PLANNING & DEVELOPMENT MEMORANDUM
#34-2026

DATE: Oct. 19, 2026

TO: Honorable Mayor Meredith Leighty and City Council Members

THROUGH: Jason Loveland, Acting City Manager

FROM: Becky Smith, Director of Planning & Development

SUBJECT: 104th Area Plan - Final Draft

PURPOSE

To present the final draft of the 104th Area Plan to City Council for review and discussion prior to Nov. 9, 2026, when Council will consider a resolution to ratify the Planning Commission's adoption of the plan as an amendment to the Comprehensive Plan, *Looking Up! A Vision for Northglenn's Future*.

BACKGROUND

In April 2023, City Council ratified the Planning Commission's adoption of the Comprehensive Plan, *Looking Up! A Vision for Northglenn's Future*. The plan prioritizes 11 Areas of Focus for additional study to guide the City in developing specific area or subarea plans. Prioritization was based on the beneficial impact each area could have on the City, the ease with which a plan could be implemented and used to guide developers, and overall community support and need.

The 104th Area Plan includes four prioritized areas due to their proximity to one another: the Marketplace, Marketplace Annex, Bannock Street south of O'Meara Ford (vacant property), and Bannock Street at 104th Avenue.

Area and subarea plans are long-range plans that focus on goals and policies for land use, infrastructure capacity, and transportation. They establish visions, goals, and policies for smaller geographic areas within a community, such as neighborhoods, corridors, commercial and mixed-use centers, or other types of special districts with shared characteristics.

Municipalities use area and subarea plans as policy tools to provide a clear, community-supported vision for how a specific geographic area should evolve over time. They guide staff and decision makers in evaluating future rezoning and development applications against established community goals. They also inform capital improvement programming by identifying infrastructure investments needed to support desired growth, such as roads, utilities, and stormwater facilities. Area and subarea plans help attract quality development by giving property owners and investors a clear understanding of the City's intentions for an area. They also serve as a record of community input and deliberation.

The purpose of this study session is to provide City Council with an opportunity to review the final draft of the 104th Area Plan, ask questions, and identify any significant concerns before considering a resolution to ratify the plan on Nov. 9, 2026.

The 104th Area Plan envisions a modern, mixed-use retail destination anchored by a Commercial Core, with Community Mixed-Use, Commercial, Medium-Density Residential, and Open Space areas. These designations will inform future decisions as the area develops over time.

The properties included in the 104th Area Plan are all privately owned, so the adopted plan will not rezone properties or mandate development. Instead, it will establish the vision and policy framework that guides the City's response to future development proposals. The plan will help the City understand existing constraints to desired development outcomes and identify ways the City can add value to potential redevelopment in the area.

The Planning Commission held a public hearing on Sept. 15, 2026, to consider the 104th Area Plan as an amendment to the Comprehensive Plan. The Commission voted 3-1 to adopt the plan by Resolution 2026-05 in accordance with the requirements of UDO Section 11-6-8(c)(4)(A), which requires an affirmative vote of not less than two-thirds of the voting members.

Pursuant to UDO Section 11-6-8(c)(3)(A) and Colorado Revised Statutes § 31-23-206 *et seq.*, the Planning Commission's adoption of a Comprehensive Plan amendment must be ratified by City Council.

BUDGET/TIME IMPLICATIONS
The contract for the 104th Area Plan is $225,600, which is included in the 2026 Budget.

Absent concerns or requests for revision, City Council will consider a resolution on Nov. 9, 2026, to ratify the Planning Commission's adoption of the 104th Area Plan as an amendment to the Comprehensive Plan, *Looking Up! A Vision for Northglenn's Future*.

STAFF RECOMMENDATION
This item is presented for review and discussion.

STAFF REFERENCE
If Council members have any questions, please contact Becky Smith, Director of Planning & Development, at bsmith@northglenn.org or 303.450.8741.

ATTACHMENTS
1. Presentation
2. 104th Area Plan – Final Draft
3. Planning Commission Staff Report, Sept. 15, 2026
4. Planning Commission Resolution 2026-05

ATTACHMENT 1

CITY OF Northglenn

Oct. 19, 2026

104th Area Plan

City Council Study Session

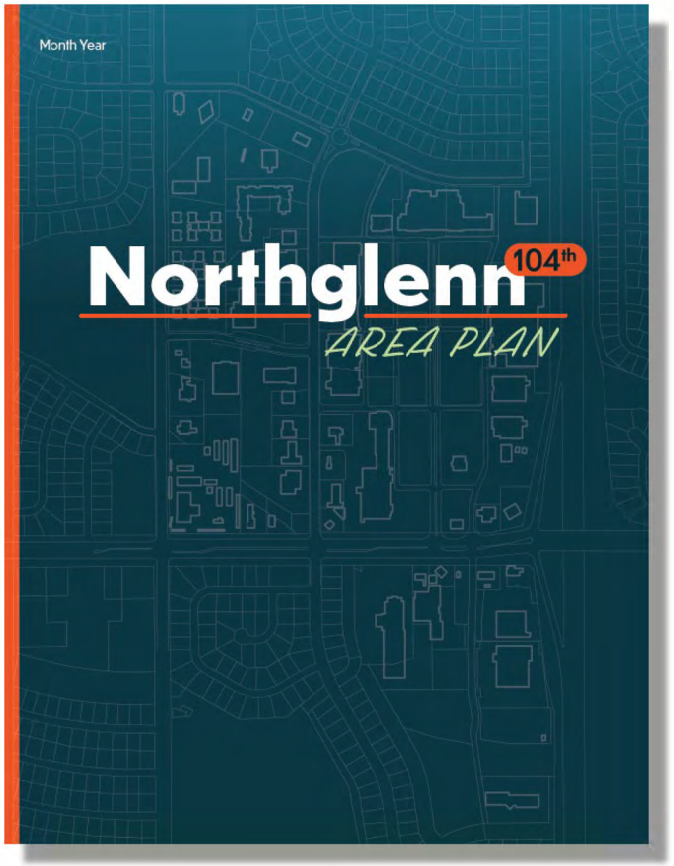
Kimley»Horn

Agenda

1. Project Update
2. Plan Outline
3. Future Land Use Map
4. Implementation
5. Next Steps

Project Update

- City staff has provided their full review of the Plan to the consultant team
- NURA reviewed first draft concurrently with Planning Commission
  - Completed: September 15th – September 29th
- Final Plan to City Council
  - Completed: October 5th
- City Council Study Session
  - October 19th
- City Council Ratification
  - November 9th

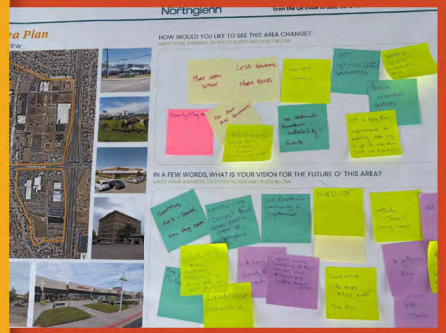


Plan Outline

- **Chapters:**
  - 1: Introduction
  - 2: Community Participation
  - 3: Site Conditions
  - 4: Market Conditions
  - 5: Future Land Use Plan
  - 6: Implementation
  - 7: Glossary and Acronyms
    - Appendix A: Market Analysis
    - Appendix B: Traffic Study
    - Appendix C: Civil Engineering Preliminary Study
    - Appendix D: Community Engagement Results

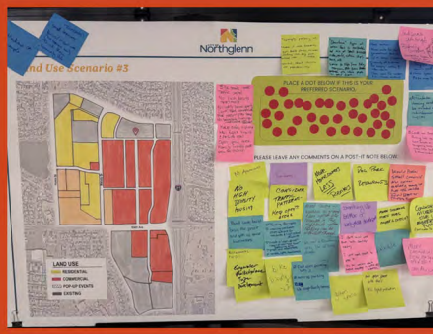






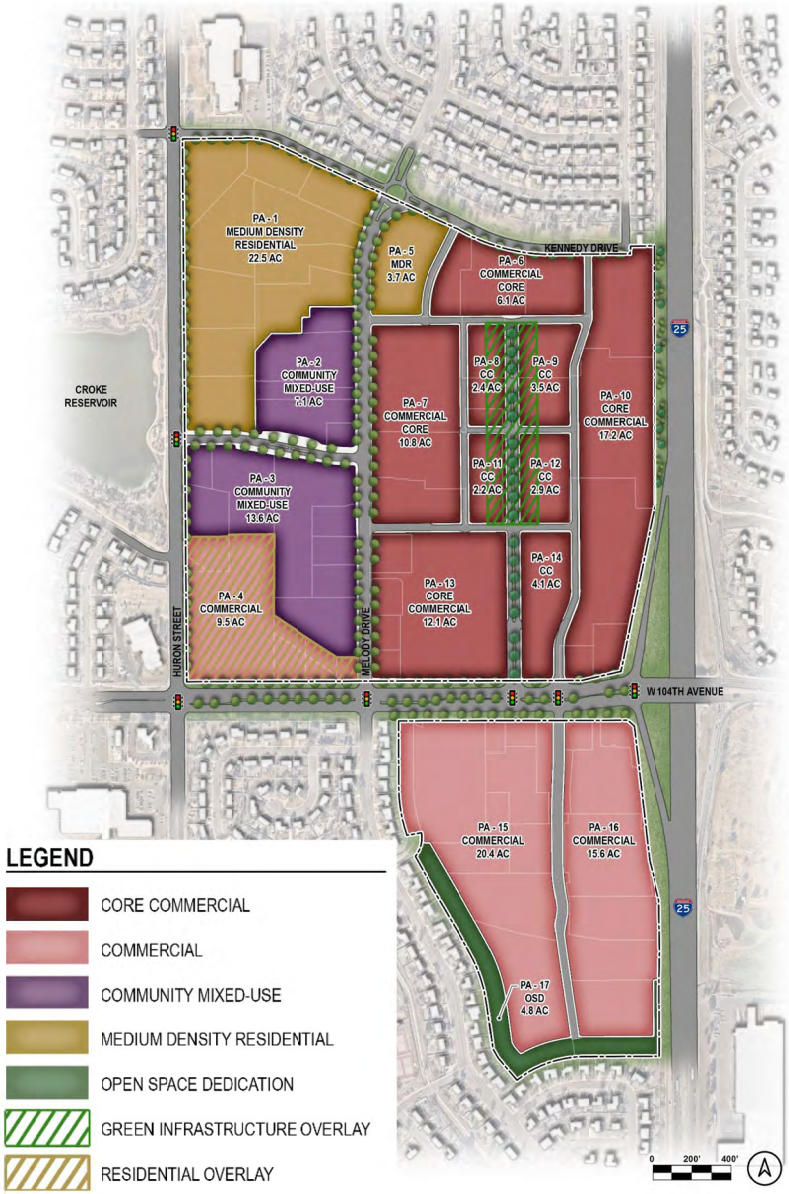






Future Land Use Plan

- **Vision**:
  - A modern, mixed-use, retail destination that prioritizes connection and community with an engaging atmosphere for shopping, entertainment, and living.



Commercial Core (CC)

- Function as a central feature of the 104th Area Plan and have the potential to evolve from an established shopping center into an active and unique regional destination along the I-25 corridor
- Total Site Area: 61.3 Acres



Community Mixed-Use (CMU)

- Serve as flexible, neighborhood- and community-oriented centers that provide a wide range of commercial and residential uses on a more accessible, moderate scale
- Total Site Area: 20.7 acres



Commercial (C)

- Accommodate large-format, auto-oriented uses that benefit from high visibility and regional access, particularly along 104th Avenue and near I-25
- Total Site Area: 36.0 Acres



Medium Density Residential (MDR)

- Support the commercial core by introducing additional housing within a comfortable walking and biking distance of the Marketplace
- Total Site Area: 26.2 acres



