

**DEVELOPMENT OVERVIEW LETTER**  
**Preliminary Development Plan**  
**For**  
**OLDE TOWN RESIDENCES & ARVADA TOWN CENTER**  
**West 56<sup>th</sup> Street and Wadsworth Blvd. Bypass**  
**Arvada, Colorado**

**I. Overall Project Goals**

The overall vision of Olde Town Residences & Arvada Town Center (the “Project”) is to create a high quality, visually attractive mixed-use transit and pedestrian oriented residential and retail development that serves as the connection from Olde Town Arvada to the ‘New Town District’ as envisioned in the Arvada Transit Station Framework Plan. This prominent site is located near the heart of Olde Town Historic District and is nestled between the soon-to-be-opened RTD Gold Line, Olde Town Transit Hub, existing retail, and Wadsworth Blvd Bypass, which serves as the major arterial road. Trammell Crow Company (“TCC”) will achieve this goal by developing two parcels of land between Wadsworth Bypass and Vance Street, along both sides of the newly constructed 56th Avenue. The Project will create a prosperous and active place for the community and greatly enhance the quality of life for the citizens of Arvada.

Once completed, this proposed development for Arvada will spark new life in this area as a fun and vibrant area to visit, live, and shop. To begin this process, we needed to create a rich, energetic place by providing a variety of uses. This entails new multifamily residences and retail that complements Olde Town’s existing retail offerings as recommended per the Arvada Transit Station Framework Plan. The true measure of success will be the ability to welcome local residents, workers, commuters, pedestrians, and bicyclists, to interact with this new district as a pedestrian friendly addition to their neighborhood.

A primary objective is to connect this site with existing efforts already established for pedestrian and bike traffic. The new addition of 56<sup>th</sup> Avenue through the center of the site naturally divides the Project into two distinct yet connected parts. We locate the multifamily residences on the north side of 56<sup>th</sup> Avenue to develop a connection with Olde Town and the Olde Town Transit Hub. The retail is conveniently located on the south side of 56th Avenue, providing easy access to our residents, residents already dwelling in the nearby residential areas, commuters on public transit, and vehicular visitors.

To showcase this Project as a link to Olde Town we have offset the multifamily building from Vance Street to provide a uniquely designed ADA accessible sidewalk and pedestrian area called the ‘Via Park’. This open space is a signature feature upon entering Olde Town. Due to the prominent location, pedestrians can access this area before they traverse the Vance Street crosswalk to reach the Olde Town Transit Hub to the west or Olde Town to the North. Pedestrians and bicyclists are able create a link between Grandview Ave to the north and shops to the south for daily interaction and participation. The curved nature of the sloped sidewalk addresses both our goals of developing a difficult sloped site for accessibility while creating a pleasant experience to promote daily walking. Site furniture will be placed in key node areas for

resting and reflection, and the north end closest to Grandview provides a flat area that serves as an informal gathering area and could have a variety of community uses, including potentially showcase local art.

Another important objective is to provide a strong linear link between the residences and the retail part of the site for the pedestrian and bike continuity. The residential building's entry is aligned with the main retail entry off of 56<sup>th</sup> Avenue to encourage pedestrians (including our Project's residents) to walk to the Project's retail. In addition, the retail parking orientation serves the placement of the Project's five retail buildings. Each retail building has been spaced in a way that provides optimal views to each façade for pedestrians, bicyclists, and vehicular traffic while shielding the appearance of surface parking from the pedestrian trafficked streets of Vance Street and 56<sup>th</sup> Avenue.

The residential portion of the site is also activated with the addition of walkup units directly facing Vance Street and 56<sup>th</sup> Avenue. This feature is vital to generating interaction with the street – residents can access the walkup units off the street or the parking garage. These walkup units will be two stories in height and have front entry doors facing Vance Street or 56<sup>th</sup> Avenue.

