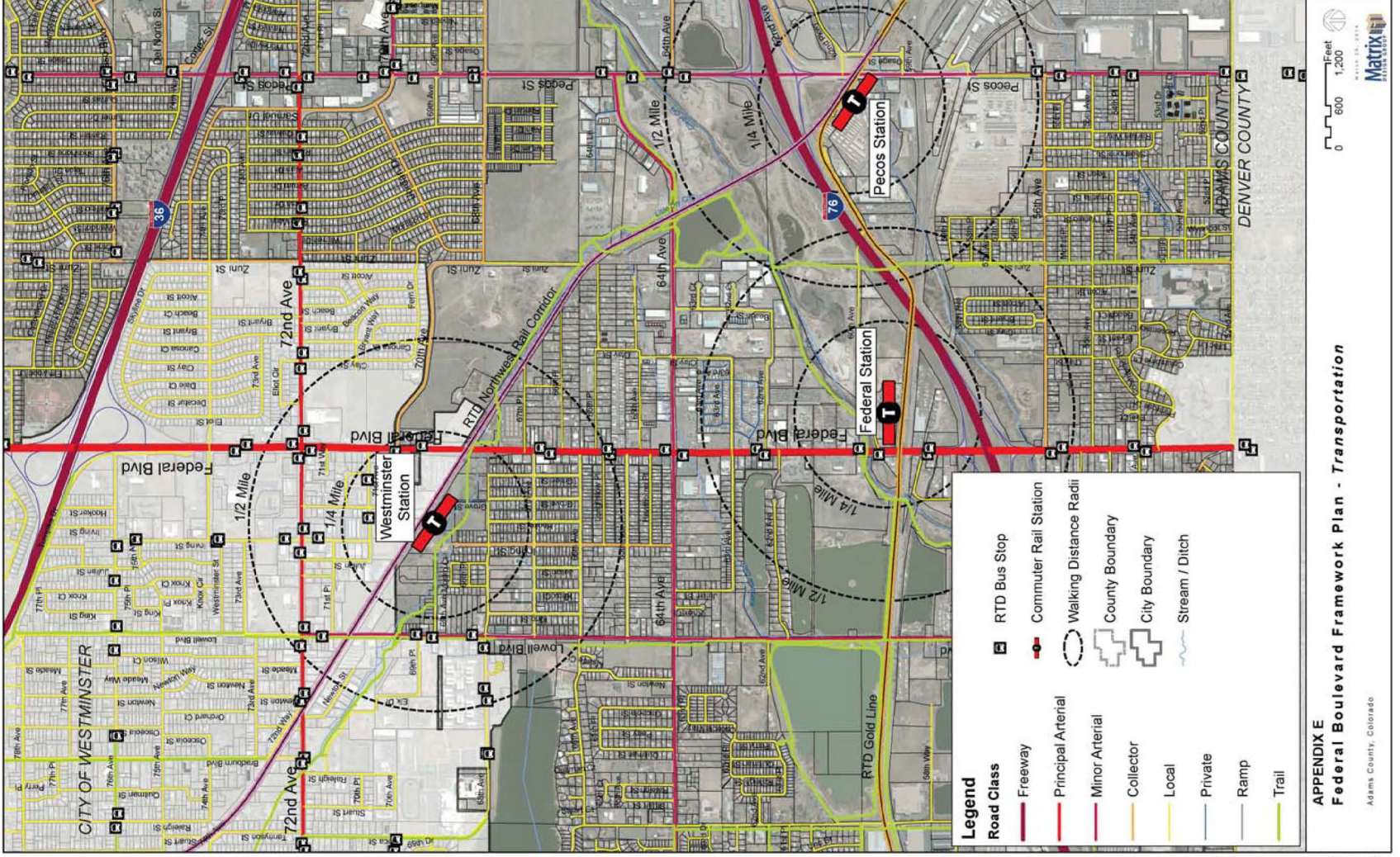
OUTDOOR AUTO SALES ENCRUCHING THE ROADWAY