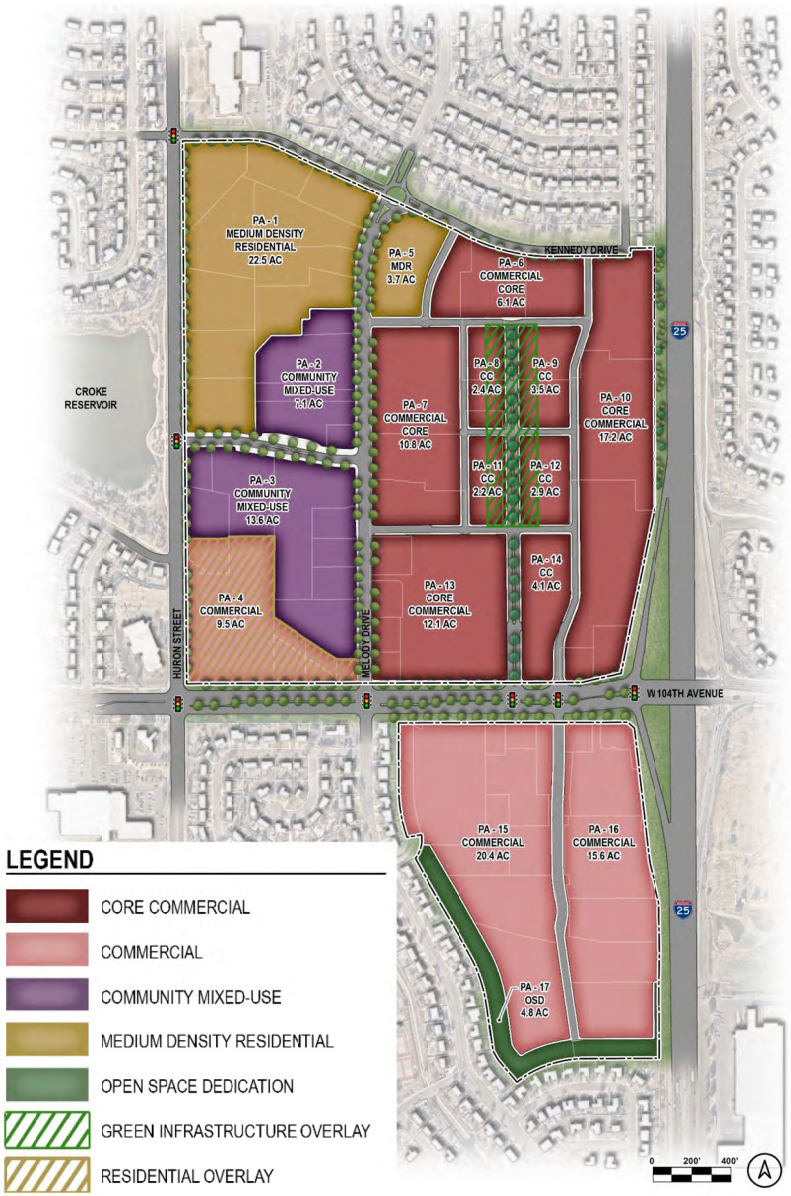
Open Space Dedication (OSD)

- Supports quality of life, community health, stormwater management, and a strong sense of place
- Provides additional focus on stormwater facilities and amenities within the center of the Marketplace
- Total Site Area: 4.8 acres



Additional Open Space

- Each land use promotes open space as a supporting land use
  - Enhanced landscape buffers
  - Centralized pocket parks and green spaces
  - Stormwater facilities
- Reviewed on a case-by-case basis as development arises



Land Use Overlays

- Green Infrastructure Overlay
  - Establishes a central, visible area within the 104th planning area that serves as a focal point for community activity and gathering
  - Located within the Core Commercial area
- Residential Overlay
  - Supports housing development in close proximity to commercial areas, strengthening connections between living, shopping, and employment



Development Summary

	Low		High
Total Developable Area	159 Acres		159 Acres
Proposed Dwelling Units	668 Units		1,001 Units
Proposed Retail Sq Ft	1,604,315 Sq Ft		2,351,587
Existing Dwelling Units	536 Units		536 Units
Existing Retail Sq Ft	1,235,414		1,235,414
Net Dwelling Units	132 Units		465 Units
Net Retail Sq Ft	368,901 Sq Ft		1,116,173 Sq Ft

Implementation

- Case Studies
  - Crocker Park (Westlake, Ohio)
    - Layout and Functionality
  - Legacy West (Plano, Texas)
    - Entertainment and Food Hall
  - The Avalon (Alpharetta, Georgia)
    - Transitional Residential Uses & Community Activation
  - Belmar (Lakewood, Colorado)
    - Public-Private Partnership and Mall-to-Downtown Transformation





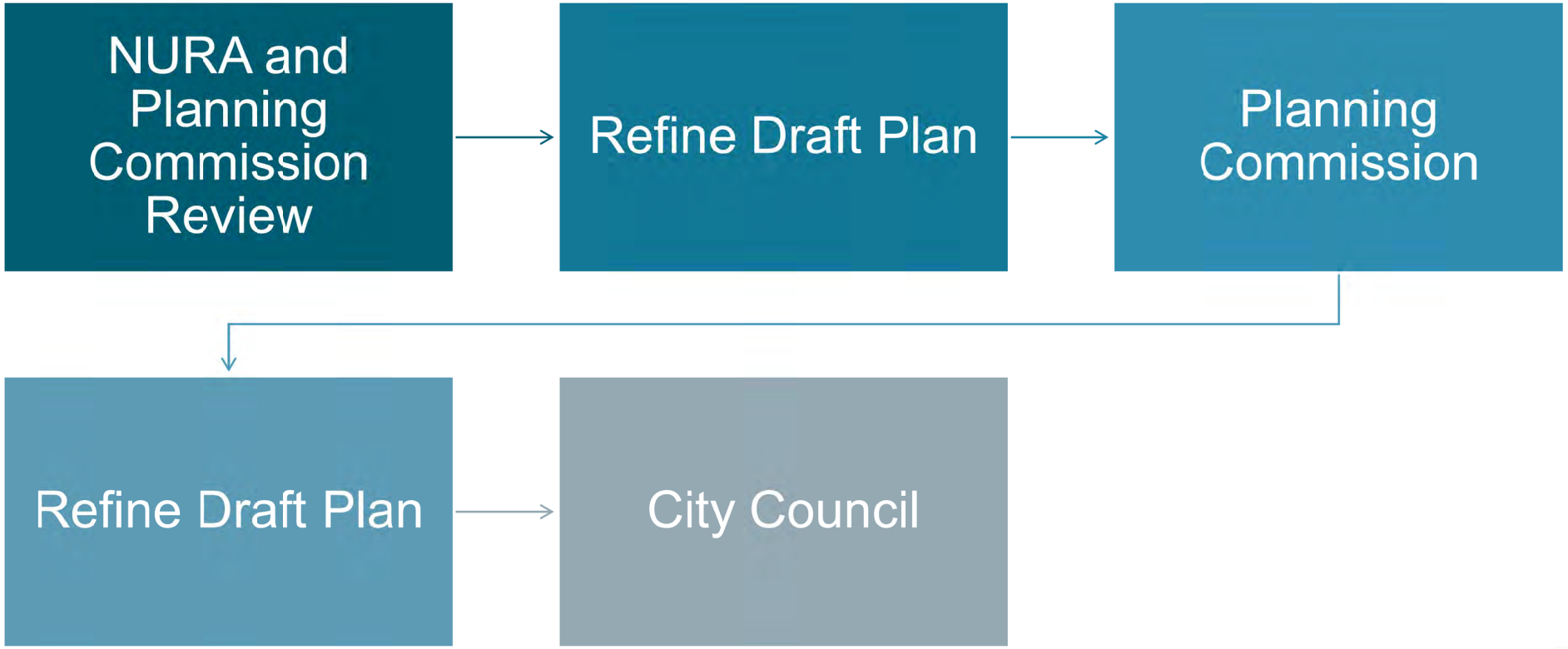




Implementation

- Goals and Strategies
  - Land Use and Urban Design
  - Economic Development
  - Mobility
  - Parks, Recreation, and Open Space
  - Utilities and Infrastructure
  - Sustainability
- Implementation Tools
- Funding Opportunities
  - Commercial and Mixed-Use Revitalization
  - Housing
  - Parks, Open Space, and Trails
  - Infrastructure

Next Steps


NURA and Planning Commission Review
Refine Draft Plan
Planning Commission
Refine Draft Plan
City Council

Thank you! Questions?

City of Northglenn
Becky Smith, AICP
bsmith@northglenn.org // 303.450.8741

Kimley-Horn (Consultants)
Blake Young, AICP
blake.young@kimley-horn.com // 720.647.6163

Month Year

Northglenn 104th

AREA PLAN

Acknowledgment

City Council

Mayor Meredith Leighty
Mayor Pro Tem Shannon Lukeman-Hiromasa – Ward 4
Megan Burns – Ward 1
Madison Leighty – Ward 1
Joshua Sievers – Ward 2
Adam Nowicki – Ward 2
Katherine Goff – Ward 3
Richard Kondo – Ward 3
Jody Roper - Ward 4

Planning Commission

Chairperson Sonia Di Carlo
Cassie Chaparro
Nathan Romero
Carolann Walters
Beth McIlree

Northglenn Urban Renewal Authority (NURA)

Rosie Garner – Chair
Jerry Gavette – Vice Chairman
Kim Bauer – Commissioner
Chris DeMay – Commissioner
Kathie Novak – Commissioner
Shannon Lukeman-Hiromasa – City Council Member Appointee
Pat McCune – Advisor
Jeff Parker – Attorney
Allison Moeding – Executive Director
Jason Loveland – Treasurer
Christie Chambers – Clerk
Marisa Phillips – Grant Specialist

City Staff

Jason Loveland – Deputy City Manager
Becky Smith, AICP –Planning and Development Director
Allison Moeding – Economic Development Director
Eden Teklemariam – Planner II
Collette Cook – Planner I
Brook Svoboda – Former Planning and Development Dept. Director

Stakeholders

Hutensky Capital Partners
Aspendale Living
O'Meara Ford
Carlson Associates Inc.
Core Progression Elite Personal Training

Consultant Team – Kimley-Horn

Blake Young, AICP – Project Manager
Ines Galmiche, AICP – Deputy Project Manager
Meaghan McGee, P.E., LEED AP
Jessica Rossi, AICP



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Chapter 1

INTRODUCTION

Introduction

The City of Northglenn is a suburban, community located just north of Denver along the I-25 corridor. As a mature "bedroom community," Northglenn has limited opportunities for greenfield growth, making targeted reinvestment and redevelopment in key areas critical to supporting future economic vitality and community needs.

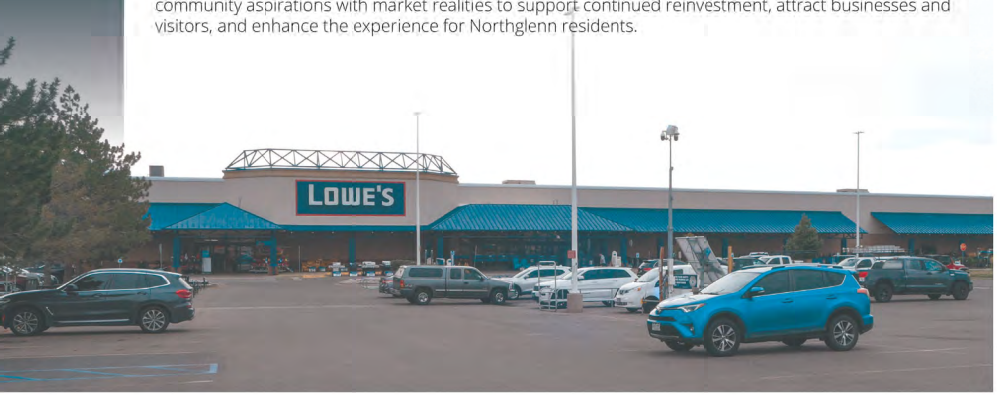
One of the city's most important redevelopment opportunities is the 104th planning area. Generally centered around the 104th Avenue corridor near I-25, this area includes the Marketplace, one of Northglenn's primary commercial centers, as well as surrounding properties that together function as a key gateway and activity hub for the community. While the Marketplace has historically served as the focal point for retail and dining, this Plan considers the broader 104th planning area as an interconnected district with the potential to evolve into a more cohesive, vibrant, and mixed-use destination.

The 104th Area Plan provides a long-term vision and strategic guidance for the future of this district. In 2023, the City adopted the Looking Up! A Vision for Northglenn's Future Comprehensive Plan, which identified the 104th planning area as one of the top three priority focus areas for redevelopment. Building on that direction, this Plan outlines a framework for land use, mobility, open space, housing, and economic development to support reinvestment and enhance quality of life.

HISTORY OF THE AREA

The 104th planning area has undergone significant change since Northglenn's founding. Marketplace began as the Northglenn Mall, an enclosed shopping mall that opened in 1968 and served for decades as the city's primary retail center before experiencing steep vacancy and decline by the 1990s. In the early 2000s, the mall was demolished and redeveloped into a retail center, reflecting broader retail trends and attracting big-box stores and restaurants, with the property selling in 2005. The Marketplace was later hit by the post-2008 retail downturn, losing several major tenants to national bankruptcies and prompting renewed redevelopment efforts. A major turning point came in 2017, when Hutensky Capital Partners (HCP) acquired much of the site and, in partnership with the Northglenn Urban Renewal Authority (NURA), launched a long-term revitalization strategy focused on stabilizing vacancies and repositioning the Marketplace as a dining- and entertainment-oriented destination. This shift accelerated in the 2020s with significant reinvestment and the addition of experiential anchors such as Prost Brewing's flagship brewery and biergarten, helping reestablish the Marketplace as one of Northglenn's most important and active commercial districts.

As part of an ongoing effort to revitalize and activate both the Marketplace and the surrounding area, this Plan establishes a cohesive, forward-looking vision for the entire 104th district. It balances community aspirations with market realities to support continued reinvestment, attract businesses and visitors, and enhance the experience for Northglenn residents.