The residential site has existing grade challenges along the north side of 56<sup>th</sup> Avenue. To work with the existing slopes we use the 2-story parking garage to serve as a retaining wall, essentially defining the maximum number of units by the maximum number of parking spaces that can fit on the site behind a retaining wall not higher than 1 level in height. As a result, the elevation near the top of the retaining wall (top of the second level of parking), allows the north side to drain to inlets serving an underground storm lines. See attached Preliminary Drainage Report for additional information.

Lastly, our intent is to develop a unique architectural character for the residences that acknowledges the historical scale of Olde Town while preserving the grand-views from Grandview Avenue. Overall, the project has four levels of residences over a podium deck with 2 levels of garage parking below. Vertically, the height of the building, when standing on Grandview Ave., will be approximately 37 feet above Grandview Avenue. We acknowledge that this height exceeds 35 feet; however, the only part exposed above grade are the residences. In addition, the roofline has been minimized to maximize sightlines while preserving a “grand view” from Grandview Avenue, and we have worked to decrease the mass of the western leg of the building by reducing the horizontal length and exposing more of the interior courtyard to the street. There is no horizontal length of a single plane of building more than 155' long when viewed from Grandview, and we have changed materials, colors, and design for the two different legs to make the legs appear potentially as different buildings separated by interior courtyards of ~72' and 108' from the next leg. The existing grade off Grandview works well to allow our north facing courtyards to appear as an outward extension of the site. The façade is based upon modular unit dimensions that limit the extent of wall surfaces. Balcony recesses also break down the wall plane surface area to provide architectural relief. To meet City Code 6.6.4.D, the residential façade has been designed to incorporate architectural elements, recesses, and human scale materials to help break down the wall plane, and meet the spirit of the Code for maximum length. In all buildings, residential and retail, we have focused on strong design principles such

as 360-degree architecture, a transitional architectural vernacular, and shared warm color and materials palettes. The transitional style and shared palettes allow the Project to feel neither traditional nor contemporary, but one that feels familiar to fans of both styles and evokes a feeling that the buildings are ‘related’ to each other yet have grown organically over time from the Olde Town historic structures.

## **II. Multifamily: Olde Town Residences**

### **A. Overall Units, Parking & Structure:**

The multifamily complex will be comprised of approximately 248 apartment units on six levels, four levels of wood-framed units over a concrete podium serving two levels of parking garage and walk up units. The proposed unit count may vary upon final market studies, unit layout and floor plan refinement. The grade change and our resulting design has the 2-story parking structure at grade, nearly non-exposed (except along Wadsworth), yet below grade along Grandview, so the height varies from 70’ feet along 56<sup>th</sup> Avenue to a height of 37’ when viewed from Grandview. Level one of the parking garage is near grade at 56<sup>th</sup> Avenue and serves as a retaining wall to the north due to sloping site conditions. Level two of the parking garage will be dedicated to parking with bike storage racks. All parking for the apartment residences will be contained within the parking garage for an average count of over 1.3 spaces per dwelling unit and over 1.0 spaces per bedroom in our current proposed unit mix. On top of the second level of parking are two large open air courtyards, of 72’ wide and 108’ wide, which open to Grandview.

### **B. Elevations:**

The residential elevations incorporate a balance of materials that reflect the level of charm, proportion, and craftsmanship found in the historical district of ‘Olde Town’ through the use of a ‘transitional style’ of architecture. Transitional architecture is neither traditional nor contemporary, but in between. Transitional architecture uses traditional elements like sills, lintels, and pilasters but simplifies the detailing and uses more contemporary materials. This combination results in a mix that is familiar to traditionalists and pleasing to modernists.