UTILITIES IMMEDIATELY ADJACENT TO THE ROADWAY

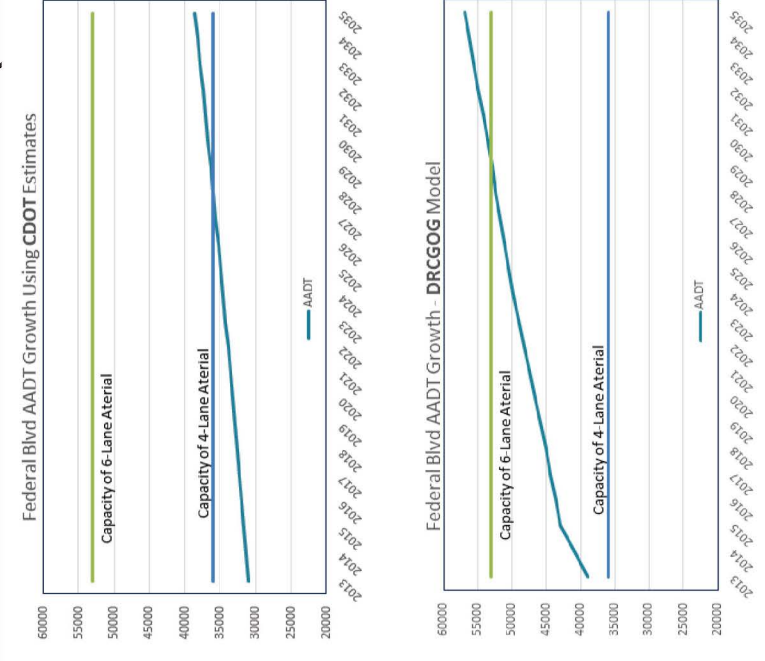
INSUFFICIENT AND DISCONTINUOUS SIDEWALKS/RAMPS

FEDERAL BOULEVARD FRAMEWORK PLAN URBAN DESIGN - TRANSPORTATION

APPENDIX H: Phase One Inventory and Analysis Summary Exhibits



AVERAGE ANNUAL DAILY TRAFFIC RATES (AADT)



EXISTING TRANSPORTATION CHARACTERISTICS

- THE GENERAL RANGE OF VEHICULAR TRAFFIC VOLUME IS AS FOLLOWS:
 - 39,000 VEHICLES PER DAY SOUTH OF I-76
 - 33,000 VEHICLES PER DAY NORTH OF I-76
- TYPICAL VOLUMES FOR A SIMILAR ROAD ARE AS FOLLOWS:
 - 4-LANE ROAD: 16,000 TO 32,000 VEHICLES/DAY
 - 6-LANE ROAD: 35,000 TO 55,000 VEHICLES/DAY
- FEDERAL BOULEVARD IS NOT LIKELY TO ACCOMMODATE THE FORECASTED TRAFFIC VOLUMES FOR THE 4-LANE SECTIONS OF THE ROADWAY AND THE 6-LANE SECTIONS MAY EXCEED CAPACITY AT PEAK PERIODS.
- ADDITIONAL STUDIES ARE REQUIRED IN TERMS OF ACCESS MANAGEMENT AND TURNING MOVEMENT COUNTS AT BOTH SIGNALIZED AND NON-SIGNALIZED INTERSECTIONS

FEDERAL BOULEVARD FRAMEWORK PLAN MARKET CONTEXT

MARKET CONTEXT SUMMARY

RESIDENTIAL

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.

RETAIL

The introduction of new housing (see above) will create additional retail spending, most likely at higher household levels than is present today.... it could accommodate a wider variety of retail product types and formats.

OFFICE

The Study Area is a potential “midtown” location for office space and 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.

Source: Ricker | Cunningham

Federal Boulevard Study Area Retail Market

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	--

Source: Newman Knight Frank Frederick Ross and Ricker|Cunningham.

Federal Boulevard Study Area Site Analysis

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

Source: Ricker|Cunningham.

Federal Boulevard Study Area Building Permits

Study Area City Adams County (unincorporated)	2009	2010	2011	2012	2013	Total	Annual Avg.
	Single Family	36	57	45	78	221	437
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

Source: U.S. Census Bureau and Ricker|Cunningham.