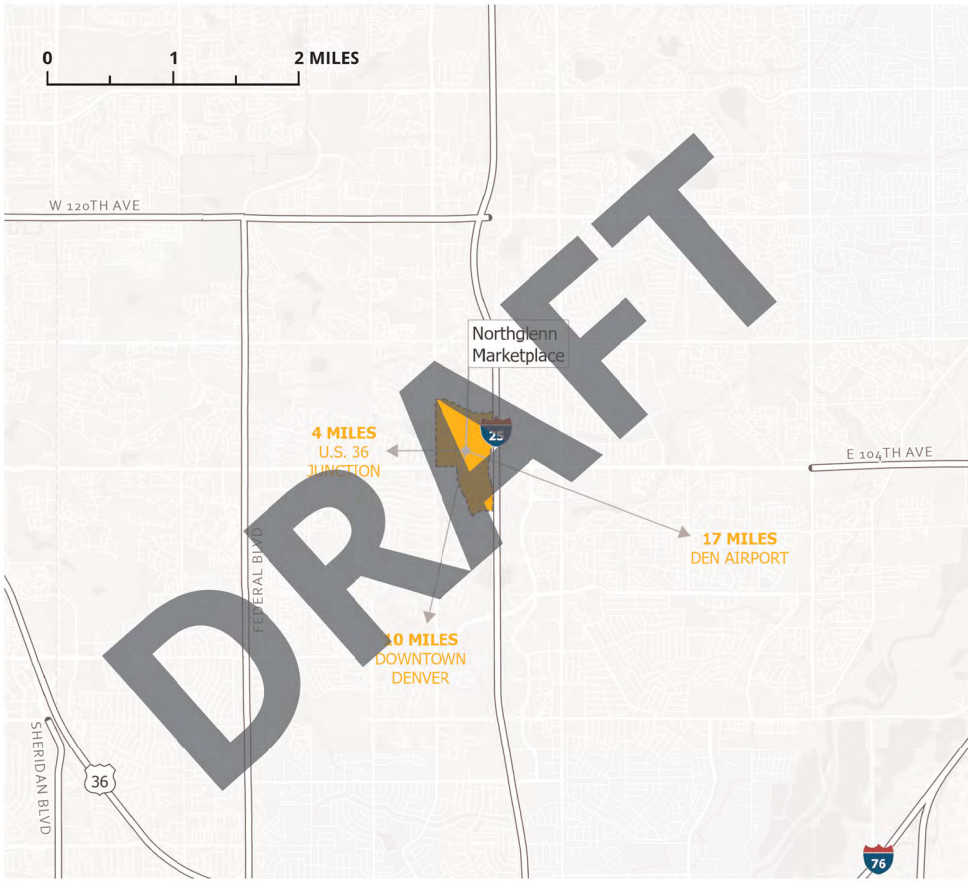


The Planning Area

The 104th planning area is generally located west of I-25 and centered along the 104th Avenue corridor. The area is bounded by Kennedy Drive to the north, I-25 to the east, Huron Street to the west, and established residential neighborhoods to the south (see **Figure 1**).

Within these boundaries, the planning area encompasses the Marketplace and a mix of surrounding uses that contribute to its role as a commercial and community hub. Existing uses include multifamily and active adult residential developments, auto sales and service uses, retail and restaurant spaces, office and service-oriented businesses, places of worship, and North Metro Fire Rescue Station 62.

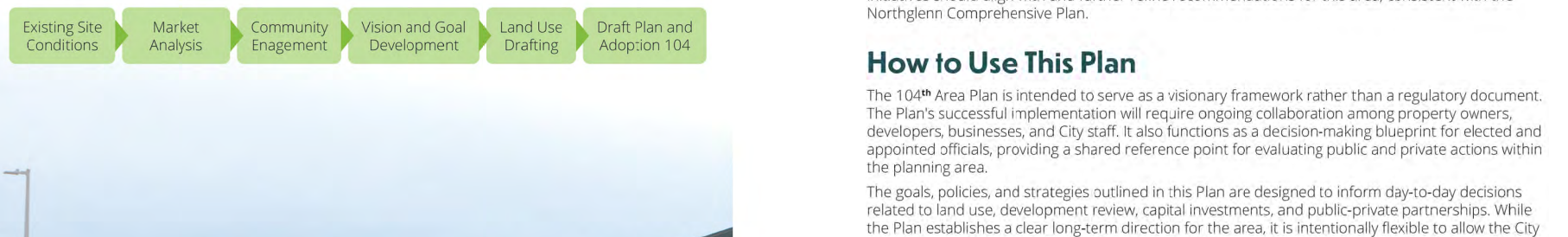
Figure 1. Planning Area Map



Planning Process

To establish the planning context, opportunities, and constraints of the 104th planning area, a comprehensive analysis of existing site and market conditions was first conducted, supported by extensive engagement with community members, property owners, and elected and appointed officials (see Chapter 2 for a summary of community engagement). This process informed the development of a shared vision for the area's future. Multiple land use scenarios were developed and presented for community and stakeholder review before advancing a preferred alternative and Future Land Use Map (FLUM). An implementation strategy was then prepared to outline the policies, actions, and investments needed to realize the FLUM and guide future development.

Figure 2. Draft Plan and Adoption





Planning Context

The 104th Area Plan builds upon and advances the planning framework established in previously adopted plans and policies. This includes:

- 2025-2029 Strategic Plan
- 2023 *Looking Up! A Vision for Northglenn's Future* Comprehensive Plan
- 2018 *Connect Northglenn* Bicycle and Pedestrian Master Plan

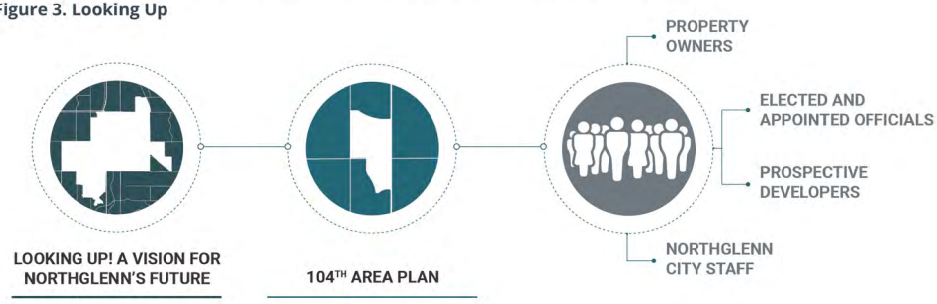
Upon adoption, this Plan updates and supersedes applicable Comprehensive Plan recommendations for the planning area. It incorporates, and where appropriate refines, prior Comprehensive Plan guidance to better reflect current conditions and community priorities. Any future updates to related planning initiatives should align with and further refine recommendations for this area, consistent with the Northglenn Comprehensive Plan.

How to Use This Plan

The 104th Area Plan is intended to serve as a visionary framework rather than a regulatory document. The Plan's successful implementation will require ongoing collaboration among property owners, developers, businesses, and City staff. It also functions as a decision-making blueprint for elected and appointed officials, providing a shared reference point for evaluating public and private actions within the planning area.

The goals, policies, and strategies outlined in this Plan are designed to inform day-to-day decisions related to land use, development review, capital investments, and public-private partnerships. While the Plan establishes a clear long-term direction for the area, it is intentionally flexible to allow the City and stakeholders to respond to evolving market conditions, emerging opportunities, and changing community needs, while remaining consistent with the Plan's overall vision and objectives.

Figure 3. Looking Up



Chapter 2

COMMUNITY PARTICIPATION



Community Participation

Phase 1: Community Thoughts and Vision

The first phase of community engagement focused solely on hearing from the community – what are the local and historical perceptions, what is missing, what they would like to see change, and what opportunities exist? This first phase involved residents, business owners, management, visitors, and stakeholders.

Community Survey

The 104th Area Plan community survey was open between July 17 to September 5 and received 107 responses. The survey included questions about opportunities and constraints, regional concerns, and goals for the 104th Area Plan. Surveys were available online and in person throughout the City of Northglenn, as well as at community events.

Figure 4. 104th Area Plan Goals



Key Findings

- **Participant Demographics**: The survey reflects strong local involvement, with the majority of respondents identifying as Northglenn residents who visit the planning area frequently, most on a weekly basis.
- **Existing Conditions**: While the area is widely seen as convenient and accessible, public sentiment reveals dissatisfaction with its current character. Community input points to opportunities to enhance the area's vibrancy, aesthetic appeal, and the presence of engaging, people-oriented public spaces. Many respondents expressed concern over vacant storefronts, unattractive buildings, and a lack of variety in retail and dining options. Safety, cleanliness, and walkability were also recurring concerns.
- **Vision for the Future**: The community envisions a transformation toward a "vibrant", "family-friendly", and "walkable" destination. Words like "safe," "welcoming," and "community" were frequently used to describe their aspirations. Respondents expressed a desire for outdoor gathering spaces, shaded seating, green landscaping, and a mix of local businesses that foster connection and activity. There is a strong interest in creating a place that feels like a true town center, similar to other successful outdoor malls and city centers.
- **Housing Preferences**: There is resistance to additional apartments or high-density housing. Many respondents voiced concerns about increased traffic and the impact of new housing on the area's character. Instead, they favor small-scale infill development that supports local businesses and preserves community identity.
- **Amenities and Land Uses**: Restaurants and cafes are the top priority, followed by entertainment uses, parks, and community spaces. Respondents want experiential destinations, places to linger, socialize, and enjoy, not just transactional retail.
- **Urban Design Priorities**: The community places high value on walkability, green space, outdoor seating, and lighting for safety. Accessibility and attractive architecture are also important, while mixed-use buildings and bike infrastructure received more mixed support. The desire is for a space that feels cohesive, people-centric, and environmentally conscious.



Community Events - Neighborhood Nights

The City of Northglenn hosts annual Neighborhood Nights to bring the community together. These events take place in local parks within the city and are intended to engage community members with City Staff, the City Council, and other community members. Four Neighborhood Nights take place, each in a different park, featuring games, live music, an outdoor movie, and food trucks. Residents and visitors are encouraged to bring blankets and chairs to enjoy an evening with friends, neighbors, and other community members while listening to live music and learning about current city affairs.

The project team engaged approximately 274 people at the following Neighborhood Nights:

- July 17 – Ward 3 Night, Northglenn Festival Lawn
- July 24 – Ward 2 Night, Park at Karl's Farm
- July 31 – Ward 4 Night, Danahy Park
- August 7 – Ward 1 Night, Larson Park

What We Heard

The in-person activity results from Northglenn Nights highlight the community's values and priorities across key themes: housing and development, mobility and transportation, public spaces and greenery, community and safety, and culture and entertainment. These categories emerged from shared concerns and wishes when residents were asked to envision the planning area's future and what changes they hope to see.









Landowners and Stakeholders

The project team conducted targeted meetings with key landowners, business owners, and stakeholders in the 104th Area to better understand existing conditions, planned investments, site constraints, and long-term redevelopment opportunities. Stakeholders engaged include:

- HCP
- Aspendale Living
- O'Meara Ford
- Carlson Associates Inc.
- Core Progression Elite Personal Training

HCP, the primary landowner and property manager for the center, described ongoing efforts to stabilize and reposition the Marketplace after years of vacancy, deferred maintenance, and restrictive property agreements. Since acquiring the property in 2017, HCP has invested significantly in leasing, tenant support, property improvements, signage, safety measures, and business retention. HCP noted that leasing activity has been strong, with several new tenants and many existing tenants extending leases, but visible vacancies and national retail bankruptcies continue to shape public perception of the center.

Stakeholders generally supported the continued revitalization of the Area. Participants expressed interest in attracting a broader mix of businesses and higher-quality anchors. Several stakeholders also emphasized the need to create more reasons for people to visit, and linger.

These meetings also highlighted the importance of new residential development in supporting the area's long-term success. Representatives from the new active adult community noted that future residents are expected to be active, mobile, and interested in walking to nearby destinations. This reinforces the need for a more connected, walkable environment with convenient daily services, restaurants, and gathering places. Other stakeholders also identified housing as a potential strategy to strengthen the customer base of existing businesses, support the redevelopment of underutilized parking areas, and create a more mixed-use district over time.

Business and property owners identified several shared constraints that affect the area's redevelopment potential. These include:

- Large surface parking areas
- Limited pedestrian connections
- Gaps in sidewalks
- Traffic congestion along 104th Avenue
- Safety concerns
- A land use pattern that can feel disconnected or auto-oriented

Stakeholders specifically noted the need for better pedestrian improvements along 104th Avenue, stronger north-south connections, improved access across large sites, and potential roadway or intersection improvements near 104th Avenue and Bannock Street.

The O'Meara Ford property represents another significant landholding in the planning area. O'Meara Ford has operated at its current location since 1968 and indicated that the dealership is satisfied with its current site and facilities. While no major near-term redevelopment plans were identified, O'Meara Ford identified access, pedestrian improvements, and traffic circulation along 104th Avenue as important priorities.

Vision for the Future

The participants' visions for the planning area emphasized a desire for entertainment, retail, family and community spaces, mobility enhancements, specific housing preferences, programming, and support services.

Shopping & Commerce

Residents expressed a desire for more local shopping options, especially grocery stores, small restaurants, and specialty shops. There's also interest in family-friendly dining and entertainment venues. Overall, the community envisions a diverse mix of stores that reduce the need to travel to neighboring cities for everyday needs.

Safe Public Spaces

The vision for the planning area includes vibrant, family-friendly spaces with play areas, splash pads, sports courts, and small passive green spaces that can double as stormwater facilities. There's also interest in "third places," community gathering spots that offer shade, seating, and opportunities for events.

Mobility & Walkability

Improving walkability and reducing car dependency are major priorities. Residents support the development of bike trails, walking paths, and enhanced connections that bridge the gap between adjacent neighborhoods in Northglenn.

Housing & Density

There is opposition to high-density housing over 4 stories, with most residents favoring single-family homes, townhouses, and duplexes. While some support exists for tiny home communities and mixed-use housing, the overall sentiment leans toward preserving a lower-density, neighborhood-oriented feel.