The elevations emphasize the importance of entryways, changes in materials, architectural projections, and use of materials that are durable. The building façade is designed in such a way that the northwest portions of the building that are closer in proximity to Olde Town Arvada have more traditional architecture styling, while the building evolves into a more transitional style at the areas furthest away from Olde Town. Brick, metal-grade balconies, fiber cement panels, architectural metal panels, and glazing provide the bulk of the building materials used. Corners have more glass for a more dramatic effect and to take advantage of the views to the north and west. The façade adheres to the design guidelines as outlined in the City of Arvada municipal code for human scale elements, color, and number of balconies. Skin types, plane changes, and vertical and horizontal breaks all help break down the scale of the building into smaller more appropriate components relative to the site’s context. At the rooftop, all the mechanical equipment will be centered, and therefore will not be visible from public streets. We are providing an outdoor tenant amenity space on the roof deck.

**C. Height:**

The height of residential main roof deck will be 70 feet when measured from 56<sup>th</sup> Avenue. On the north side facing Grandview our building exceeds 2 feet over the maximum 35 feet, so we are seeking approval through the PDP process for our 37' height. However, less than 60% of the distance between Vance and Wadsworth has units higher than one story visible from Grandview. No parking is visible from 56<sup>th</sup> Avenue, Vance Street, or Grandview. Architecturally designed features at the corners provide hierarchy of form to the overall design.

**D. Setbacks:**

The Multifamily building has been offset from Wadsworth Bypass by 150 feet in accordance with the municipal code and to accommodate an existing storm sewer. The west side of the multifamily building is offset from Vance by 54 feet, to allow for the Via Park. Due to the steep grades along Vance St., the curved ADA accessible ramp will require retaining walls. The north side of the multifamily building is setback greater than the 26 feet required setback.

**E. Site Improvements:**

The existing curb cut along the north side of 56th Avenue, closest to Vance Street, is not required for entry to the residences and will be removed. Sidewalks located north and south of 56th Avenue shall remain as built.

Landscaping for the multifamily 'Via Park' along Vance Street will consist of high quality surface materials, shade trees, shrubs, and perennials. This space is designed for reflection and as a common gathering area while serving as a strong pedestrian link to Olde Town Transit Hub and Olde Town's Grandview Avenue. On the north side of the multifamily complex, landscaping has been placed near the open courtyard areas to maximize both views from Grandview Avenue and residences alike. Along the east side of the residences an area along Wadsworth is dedicated to an open common area for ground seating. Also, on the east side, a fenced-in dog park area has been located as a tenant amenity, and will contain a waste disposal receptacle. Lighting will meet all the lighting municipal code regulations set forth under section 6.7.4 for zone LZ-2 for residential.

**F. Access & Connectivity:**

The overall design objective is to capitalize on the amount of common open space for amenities within courtyards so that residences can easily observe these open spaces and views beyond. Additionally, circulation access points around the site perimeter are included in our building plan. Accessible points of entry have been coordinated with sidewalk grading and with egress stairs which are positioned for direct access to the exterior.

Access to the site is provided along one of two roads. The newly install intersection at 56<sup>th</sup> Avenue and Wadsworth Bypass allows for a right or left turn onto 56<sup>th</sup> Avenue. Truck access for loading and unloading or trash removal will primarily enter from Wadsworth Bypass onto 56<sup>th</sup> Avenue and turn right to enter the multifamily complex. Space for truck movements is allocated within the building to allow trucks to pull-in and back into the loading or trash space as

necessary. Both loading/unloading and trash removal are separated to allow for trucks to enter and park without conflicts.

The entry to the public amenities—lobby, leasing office and visitor parking—exists along 56<sup>th</sup> Avenue, which is enhanced by an outdoor seating area. This area is designed with hardscape, seating and plantings that are a visual addition along 56<sup>th</sup> Avenue. When combined with branded signage, this area creates a visual focal point and destination for the Project and will create pedestrian activity along 56<sup>th</sup> Avenue.

### **III. Retail: Arvada Towne Center**

#### **A. Overall Structure & Parking:**

The stand-alone retail portion of the site has five separate buildings. Each retail building has been positioned to maximize the views from Wadsworth Blvd. and Vance St. so as to enhance the likelihood of attracting sophisticated tenants. Surface parking consists of 206 spaces or 4.7 spaces per 1000 sf, which exceeds the 4 per 1000 square feet of space for retail in the current PUD-BR guidelines. For compliance with Municipal Code 6.5.5, the parking lot has been structured to provide no more than 12 parking spaces in a row without a landscape island. There are 24 foot wide drive aisles throughout the retail site. All building structures are placed to meet setback or easement requirements as well as building height criteria.