Federal Boulevard Study Area Office Market

Office Indicator	Northwest Submarket	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		
Class A	\$20.25	\$19.30
Class B	\$23.75	\$25.00
	\$17.25	\$18.25

Source: Newman Knight Frank Frederick Ross and Ricker|Cunningham.

Federal Boulevard Study Area Demographic Characteristics

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%

Source: U.S. Census Bureau; Claritas, Inc.; and Ricker|Cunningham.

Federal Boulevard Study Area Industrial Market

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	--

Source: Newman Knight Frank Frederick Ross and Ricker|Cunningham.

FEDERAL BOULEVARD FRAMEWORK PLAN BICYCLE AND PEDESTRIAN CONDITIONS

Table 1: Federal Boulevard Pedestrian and Bicycle Facilities Existing Conditions

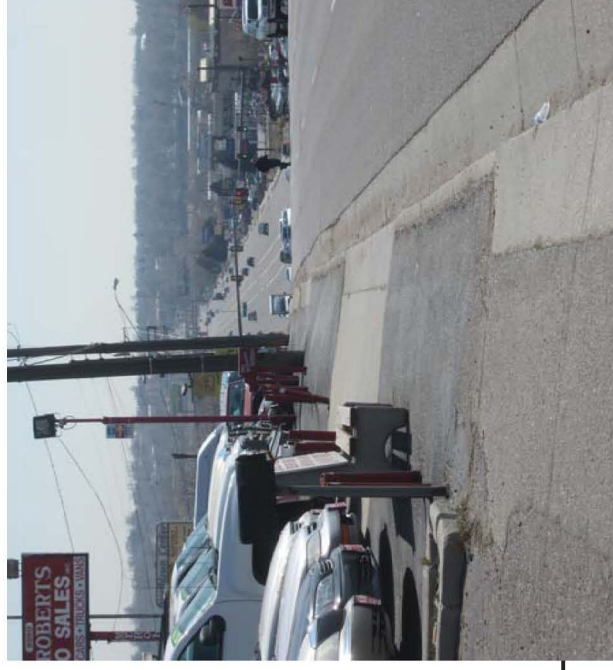
	68 th Ave	70 th Ave	72 nd Ave
Federal Blvd	No NB bike facilities on Federal Blvd No NB sidewalk from W. 67 th Pl to W. 70 th Ave Jersey barrier protected zone from W. 67 th Pl to W. 70 th Ave No SB bike facilities on Federal Blvd No SB sidewalk present from two parcels south of W. 71 st Ave SB sidewalk present from one parcel south of W. 71 st Ave to W. 70 th Ave SB sidewalk present from one parcel north of W. 67 th Ave to W. 67 th Ave	No NB bike facilities on Federal Blvd No NB sidewalk from W. 70 th Ave to approximately W. 71 st Way No SB bike facilities on Federal Blvd No SB sidewalk present from two parcels south of W. 71 st Ave SB sidewalk present from W. 71 st Way to one parcel south of W. 71 st Ave SB sidewalk present from one parcel south of W. 71 st Ave to W. 70 th Ave	No NB bike facilities on Federal Blvd NB sidewalk present from W. 71 st Way to W. 72 nd Ave No SB bike facilities on Federal Blvd SB sidewalk present from W. 72 nd Ave to two parcels south of W. 71 st Way