Youth & Social Programs

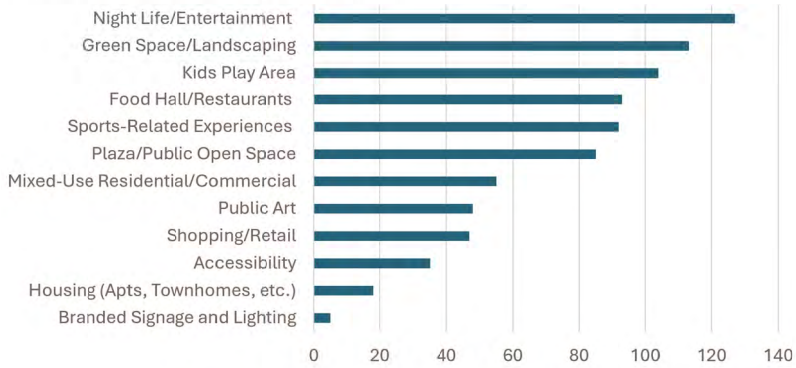
To attract and support younger populations, the community is interested in programs and facilities that promote engagement and activity.

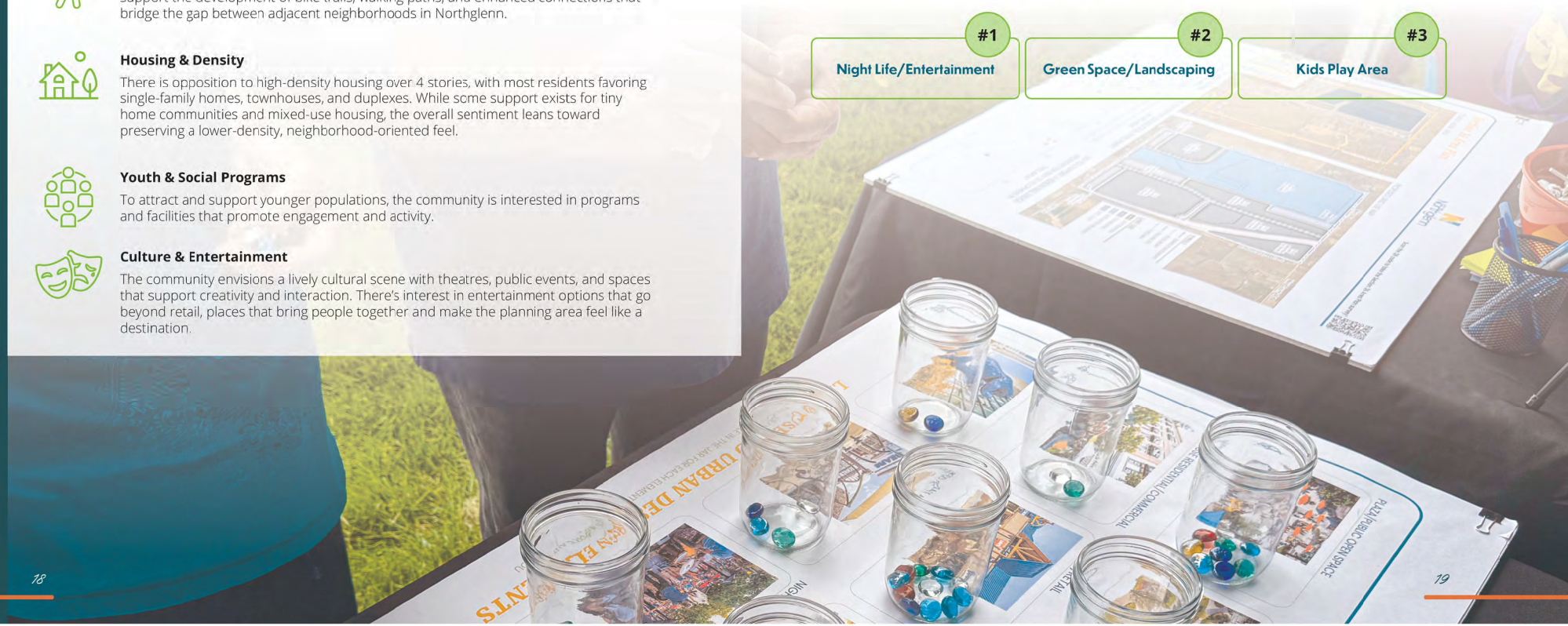
Culture & Entertainment

The community envisions a lively cultural scene with theatres, public events, and spaces that support creativity and interaction. There's interest in entertainment options that go beyond retail, places that bring people together and make the planning area feel like a destination.

Twelve land uses and urban design elements were presented, and participants could vote for what they would prefer to see in the 104th Area Plan. The results are illustrated below:

Figure 5. Ten Land Uses with Top Three Uses





Phase 2: Land Use Design

The second phase of community engagement focused on translating the vision and goals established in Phase 1 into land-use concepts that would ultimately inform the Future Land Use Map (FLUM). This phase emphasized collaboration with City staff, stakeholders, and the broader community to explore development options, evaluate trade-offs, and identify a preferred direction for the planning area's future.

Design Charrette with City Staff

The project team conducted a multi-department design charrette with City staff and department leadership to present Phase 1 findings, identify key opportunities and constraints, and test alternative land use approaches. Three future development scenarios were developed and discussed:

- **Scenario 1: Infill**, focused on incremental development on vacant lots.
- **Scenario 2: Employment and Entertainment**, emphasizing redevelopment opportunities for job creation and destination uses.
- **Scenario 3: Transformative**, envisioning comprehensive redevelopment and long-term change.

Prost Brewery Community Event

Following refinement of the scenarios and review with major property owners, the three alternatives were presented to the public at a community event hosted at Prost Brewery. The purpose of the event was to gather feedback on the community's appetite for transformative change versus incremental infill, preferred land use patterns, housing types, and overall redevelopment priorities.

Overall feedback reflected a strong preference for a more cohesive, walkable, and character-driven approach that prioritizes quality of life, local businesses, and reuse of existing assets. While participants expressed ongoing concerns related to housing density and affordability mechanisms, Scenario 3 (Transformative) most closely aligned with the community's long-term vision.

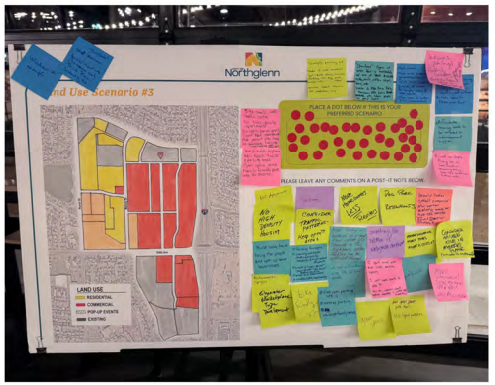
Key themes that emerged from community feedback included:

- **Desire for a Walkable Town Center:** Participants consistently emphasized the need for a true downtown or mainstreet environment that supports walkability, local identity, and community gathering.
- **Support for Local Businesses:** Residents expressed a strong preference for small and locally owned businesses, with concerns about vacant storefronts, the prevalence of national chains, and large-format retail.
- **Broad Acceptance of Mixed-Use Development:** A horizontal and/or vertical mix of uses was widely supported as a way to balance economic activity, housing, and vitality.
- **Preference for "Missing Middle" Housing:** Townhomes, duplexes, triplexes, and low-rise apartments were favored over high-density development, which was viewed as acceptable only if well-designed and carefully managed.
- **Importance of Open Space and Green Infrastructure:** Parks, trees, trails, dog parks, and environmental features were seen as essential components of redevelopment rather than secondary amenities.
- **Traffic, Noise, and Safety as Critical Issues:** Participants stressed that traffic impacts, noise, lighting, and public safety concerns must be addressed early, as they strongly influence community support for redevelopment.

This feedback directly informed the selection and refinement of the preferred land-use approach, as reflected in the Future Land Use Map and the implementation strategies outlined in this Plan.













Chapter 3

SITE CONDITIONS



Site Conditions

The existing site conditions provide essential context for understanding how the planning area functions today and how it may evolve over time. Evaluating current physical, environmental, and operational characteristics helps identify key assets, challenges, and constraints that influence future development and reinvestment. This baseline understanding ensures that land-use recommendations and implementation strategies are grounded in reality, support coordinated decision-making, and respond thoughtfully to opportunities to improve connectivity, functionality, and the overall sense of place.

Mobility

Pedestrian and Bicycle Connections

According to 2024 ACS 5-year data, approximately 2% of Northglenn residents walk to work. Sidewalks and shared-use trails are present along each roadway surrounding the Marketplace; however, their accessibility varies by segment. Shared-use trails along 104th Avenue and portions of Huron Street and Kennedy Drive are at least five feet wide and provide safe access to the central portion of the planning area. Other sidewalks, such as those on the western portion of Kennedy Drive, are less than five feet and are not accessible to everyone. A ped/bike bridge over I-25 along the eastern portion of the Marketplace provides a direct connection to the surrounding neighborhoods and shared-use trails east of I-25. The bridge does not currently meet ADA accessibility.

A buffered bike lane on Melody Drive and a shared-use path along 104th Avenue provide cycling access to the southern portion of the planning area. Portions of Huron Street to the west contain a shared-use trail, and Kennedy Drive, east of Melody Drive, contains a shared-use trail that provides access to the northern portion of the site. Shared-use trails are present along most major roadways within the city; however, these pathways often don't connect to one another. As such, cycling facilities surrounding most of the planning area are disconnected and provide few opportunities to cycle safely in the city.

Transit Connections

The Regional Transportation District (RTD) provides bus transit service to the area, though only about 3.2% of Northglenn residents commute with transit, according to 2024 ACS 5-Year data. Several RTD bus routes, 8, 19, 31, and 112, serve the corridor and connect to surrounding communities. Most routes operate at 30-minute intervals in both directions, while Route 112 runs hourly.



Figure 6. Pedestrian and Bike Connectivity



Automobile Connections

Driving is the primary mode of travel within the city, with approximately 78% of residents commuting by car (69.2% alone and 8.5% carpooling), according to 2024 ACS 5-Year data. The planning area is embedded within a well-developed roadway network of local, collector, and arterial streets and is primarily accessed via surrounding collector corridors with up to 4 travel lanes and speeds up to 45 mph. Local streets typically have lower speed limits, around 25 mph. This auto-oriented context shapes how the 104th planning area functions today.

The planning area is designed around vehicular access. Most visitors arrive and circulate by car, increasing overall parking demand and reinforcing large surface parking areas as a dominant site feature. This pattern also influences building orientation and internal circulation.

Melody Drive functions as the primary access and service spine through the planning area. Most of the buildings east of Melody Drive orient their entrances towards the Marketplace frontage, with service bays and back-of-house activities fronting along Melody. As a result, today, Melody Drive operates as both a service corridor and a key vehicular access route, concentrating loading, deliveries, and circulation along this edge.

This arrangement supports efficient vehicle access but limits walkability and creates an environment where pedestrian movement is secondary to vehicle flow.



Figure 7. Roadway Classification



Figures 8 and 9 show that crashes are concentrated along major corridors, particularly 104th Avenue and I-25. Within the planning area, the highest crash activity occurs along 104th Avenue at key intersections, such as Huron Street and Melody Drive, which also serve as primary access points.

Crash activity within the planning area is more dispersed, typically occurring along internal driveways and access points, where frequent turning movements increase the likelihood of conflict. A concentration extending southward along Washington Street reflects the influence of regional through traffic on site access.

Pedestrian and bicycle incidents are limited but notable. One pedestrian collision occurred on Huron Street just west of the planning area at the end of the shared-use trail, highlighting a gap in connectivity. Overall, crash patterns reinforce the area's auto-oriented design and the need to improve safety at key intersections and access points, especially along 104th Avenue.