#### **B. Elevations:**

The design of each façade is such that the five buildings feel like cousins of one another, but are not identical twins. To accomplish this, the same material palette is used on each building but in slightly different ways. Brick, fiber cement panels, architectural metal panels, and glazing provide the bulk of the building materials used. In addition, a bold color branding element can be found on each building, expressed in a unique way. This ties the development together as one, while allowing for each building to have its own distinct character. The façade treatments will incorporate many of the “Olde Town” design guidelines for the retail storefront.

Changes in building height, material, or color, as well as canopies and awnings, are used to express main retail entry locations. In addition, specific use of building height on the corners provides dramatic expressions that pique interest from pedestrians and vehicles on adjacent streets. Clear areas for tenant signage are provided on each building. Locations for project signage are clearly identified on the Project site plan.

**C. Height:**

Each building is one story and no more than 35 feet in height, respecting the City’s height limit. As the retail faces the surface parking lot, special consideration has been given to all sides of the buildings including the side and street elevations of each building. Storefront glazing gives transparency to the side elevations, and wraps onto elevations of facades that face adjacent streets. Opportunities exist to include art features on portions of the elevations to provide branding opportunities for the Project while addressing the practical considerations of retailers operational requirements.

**D. Setbacks:**

Retail buildings 100 and 500 have been offset by 100 feet for non-residential compliance off an arterial street. Retail buildings 100 and 400 have been offset to avoid the diagonal storm sewer and the storm sewer’s maintenance easement. Retail buildings 400 and 500 have a 10’ rear setback from the south property line as required.

**E. Site Improvements:**

There are several site improvements planned to address multiple utility conflicts, unsafe site conditions, and unusual topography. First, the median on 56<sup>th</sup> Avenue to enter the West retail entrance, nearest Vance, will be modified to accommodate cars to make a left hand turn. In addition, the main retail entry drive is reduced to 26 feet wide from the current width of 44 feet. Also, the curb cut on western side 56<sup>th</sup> Avenue, near Vance St., that leads into the retail area will be removed relocated slightly east, as shown on the site plan. A portion of the sidewalk located on the south side of 56<sup>th</sup> Avenue at the corner of Vance conflicts with retail Building 300 and will be re-aligned per the site plan.

The retail area has landscaping at each main entry point as well as locations on the east side facing Wadsworth and along the north side facing 56<sup>th</sup> Avenue. All trees, shrubs and perennials will be in compliance with Municipal Code 6.5.4 and 6.5.5 for quantity, sizes, and spacing. In addition to landscaping, dedicated patio spaces are included to accommodate restaurant use on the building end caps of Buildings 100 and 200 as well as Building 400.

Storm water detention for both the residential site north of 56<sup>th</sup> Avenue and the retail site south of 56<sup>th</sup> Avenue is provided in a single underground vault below the retail’s surface parking lot. The size and location of this vault is detailed in the Preliminary Drainage Report and Plan.

**F. Access & Connectivity:**

Due to the prominent location of the site in proximity to Wadsworth Bypass, a great amount of study has been applied to sightlines and view corridors to maximize each building’s streetscape potential.

From 56<sup>th</sup> Avenue, the retail area has two access points to enter the surface parking lot. Access to retail can also be achieved from Vance Street at one location near the southwest corner of the site. However, this Vance Street entry at the southwest corner is primarily intended for service trucks.

Based upon our truck turning radius study, service trucks entering the retail area will have access to each retail building. The parking lot has been studied to accommodate both service trucks and emergency/fire vehicles. Trash removal for the retail has also been provided and adequate space is provided in front of each trash receiving area for access.