Table 1: 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	No NB bike facilities on Federal Blvd NB sidewalks from W. 60 th Ave north over the Clear Creek Bridge. No NB sidewalk from bridge to approximately W. 61 st Ave NB sidewalk present from W. 61 st Ave to W. 62 nd Ave No SB bike facilities on Federal Blvd No SB sidewalk from W. 61 st Ave to W. 58 th Ave	No NB bike facilities on Federal Blvd No NB sidewalk from W. 62 nd Ave to W. 64 th Ave No SB bike facilities on Federal Blvd No SB sidewalk from one parcel south of W. 63 rd Ave to one parcel south of W. 61 st Ave SB sidewalk present from one parcel south of W. 61 st Ave to W. 60 th Ave (south side of Clear Creek Trail bridge - sidewalk gap exists from clear creek trail spur to bridge)	No NB bike facilities on Federal Blvd No NB sidewalk from W. 62 nd Ave to W. 64 th Ave No SB bike facilities on Federal Blvd SB sidewalk present from one parcel south of W. 64 th Ave to W. 63 rd Ave	No NB bike facilities on Federal Blvd No NB sidewalk from W. 64 th Ave to W. 67 th Ave No SB bike facilities on Federal Blvd No SB sidewalk present from W. 64 th Ave to one parcel south of W. 64 th Ave	No NB bike facilities on Federal Blvd No NB sidewalk from W. 64 th Ave to W. 67 th Ave NB sidewalk present at intersection of Federal Blvd and W. 67 th Ave and W. 67 th Pl No SB bike facilities on Federal Blvd

Table 1: Federal Boulevard Pedestrian and Bicycle Facilities Existing Conditions

	52 nd Ave	54 th Ave	56 th Ave	58 th Ave
Federal Blvd	No NB bike facilities on Federal Blvd No NB sidewalks between W. 52 nd and W. 54 th Ave No SB bike facilities on Federal Blvd SB sidewalk from approximately W. 53 rd Ave to W. 52 nd Ave	No NB bike facilities on Federal Blvd No NB sidewalks from W. 54 th to one parcel south of W. 55 th Ave NB Sidewalks present from one block south of W. 55 th Ave to 1/2 block south of W. 56 th Ave No NB Sidewalks from 1/2 block south of W. 56 th Ave to W. 56 th Ave No SB bike facilities on Federal Blvd No SB Sidewalks from W. 54 th Ave to bridge at W. 53 rd Ave.	No NB bike facilities on Federal Blvd NB sidewalks present from W. 56 th to W. 58 th Ave No SB bike facilities on Federal Blvd No SB sidewalk from W. 56 th Ave to W. 54 th Ave	No NB bike facilities on Federal Blvd No NB sidewalks from W. 58 th Ave to W. 60 th Ave No SB bike facilities on Federal Blvd SB sidewalk present from W. 58 th Ave to I-76 interchange