Figure 8. Crash Counts Heat Map

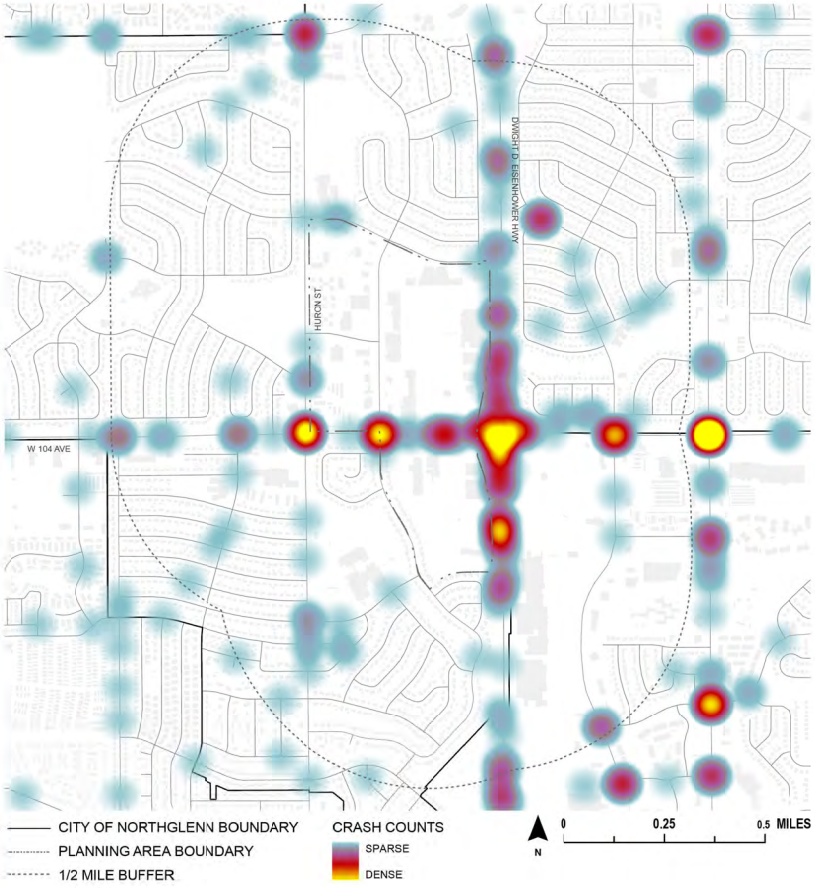
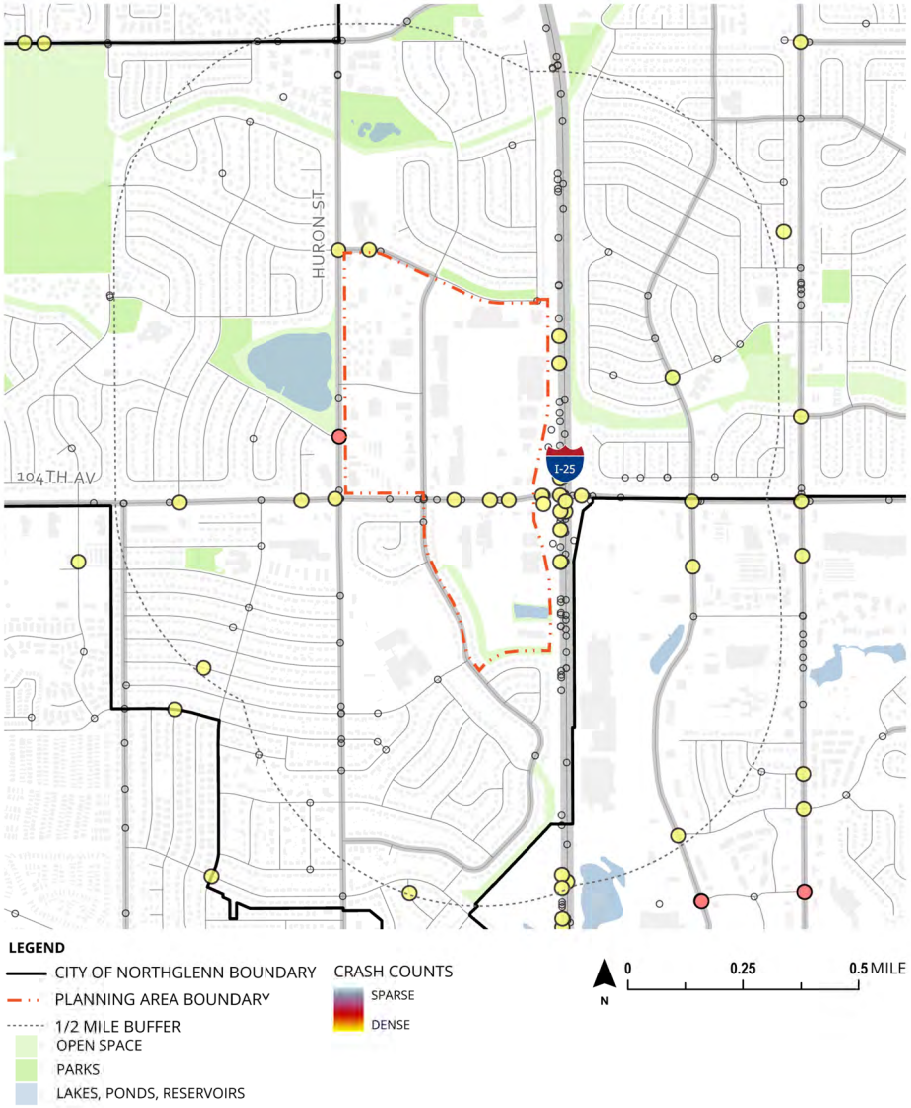


Figure 9. 2023 Crash Counts



Traffic Assessment

The 104th Area Plan Traffic Assessment (Appendix B) evaluates existing and future traffic conditions in the vicinity of the planning area. The primary objective of this assessment is to assess the impacts of potential redevelopment, using a general baseline assumption of an additional 1,000 new multifamily mid-rise dwelling units and 200,000 square feet of general retail space, with a projected buildout horizon of 2035. This methodology set the stage for how future development could impact the area. The assessment focused on two key intersections: 104th Avenue & Melody Drive and 104th Avenue & Market Place, both of which serve as critical access points for the area.

Existing Conditions and Traffic Counts

Current traffic conditions were established through detailed turning movement counts conducted on October 2, 2025, during both morning (7–9 AM) and afternoon (4–6 PM) peak hours. These counts provided a baseline for evaluating intersection performance and roadway capacity. The existing roadway network features 104th Avenue as a major east-west arterial with three through lanes in each direction, and Melody Drive and Market Place as north-south collectors with multiple lanes and dedicated turn lanes. Both intersections are signalized, with protected left-turn phasing and split phasing to accommodate traffic flows.

Analysis of the current traffic counts revealed that both intersections operate at acceptable levels of service (LOS) under existing conditions.

- The 104th Avenue & Melody Drive intersection operates at LOS D during both peak hours.
- The 104th Avenue & Market Place intersection operates at LOS B or better.
- These findings indicate that the current intersection configurations are sufficient to handle existing traffic volumes without significant delays or congestion.

Future Traffic Projections and Trip Generation

To estimate potential future traffic volumes, the assessment applied a 0.56% annual growth rate, consistent with projections from the Denver Regional Council of Governments (DRCOG). This growth rate was used to project background traffic volumes for the 2035 buildout horizon. Notably, growth was not applied to northbound/southbound movements at the 104th Avenue & Market Place intersection, as those developments are already constructed; the focus is on future redevelopment impacts on the north side.

The proposed redevelopment is expected to generate a substantial increase in vehicle trips. Using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (12th Edition), the assessment estimates that the new development will produce approximately 11,738 weekday daily vehicle trips. Of these, 667 trips are anticipated during the morning peak hour and 1,198 trips during the afternoon peak hour. After accounting for pass-by trips and vehicles already on the road that stop at the site, the net new trips added to the surrounding street network are projected to be 9,628 daily trips, with 667 in the AM peak and 956 in the PM peak.

Traffic Operations and Intersection Assessment

The assessment evaluated the operational performance of the two key intersections under future traffic conditions. A capacity analysis was conducted using methodologies from the Highway Capacity Manual, with results reported as LOS.

- The assessment found that both intersections are expected to continue operating at acceptable LOS through 2035 with their existing configurations.
- The 104th Avenue & Melody Drive intersection is projected to maintain LOS D.
- The 104th Avenue & Market Place intersection is expected to maintain LOS B or better.

A vehicle queuing analysis was also performed using Synchro software to assess turn lane and intersection queuing. The results indicated that all existing turn lanes are expected to accommodate projected vehicle queues through 2035, and no turn lane improvements are required. This finding underscores the adequacy of the current intersection designs in managing both existing and future traffic demands.

Key Findings

1. Current traffic counts show both intersections operate at acceptable levels of service (LOS D at Melody Drive, LOS B at Market Place) during peak hours.
2. The development assumption is expected to generate approximately 11,738 weekday daily vehicle trips, including 667 trips during the morning peak hour and 1,198 during the afternoon peak hour.
3. Net new trips to the external roadway network, after accounting for pass-by trips, are projected to be 9,628 daily trips, with 667 in the AM peak and 956 in the PM peak.
4. Both intersections are projected to continue operating at acceptable LOS through 2035 with existing configurations, no intersection or turn lane improvements are required.
5. The City may consider additional access restrictions or realignments at the south leg of the 104th Avenue & Market Place intersection to address observed illegal turning movements.

Community Resources and Open Space

As shown in **Figure 10**, the city has a variety of community resources within a ½ mile radius of the planning area. The city currently has approximately 338 acres of parks and open space with an additional 28 miles of greenway trails and recreation centers. Danahy Park and the Croke Reservoir Nature Area, located across Huron Street, provide immediate access to open space and water features directly adjacent to the site.

Several schools and childcare facilities are distributed throughout the surrounding neighborhoods, with Vantage Point High School located along the northern edge of the planning area. As illustrated on the map, these destinations are connected by a network of neighborhood streets and shared-use paths, with greenway corridors providing off-street connections in key areas. Kennedy Drive serves as an important east–west connection, with multiple crossing points that link residential neighborhoods to schools and community amenities on both sides of the corridor.

Connectivity is further enhanced by a pedestrian and bicycle bridge over I-25 and associated shared-use paths, shown on the eastern edge of the map. These facilities extend access to additional schools, parks, and services east of the interstate, helping to bridge what would otherwise be a significant barrier.

Medical, wellness, and aging-adult care facilities are also shown throughout the half-mile buffer, particularly along major corridors such as 104th Avenue, reinforcing access to essential services. Together, the map illustrates that while the planning area is well-served by nearby amenities, connectivity (particularly safe and direct pedestrian and bicycle access across major roadways) remains a key factor in fully leveraging these resources.



Figure 10. Community Resources



Utilities and Infrastructure

City services and contracted utility providers currently serve the planning area and will support future development within the 104th Area Plan.

Water/Wastewater

The Northglenn Public Works Department provides water and sanitary sewer services. Water is stored within the Standley Lake reservoir before being treated and dispersed throughout the city. Wastewater is treated by the Northglenn Wastewater Plant, located approximately nine miles north of the city.

Electricity and Natural Gas

Xcel Energy provides electricity and natural gas services to the area.

Solid Waste

Solid waste in the city is primarily transported to two landfill facilities, with which the City contracts.

- Waste Management utilizes the Front Range Landfill, located at 1830 Weld County Road 5, Erie, CO 80516, to dispose of solid waste. According to the Colorado Department of Public Health, the Front Range Landfill has a remaining capacity of 1,353,086 cubic yards.
- The city also utilizes the Tower Road Landfill, serviced by Allied Waste Systems of Colorado, LLC, located at 19260 East 88th Avenue, Commerce City, CO 80022, which has a remaining capacity of 1,282,810 cubic yards, according to the Colorado Department of Public Health.

To establish a baseline for what is possible and where utilities and infrastructure may need improvements, a preliminary civil engineering study was conducted based on the following hypothetical redevelopment elements:

- 1,067 residential units (192 existing residential units + 125 new townhomes + 750 multifamily units)
- 455,000 square feet of commercial space (180,000 square feet existing)
- 10,000 square feet of industrial space
- 120,000 square feet of office

These figures are based on the 2016 development vision for Marketplace in the "Northglenn Citywide Sustainability Assessment" and provide a baseline for potential upgrades to utilities and infrastructure.

Based on this baseline and a review of several existing studies, certain upgrades to utilities and infrastructure are anticipated, as listed below. The full analysis is included in Appendix C.

- A full analysis of the water network is recommended.
- Water Main realignment based upon the final property site plan.
- Upsizing of minor portions of the water main based upon final site layout, unit count, and demands.

Overall, the Area Plan emphasizes the need for detailed engineering studies and designs before development proceeds. Final utility layouts and facility sizing will depend on the development plans and specific site requirements, ensuring the redevelopment is well-supported by modern infrastructure.



Chapter 4

MARKET CONDITIONS

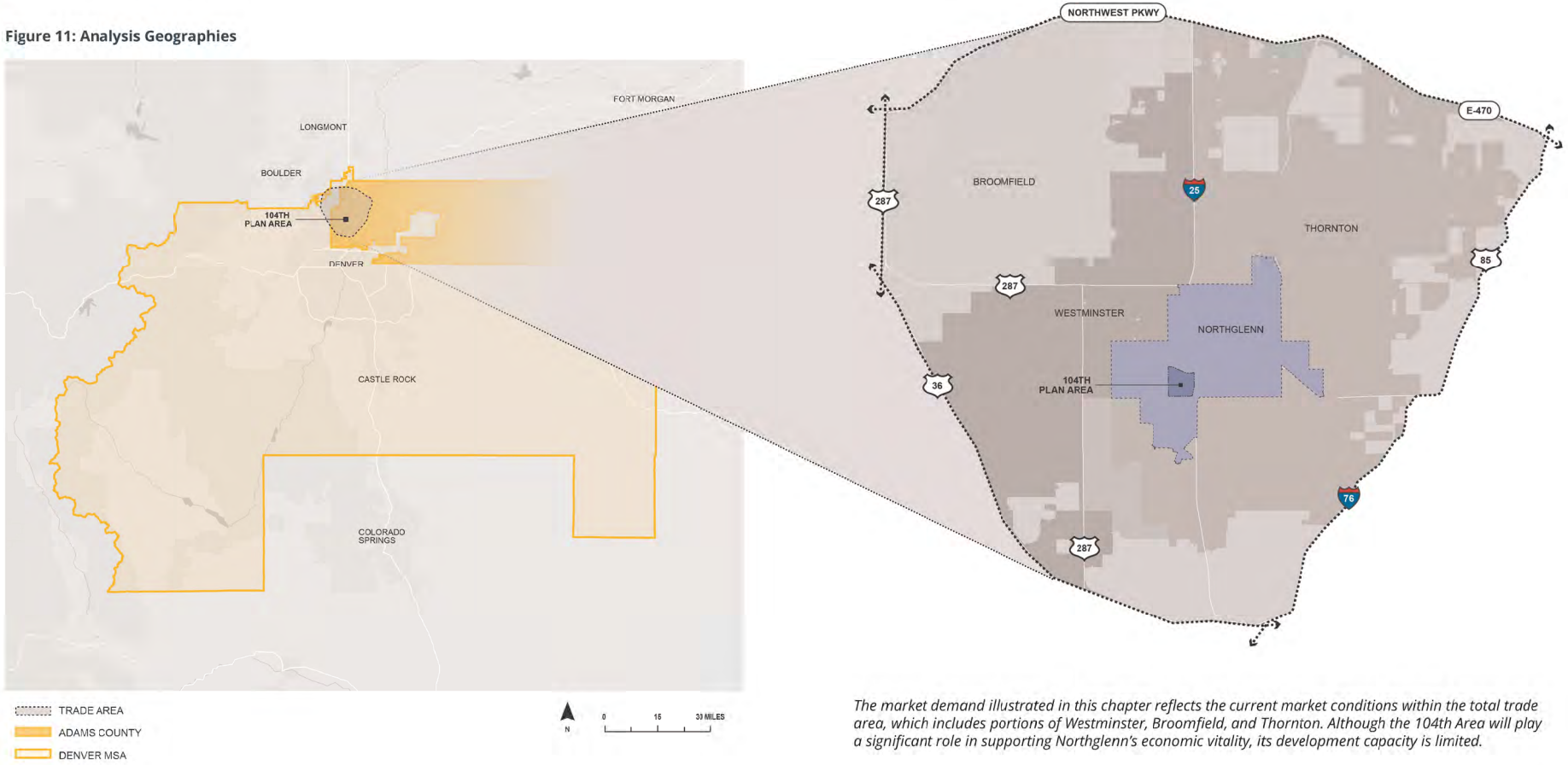


Market Conditions

This chapter summarizes market conditions for the planning area; the complete market analysis is included in Appendix A.

The market analysis examines three geographic scales to provide local and regional context for the 104th planning area **(Figure 1)**. The local-level geography is the Trade Area, an artificial boundary that captures influences directly tied to development immediately impacting the 104th planning area. To understand the Trade Area's position within the larger regional economy, it is compared to Adams County and the Denver-Aurora-Lakewood Metropolitan Statistical Area (Denver MSA) throughout the analysis. The Denver MSA encompasses Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Elbert, Gilpin, Jefferson, and Park Counties.

Figure 11: Analysis Geographies



The Trade Area represents the surrounding area where residents, workers, and businesses most directly influence activity at the project site. The Trade Area was drawn to reflect commute patterns, concentrations of nearby jobs and businesses, and surrounding residential development.

Based on a 25-year forecast for population, housing, and employment growth, the Trade Area is projected to support new demand for a range of real estate uses over the next decade. These projections form the foundation of the demand analysis and provide a benchmark for how much additional development the market could absorb across residential, retail, office, and hotel sectors. While this analysis focuses on market support potential, it is important to note that demand does not account for local constraints, which may influence the timing and scale of new development. As with many suburban markets, the strength of future retail and office development will depend heavily on continued residential growth, which can expand both the local labor force and household spending potential needed to support commercial uses.

The market demand illustrated in this chapter reflects the current market conditions within the total trade area, which includes portions of Westminster, Broomfield, and Thornton. Although the 104th Area will play a significant role in supporting Northglenn's economic vitality, its development capacity is limited.

Residential

The Trade Area population is projected to grow steadily from approximately 354,000 residents in 2025 to between 425,400 and 500,500 by 2050. This growth is expected to generate demand for approximately 30,300 to 59,400 additional housing units, increasing the total housing stock from about 134,300 units to between 164,600 and 193,700 units.

These projections reflect long-term market potential; however, they are based on demand and do not account for constraints related to infrastructure capacity, utility service, or land availability, which may influence the pace and scale of development.

Residential Opportunity

As the population grows, evolving household demographics are expected to shift housing demand beyond primarily single-family detached homes toward a **more diverse mix of housing types**. Key trends include:

- **Younger households:** Increasing demand for attainable rental options and entry-level ownership opportunities, such as townhomes and other missing-middle products.
- **Family households:** Continued preference for ownership and space, with growing interest in more attainable alternatives to single-family homes.
- **Older adults:** Rising demand for lower-maintenance housing, including multifamily and townhomes, with convenient access to services and amenities.

Key residential opportunities include:

- **Multi-Family (Moderate to Strong):** Low to medium rise apartments and condos with surface or structured parking.
- **Townhouse/Missing Middle (Strong):** A diverse mix of housing types including townhomes, duplexes, triplexes, and cottage court housing to better align with changing market preferences and support a broader range of residents.

Providing a mix of housing types—ranging from apartments to ownership-oriented products—will be critical to supporting long-term growth, retaining residents at different life stages, and reinforcing the viability of mixed-use areas within the Trade Area.



Retail

Commercial and Retail demand forecasts for the Trade Area are based on factors such as existing retail performance, the influence of online shopping, opportunities to integrate supporting uses like office space, projected population and income growth, inflow spending from outside the area, and retail leakage to surrounding markets. Based on these inputs, retail demand is expected to increase as population, households, and incomes grow. Total annual consumer spending is projected to rise by more than $990 million between 2025 and 2050, representing a 21% increase. This growth translates to demand for approximately 3.2 million to 6.3 million square feet of additional retail space over the same period. Meeting this demand will require a mix of formats, ranging from neighborhood-serving retail and services to larger regional destinations integrated within key redevelopment areas across the Trade Area.

Retail Opportunity

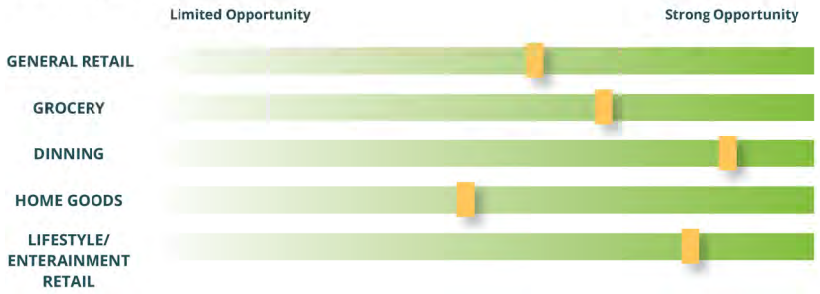
With projected consumer spending expected to increase by over $990 million by 2050, the Trade Area is well-positioned to evolve beyond its current retail base toward a more experience-driven, mixed-use environment. Existing retail is largely older and focused on conventional formats, presenting an opportunity to reposition the area as a regional destination that blends shopping, dining, entertainment, and complementary uses.

Future retail development should be integrated with housing, office, and lodging to create a multi-purpose environment that supports activity throughout the day, evening, and weekends. This approach will help establish a consistent customer base, increase dwell time, and reinforce long-term economic viability.

Key retail opportunities include:

- **General Retail (Moderate):** Higher-quality or niche tenants that complement nearby centers and contribute to a curated, destination-oriented mix.
- **Grocery (Moderate to Strong):** Neighborhood-serving anchors that support surrounding residential growth and generate consistent daily traffic.
- **Dining (Strong):** Restaurants, food halls, and fast-casual concepts that anchor activity, support evening use, and drive foot traffic across multiple dayparts.
- **Homegoods (Moderate):** Furniture and décor uses aligned with household growth and increased spending from new residents.
- **Lifestyle & Entertainment (Strong):** Experiential uses such as fitness, recreation, entertainment venues, and specialty concepts that differentiate the area and extend visits.

Together, these opportunities support a shift toward integrated, mixed-use commercial environments that serve both daily needs and destination-oriented experiences, consistent with the vision for the 104th corridor.



Office

Office demand in the Trade Area is driven by projected employment growth and evolving workplace trends, including hybrid work and changing space needs.

Total employment is expected to increase from approximately 94,600 jobs in 2025 to between 117,700 and 138,500 by 2050—an increase of 23,100 to 43,900 jobs (24% to 46%). A portion of this growth will occur in office-occupying sectors, with an estimated 6,000 to 11,300 new office-using jobs, particularly in professional and technical services, finance, real estate, and management industries.

This growth is expected to generate demand for approximately 1.3 to 2.4 million square feet of office space. Future office development will be best positioned within mixed-use environments that include housing, retail, and hospitality, offering the amenities and flexibility sought by modern employers. Smaller floorplates, flexible formats, and walkable access to services will be key to capturing this demand.

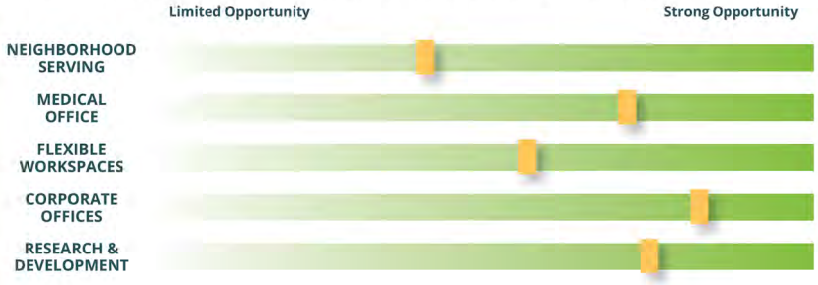
Office Opportunity

While the Trade Area has experienced elevated vacancies in recent years, long-term employment trends support targeted, higher-quality office development, particularly as part of mixed-use environments.

Key office opportunities include:

- **Neighborhood Serving (Moderate):** small scale offices spaces for local and service oriented businesses to serve nearby residents.
- **Medical Office (Moderate to Strong):** Supported by growth in healthcare and limited modern supply; helps generate consistent daytime activity.
- **Flexible Workspaces (Moderate):** Coworking and adaptable spaces serving small firms, startups, and remote workers.
- **Corporate Office (Moderate to Strong):** Long-term demand from expanding professional and financial sectors, particularly in a mixed-use, amenitized setting.
- **Research and Development (Moderate to Strong):** Small to moderate scale private, academic, and governmental facilities creating new products, services, or technologies.

More limited opportunity exists for small, neighborhood-serving office uses, with future demand concentrated in regional and destination-oriented formats. Creative and collaborative office environments may also emerge as the area evolves into a more active, mixed-use district.



Hotel

Hotel demand in the Trade Area is driven by a mix of business travel, tourism, and group activity, with growth primarily tied to increasing employment and business-related travel. Projections account for recent performance trends, including recovery from the COVID-19 downturn, and assume that other demand segments (e.g., tourism and group stays) will grow at a similar pace.

Employment growth in key industries is expected to generate additional demand for accommodations, resulting in an estimated 750 to 1,400 new hotel rooms by 2050. This reflects steady increases in business travel and strengthens the long-term outlook for hospitality uses within the Trade Area.

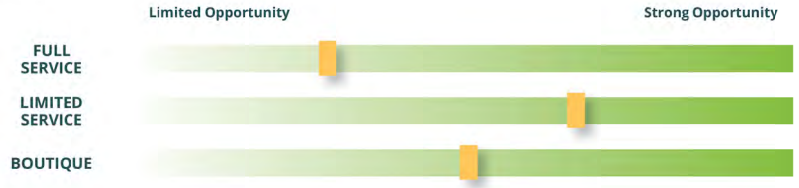
Hotel Opportunity

While the Trade Area currently has a relatively small hotel inventory, performance metrics show improving market conditions, with occupancy stabilizing near 70% and rates recovering. Existing supply is concentrated in higher-end hotels, with limited new development in the pipeline—indicating opportunity for targeted expansion.

Key hotel opportunities include:

- **Full-Service Hotels (Limited):** Longer-term opportunity dependent on continued growth in employment, visitor activity, and the availability of supporting amenities such as conference or event space.
- **Limited-Service Hotels (Strong):** Well-suited for near-term development, offering lower development costs and meeting demand from business travelers and visitors as the area grows.
- **Boutique Hotels (Moderate):** Potential to capture demand for experience-oriented stays, particularly as the area develops a stronger identity tied to dining, entertainment, and events.

Overall, future hotel development will be most successful when integrated into mixed-use environments, where proximity to employment, dining, and entertainment supports both occupancy and long-term viability.



Real Estate Demand

The 25-year demand analysis estimates the portion of net new Trade Area demand that could reasonably be supported at the 104 North site. Gross demand was first adjusted to account for known development in the pipeline, producing a net measure of remaining market opportunity. Estimated capture rates were then applied by land use based on the site's location, visibility, access, development potential, competitive position, and the availability of other suitable sites within the Trade Area. Capture rates vary by use, reflecting the relative strength of the site for each development type.

The resulting estimates indicate a potential site capture of approximately 1,050 to 2,470 housing units, 1.1 million to 2.2 million square feet of retail space, 149,000 to 315,000 square feet of office space, and 125 to 250 hotel rooms through 2050. **These figures represent a planning-level measure of market-supported opportunity—not a recommended development program or a guarantee that all captured demand will occur on the site.** The amount ultimately accommodated at 104 North will depend on land capacity, infrastructure, development feasibility, phasing, and the preferred land use concept. Demand that cannot be accommodated—or is better suited to another location—may be absorbed elsewhere within the Trade Area.