FREQUENCY OF DRIVEWAY CURB CUTS IMPACTS PEDESTRIAN ACCESS



MOST UNSIGNALIZED INTERSECTIONS DO NOT HAVE A.D.A. RAMPS OR CROSSWALKS



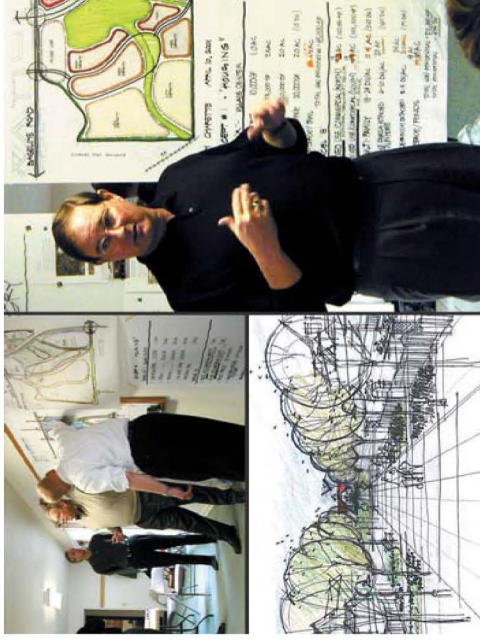
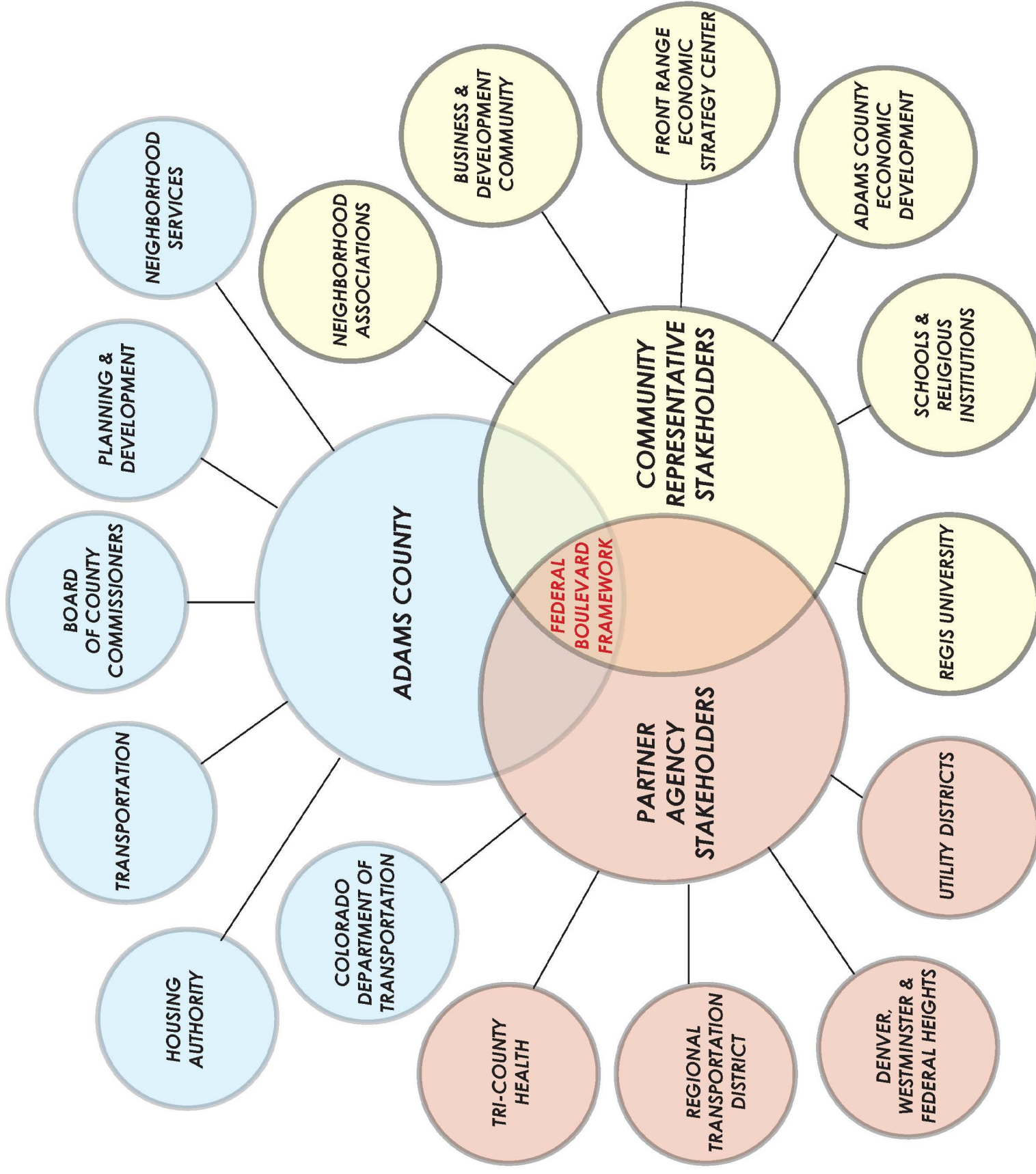
NARROW, ATTACHED WALKS REQUIRE PEDESTRIANS TO WALK DANGEROUSLY CLOSE TO VEHICULAR TRAFFIC

ACCESS TO THE CLEAR CREEK TRAIL IS NOT PROVIDED ON THE EAST SIDE OF THE ROAD



FEDERAL BOULEVARD FRAMEWORK PLAN PUBLIC OUTREACH STRATEGY

SUCCESSFULLY ENGAGING A DIVERSE SET OF STAKEHOLDERS ALONG THE FEDERAL BOULEVARD CORRIDOR WILL PRODUCE AN INFORMED AND EFFECTIVE PLAN WITH IMPLEMENTABLE CONCEPTS AND PUBLIC SUPPORT AT THE CULMINATION



STAKEHOLDER WORKSHOPS & DESIGN CHARRETTES



PUBLIC OPEN HOUSE



ONLINE OUTREACH