Figure 12. Demand Forcast

25-Year Real Estate Demand (2025-2050)

	HOUSING	RETAIL	OFFICE	HOTEL
Gross Trade Area Demand	30,300 – 59,400 Units	3.2M – 6.3M Square Feet	1.3M – 2.4 M Square Feet	750 – 1,400 Rooms
Known Development Pipeline	10,000 Units*	44,000 Square Feet	308,500 Square Feet	109 Rooms
Net Trade Area Demand	20,300 – 49,400 Units	3.2M – 6.2M Square Feet	991,500 – 2.1 M Square Feet	641 – 1,291 Rooms
Estimated Site Capture	5%	35%	15%	20%
Net 104 N Site Demand	1,050 – 2,470 Units	1,120,000 – 2,170,000 Square Feet	148,700 – 315,000 Square Feet	125 – 250 Rooms

*Note: A total inventory of approved and available single-family detached and attached lots was not identified for the Trade Area. The development pipeline estimate is based on a review of individual jurisdiction's reporting on future residential pipeline, as well as approved multifamily development projects from CoStar.



Chapter 5

FUTURE LAND USE PLAN



Future Vision

The future vision for the 104th Area Plan reflects the community input, market considerations, and existing conditions while identifying a development pattern that supports economic vitality, enhances quality of life, and strengthens the corridor's identity. The goals for the planning area, developed through input from elected and appointed officials, informed this vision and the overall direction of the Future Land Use Map (FLUM).

The FLUM was developed to establish a framework for future development as the site continues to evolve. It serves as a guiding tool for redevelopment and city-wide infrastructure investment by identifying the scale and character of land uses throughout the planning area.

In addition to the FLUM, this chapter defines each land use category and describes the types of development, amenities, and site design features that may be associated with each category. It also addresses supporting elements such as infrastructure, circulation, and utilities to ensure growth is coordinated, functional, and sustainable over time.

> ***The FLUM is intended as a long-term guide and does not guarantee development capacity. All projects will be subject to the City's review process to ensure adequate infrastructure and services are available. As the city approaches capacity limits in its water and wastewater systems, new development will need to be evaluated in the context of this shared, finite capacity. The timing and intensity of development will depend on infrastructure availability and planned improvements.***

Vision Statement

The vision statement for the Area Plan establishes a clear direction for the future of the 104th planning area. This forward-thinking vision combines the key findings from the planning process into a cohesive framework. Guided by this vision, the FLUM and implementation strategies will guide future development and reinvestment throughout this area.

> ***"A modern, mixed-use retail destination that prioritizes connection and community with an engaging atmosphere for shopping, entertainment, and living."***

Figure 13. Vision Statement Graphic

The area is envisioned as...





Future Land Use Map

The FLUM illustrates the desired development pattern for the 104th Area Plan and serves as the primary visual representation of the community's long-term vision. The map organizes the planning area into four distinct land use categories, each intended to accommodate a different mix of uses, development intensity, and character.

As shown in the FLUM, land uses are strategically arranged to reinforce key corridors, create identifiable activity centers, provide an internal block network, and promote appropriate transitions between more intense commercial areas and surrounding residential neighborhoods. The Core Commercial areas, concentrated within the heart of the Area Plan, provide a central location for retail and entertainment opportunities with enhanced connections to the surrounding area. The Community Mixed-Use areas provide more localized services, including a range of residential options. The Medium Density Residential area provides a transition from the existing single-family residential neighborhoods to the Core Commercial areas, which are positioned to accommodate higher intensity uses.

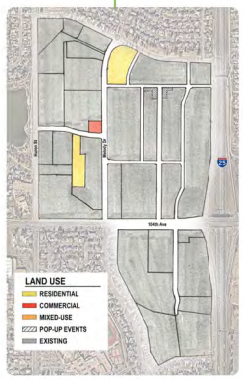
The following land-use category descriptions provide additional detail on the types of uses, site design aspirations, and amenities to be incorporated. Boundaries shown on the map are conceptual in nature and may be refined over time to respond to site-specific conditions, infrastructure needs, and market factors, provided that the overall intent and character of each land-use category are maintained.

Together, the intent of the FLUM and supporting policies is to establish a flexible framework to guide coordinated development, ensuring that future growth aligns with the community's vision for this area.

Scenarios

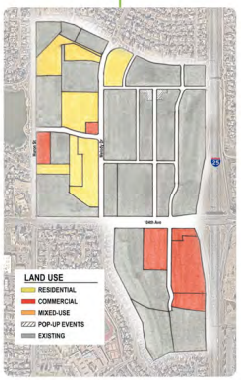
1

Infill, focused on incremental development on vacant lots.



2

Employment and Entertainment, emphasizing redevelopment opportunities for job creation and destination uses.



3

Transformative, envisioning comprehensive redevelopment and long-term change.

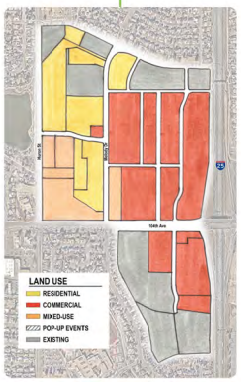


Figure 14. Future Land Use Map



Land Use Categories

Core Commercial (CC)

Core Commercial areas function as a central feature of the 104th Area Plan and have the potential to evolve from an established shopping center into an active and unique regional destination along the I-25 corridor. With strong visibility and access, these areas can attract a mix of businesses that serve Northglenn residents while also drawing visitors from the surrounding region.

Core Commercial development includes a range of complementary uses, such as retail, restaurants and cafés, entertainment venues, and personal and professional services. Together, these uses can create a more cohesive and convenient destination where people shop, dine, access services, and spend time in one place.

Core Commercial Character:

- A distinctive, experience-oriented environment that builds on the existing shopping area.
- A recognizable identity through coordinated design elements and signage over time.
- Strong visibility from I-25 and 104th Avenue with clear points of entry.
- Connected and easy-to-navigate internal circulation.
- Compatible uses to support convenient, multi-purpose trips.
- Walkable pedestrian connections and gathering spaces.
- Incorporates public green spaces, landscaping, outdoor seating, shade, and wayfinding to enhance comfort.
- Balances vehicle access with improved accommodation for pedestrians and cyclists.

Site design supports comfort, accessibility, and ease of movement, creating a setting that welcomes a variety of users and activities.

Overall, Core Commercial areas enhance the corridor's quality, functionality, and experience while supporting economic vitality and reinforcing the area's role as a key commercial destination for the community.

Key Elements:

1. Activated storefronts
2. Central activity lawn
3. Safe pedestrian connections
4. Enhanced landscaping and lighting
5. Cohesive branding and signage
6. Outdoor patio seating
7. Pedestrian street

















(All concepts included in the Area Plan are for example purposes only and do not reflect actual build-out)

Community Mixed-Use (CMU)

Community Mixed-Use areas serve as flexible, neighborhood- and community-oriented centers that provide a wide range of commercial uses on a more accessible, moderate scale. As shown on the FLUM, these areas generally sit between more intensive Core Commercial nodes and larger-format General Commercial areas, creating an "in-between" condition that balances activity, access, and scale.

These areas accommodate a diverse mix of businesses that meet daily and weekly needs, including retail stores, restaurants, grocery and convenience stores, gyms and fitness centers, event and gathering spaces, personal and professional services, small offices, and specialty shops. Together, these uses support both convenience and activity, helping create places that feel active and appropriately scaled to surrounding neighborhoods.

While commercial uses remain the primary focus, Community Mixed-Use areas also incorporate residential uses in select locations. Smaller-scale mixed-use buildings or transitions near adjacent neighborhoods introduce housing options such as units above commercial spaces or along site edges. These residential components support local businesses, extend activity beyond business hours, and provide additional housing opportunities near services while remaining compatible with the overall commercial setting.

Community Mixed-Use areas support a cohesive development pattern that improves walkability, encourages shared access, and enhances the overall user experience while continuing to accommodate auto access.

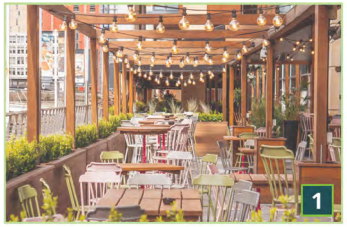
Community Mixed-Use Character:

- A broad mix of commercial uses, including retail, dining, services, fitness, entertainment, small offices, and community-serving businesses.
- A convenient, multi-tenant destination that meets everyday needs and supports activity and gathering.
- Integrated residential uses, such as small mixed-use buildings, live-work units, and attached housing types (e.g., townhomes, duplexes, triplexes, quadplexes), particularly near edges or above commercial spaces.
- Maintains visibility and access from surrounding roadways at a scale that fits between neighborhood-serving and regional commercial areas.
- Shared parking, connected driveways, and cross-access to improve circulation and reduce curb cuts over time.
- Balanced vehicle access with improved pedestrian connectivity, including sidewalks, internal walkways, and safe crossings.
- A cohesive visual character through coordinated building design and signage.
- Integrated landscaping, buffering, streetscape elements, and pocket parks to improve comfort and soften larger paved areas.
- Buildings and entrances oriented toward streets or internal drives to create a more engaging frontage.
- Transitions and buffering near residential areas to maintain compatibility in scale and intensity.

Key Elements:

1. Outside dining and patio space
2. Activated storefronts
3. Horizontal and vertical mix of uses
4. Enhanced streetscape elements
5. Walkable block structure
6. Multimodal street and bike infrastructure



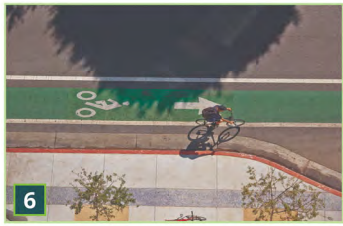












Commercial (C)

Commercial areas accommodate large-format, auto-oriented uses that benefit from high visibility and regional access, particularly along 104th Avenue and near I-25. As shown on the Land Use Plan, these areas support uses such as big box retail, auto dealerships, restaurants (including fast-casual and quick-service), and office or employment-generating development that serve both Northglenn residents and the broader regional market.

Commercial development focuses on functionality, visibility, and efficient site design while maintaining a consistent level of quality along key corridors. These areas primarily function as auto-oriented destinations, but thoughtful design and access can still improve safety, usability, and the overall corridor experience.

Commercial Character:

- Large-footprint retail, auto dealerships, office campuses, and other regional-serving uses.
- Strong visibility from 104th Avenue and I-25 through building placement and site design.
- Clear site access and supports efficient internal circulation for vehicles, including delivery and service traffic.
- Shared access, cross-parking connections, and consolidated driveways, where feasible, to improve circulation along major corridors.
- Buildings oriented toward street frontages where possible while allowing flexibility for larger-format layouts.
- Reduced visual impact of parking, loading, and outdoor storage through screening and site design, especially along public frontages.
- Landscaping, buffering, and streetscape elements to enhance corridor appearance and soften larger paved areas.
- Safe and visible pedestrian connections between parking areas, building entrances, and adjacent sites.
- Opportunities for office and employment uses that diversify activity and extend use beyond retail hours.

Site design supports durability, efficiency, and long-term adaptability, recognizing that tenant needs and building formats will continue to evolve.

Overall, Commercial areas reinforce the 104th Avenue corridor as a highly visible and economically important commercial spine, supporting larger-scale development while improving access, mobility, and overall corridor quality.

Key Elements:

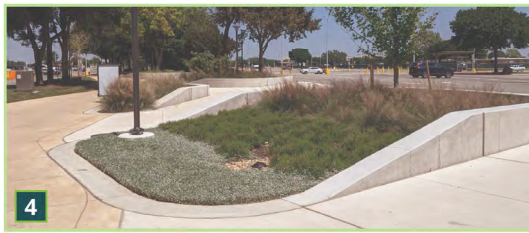
1. Interconnected pad sites
2. Pedestrian connections within parking areas
3. Cohesive architecture and design
4. Enhanced landscaping and lighting











Medium Density Residential (MDR)

Medium Density Residential areas east of Melody Drive support the commercial core by introducing additional housing within a comfortable walking and biking distance of the Marketplace. These neighborhoods help increase daily activity, support nearby businesses, and contribute to long-term economic stability.

Medium Density Residential development provides a range of housing types, sizes, and price points that serve diverse households and life stages. These areas adapt to evolving community needs while remaining compatible with surrounding development.

Medium Density Residential Character:

- Walkable and bikeable connections to the commercial core.
- Entrances and units located to engage sidewalks and the public realm, including walk-up units where appropriate.
- Increased number of residences within close proximity to retail and services.
- A mix of housing types, including "missing middle" options.
- Households at different life stages, including families, young professionals, and seniors.
- A range of price points and housing options.
- Attract new residents to broaden the area's demographic mix.
- Context-sensitive parking approaches, including garages, surface parking, or structured options.
- Streetscape elements such as lighting, signage, seating, and landscaping to enhance the neighborhood environment.

Townhomes

Townhomes are a primary housing type that provide moderate density while remaining compatible with nearby neighborhoods and commercial areas. They provide a balance of private living space and access to amenities, appealing to a range of residents, including families and professionals.

Duplex/Triplex

Duplexes and triplexes introduce incremental density while maintaining a residential scale and character. These building types accommodate multiple households on a single lot and expand housing choice while fitting into a neighborhood context.

Low-Rise Apartments

Low-rise apartments provide higher-density housing in a format that remains compatible with surrounding development. These buildings typically include two to three stories and offer a mix of unit types. Their proximity to retail and services supports walkability, increases activity, and fosters a more connected, active environment.

Key Elements

1. Internal courtyards
2. Shared amenity spaces
3. Front-facing walk-ups with enhanced landscaping
4. Complete streets
5. Mixed-use pocket parks













Open Space Dedication (OSD)

Parks and open spaces are defining elements of the planning area, supporting quality of life, community health, stormwater management, and a strong, and a strong sense of place. These spaces are accessible, welcoming, and designed for all ages, providing opportunities for both everyday use and community gatherings.

Parks and open spaces may function as both neighborhood amenities and destination places, integrated with surrounding commercial and residential development to encourage activity, interaction, and extended visits. They may also contribute to the area's identity through greenery, shade, and well-designed gathering spaces.

Open Space Dedication Character:

- Be accessible and well-connected to neighborhoods, commercial areas, and pedestrian networks.
- Provide a balanced mix of active recreation and flexible, passive spaces.
- Include family-friendly, inclusive, and universally accessible design.
- Feature gathering spaces with seating, shade, and amenities that encourage lingering.
- Support placemaking and create a recognizable community identity.
- Accommodate both daily use and larger community events.
- Integrate functional elements and utility such as enhanced landscaping and stormwater management.

Programmed Park Space

Programmed park space may provide active recreation opportunities, including courts, fields, playgrounds, and fitness amenities that support a range of users and activities.

These spaces may be carefully sited and designed to minimize impacts on surrounding development, incorporating appropriate buffering, lighting, and circulation. When well-planned, they may serve as active community hubs that promote health and social interaction.

Dog Park

A dog park may serve as a complementary amenity, offering a dedicated space for pets and informal social interaction among residents.

It may be flexibly integrated into the planning area, such as in underutilized commercial spaces or near residential areas, and include essential features such as fencing, seating, shade, and waste stations. Partnerships may support ongoing maintenance and activation.

Public Open Space

Public open spaces may provide flexible, multi-use areas, such as lawns, plazas, greenways, and naturalized spaces, that accommodate a range of activities.

These areas may serve both functional and aesthetic purposes, supporting infrastructure needs such as stormwater management while remaining attractive, usable, and connected to a broader open space network.



Green Infrastructure Overlay

The Green Infrastructure Overlay establishes a central, visible area within the 104th planning area that serves as a focal point for community activity and gathering. Located within the Core Commercial area, this overlay supports the creation of an inviting public space that contributes to the area's identity and overall experience.

This space serves as a flexible, multi-purpose environment that includes a public plaza, park elements, shaded seating, enhanced landscaping, and space for events and community programming. The design supports year-round use and a variety of activities, from informal gatherings to organized events.

The overlay integrates stormwater management as a key component of the site. These systems may be integrated through underground infrastructure and/or thoughtfully designed surface features that support functionality while maintaining the space's usability and visual quality.

Residential Overlay

The Residential Overlay supports housing development in close proximity to commercial areas, strengthening connections between living, shopping, and employment within the 104th planning area. Located along 104th Avenue, this overlay creates opportunities for residential uses with convenient access to nearby services and amenities.

This overlay accommodates housing types such as low-rise apartments and attached product types including duplexes, triplexes, and quadplexes. Development supports high-quality design, improves pedestrian access, and integrates with surrounding commercial and recreational uses.

> ***Together, these overlays create livable environments that complement nearby commercial areas, support activity throughout the day, and enhance the corridor's overall functionality and experience.***

Community Amenities

Community amenities play a critical role in shaping the character, functionality, and overall experience of the planning area. While the FLUM establishes where different types of development may occur, community amenities define how those places are experienced—supporting daily life, fostering social interaction, and creating a sense of identity for the corridor.

This section outlines key amenity types to be integrated throughout the planning area, including parks and open space, recreational opportunities, and event and programming spaces. Together, these elements are intended to create a well-rounded environment that supports both residents and visitors, enhancing quality of life while reinforcing the planning area as an active and attractive destination.

Community amenities may be thoughtfully distributed and integrated with surrounding land uses to maximize accessibility, usability, and impact. They may support a range of experiences, from active recreation and large community events to informal gatherings and everyday use, while also contributing to the planning area's visual character and long-term success.



Events and Programming

Events and programming are cornerstone elements of the planning area's future success, helping create a vibrant, active environment that brings residents and visitors together. Regularly scheduled activities reinforce the area's identity as a community hub, encouraging social interaction, repeat visitation, and year-round use.

Events and programming could be supported through partnerships between the City, property owners, tenants, and community organizations, leveraging shared resources and coordinated efforts to expand reach, participation, and overall impact.

Events and programming character:

- Provide flexible spaces that can accommodate a variety of events, including markets, performances, and festivals.
- Support regular, year-round programming that activates the area and encourages repeat visits.
- Be designed to attract both local residents and regional visitors.
- Facilitate partnerships that enhance event planning, promotion, and operations.
- Include infrastructure that supports events (e.g., power, lighting, seating, and open space flexibility).
- Be integrated with surrounding uses to support nearby businesses and create a cohesive experience.
- Strengthen the identity of the area as a vibrant community destination.

Pop-Up Spaces

Pop-up spaces may provide flexible opportunities for small, local, and emerging businesses, allowing them to operate on a temporary or seasonal basis within the planning area. These spaces can be easily adapted in plazas, parking areas, or open spaces to support food trucks, temporary vendors, and small-scale events.

Pop-up programming may encourage experimentation and variety, allowing businesses to test concepts while adding energy and activity that supports a dynamic and evolving commercial environment.

City and Public Events

Dedicated or flexible event spaces may be incorporated to accommodate recurring and expanded City programming, including festivals, performances, and community celebrations.

Event spaces may be designed to function efficiently while minimizing impacts on adjacent uses, ensuring they can support both large gatherings and smaller activities. Well-integrated event areas may enhance community identity, support local businesses, and reinforce the planning area as a shared civic destination.



Utilities and Infrastructure

Utilities and infrastructure are fundamental to the viability, functionality, and long-term success of the 104th Area Plan. While the FLUM and land use categories establish a vision for how the planning area may develop, the ability to support that development is directly tied to the availability and capacity of underlying systems, including transportation networks, water and wastewater service, stormwater infrastructure, and dry utilities.

This section outlines key considerations for circulation, parking, and utility systems to incentivize and prepare the planning area for new development while ensuring this growth is coordinated, sustainable, and efficient. Infrastructure may be planned and designed to support safe and reliable service, accommodate a range of users and development types, and adapt to changing needs as the planning area evolves.

As noted previously, all future development is subject to the availability of adequate services and system capacity. The city's infrastructure systems (particularly water and wastewater) operate within finite limits, and the cumulative impact of new development must be carefully managed. As a result, the timing, intensity, and form of development envisioned in this plan will depend on available capacity and planned improvements.

Utilities and infrastructure is integral to land use decisions, ensuring that the vision for the 104th corridor is implemented in a way that is both feasible and resilient over the long term. A substantial constraint on new growth in this area is infrastructure capacity, which should be the top priority as the City prepares for growth within the 104th planning area.

Circulation and Parking

Circulation and parking areas are key aspects of the functional success of the planning area. These systems should provide safe, intuitive, and efficient movement for all users, while reinforcing walkability, supporting adjacent land uses, and enhancing the overall user experience.

Strategic parking design can support an active, pedestrian-oriented environment while maintaining convenient vehicle access. Wherever feasible, parking could be located to the rear or side of buildings to maximize storefront visibility and create a continuous, engaging street edge. Limited on-street parallel parking may be incorporated along primary streets to provide short-term access, calm traffic, and reinforce a "Main Street" or downtown character. This approach allows development to prioritize active frontages and walkability while still accommodating vehicular circulation and parking needs.

Circulation and parking may ensure convenient access to key destinations, including commercial areas, residential neighborhoods, parks, and event spaces, while minimizing conflicts between travel modes. Parking may be carefully designed and located to meet demand without dominating the site or detracting from the area's character, open space, or pedestrian environment.

Circulation and parking character:

- Provide clear, intuitive access and wayfinding for vehicles, pedestrians, and cyclists.
- Balance the needs of all users, including automobiles, service vehicles, pedestrians, and bicyclists.
- Minimize conflicts between travel modes through thoughtful design and separation where appropriate.
- Support safe and efficient internal circulation, with well-defined access points and connections.
- Prioritize walkability through connected sidewalks, paths, and safe crossings.
- Include pedestrian-oriented features such as lighting, landscaping, seating, and signage.
- Incorporate bicycle facilities and connections to support alternative transportation.
- Locate and scale parking to meet demand while maintaining a high-quality, people-oriented environment.
- Reduce congestion and improve overall ease of navigation throughout the planning area.



Vehicular Circulation

The circulation network is organized around a clear system of internal roadways and access points that provide intuitive routes to destinations and parking. Targeted improvements focus on reducing barriers to redevelopment and advancing site readiness through infrastructure upgrades, enhanced access, and a cohesive streetscape framework that strengthens overall marketability.

Melody Drive and Huron Street anchor the site within the broader network, serving as primary connections to adjacent neighborhoods. Their wide rights-of-way create opportunities to integrate enhanced streetscape features, including landscaping, pedestrian amenities, and multimodal facilities. Building on this existing framework allows these corridors to improve visual character while continuing to support efficient traffic flow and access.

Within the site, Marketplace Drive establishes the primary point of entry and a strong sense of arrival. Designed as a tree-lined boulevard and anchored by Prost Brewing, it creates a recognizable gateway that sets the tone for a high-quality, cohesive development pattern. This corridor reinforces site identity, improves navigation, and supports a welcoming, pedestrian-friendly environment.

To maintain safe and efficient operations, service and truck circulation is directed away from primary pedestrian areas and active frontages. Designated loading and service zones minimize conflicts while preserving the functionality and character of key streets and public spaces.

Pedestrian Circulation

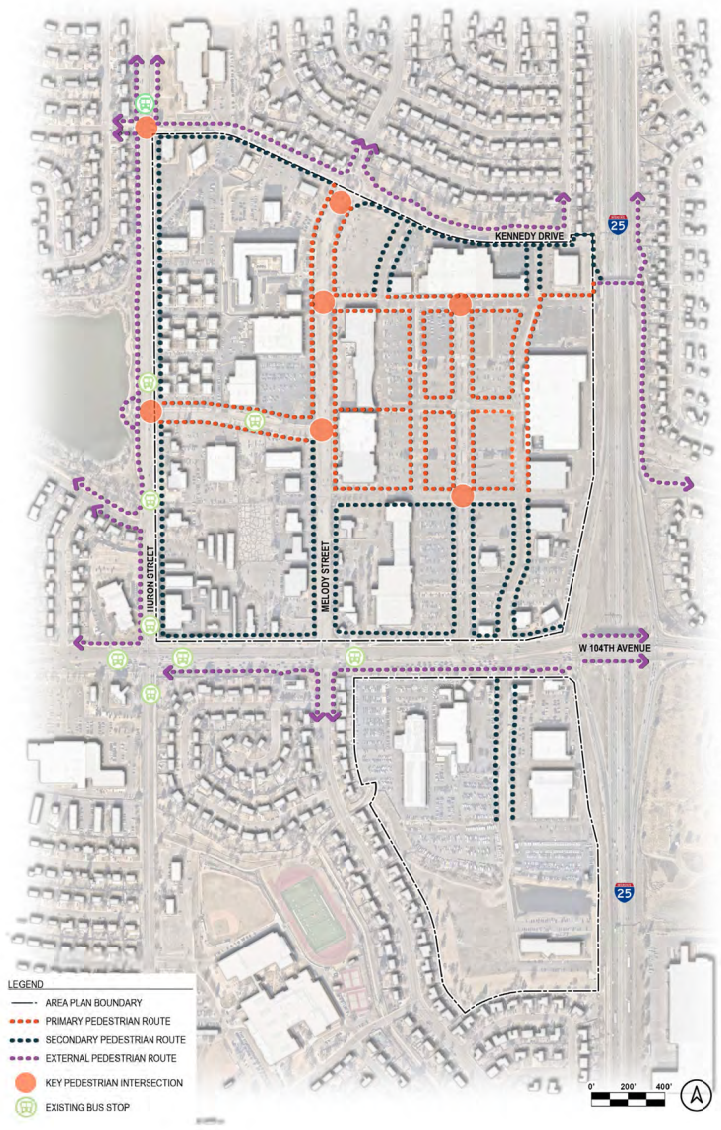
The planning area prioritizes a comfortable, well-connected pedestrian network that links residential neighborhoods, the marketplace core, parks, and the reservoir. As shown on **Figure 15**, primary pedestrian routes form a highly visible network through the center of the Core Commercial area, creating an active, walkable environment with frequent connections between blocks, storefronts, and gathering spaces.

Key pedestrian intersections are distributed throughout the site to support safe and convenient crossings, particularly at major nodes along Melody Drive, Huron Street, and the internal street network. These intersections strengthen access between the Core Commercial, surrounding neighborhoods, and the reservoir to the west, ensuring direct and legible routes for all users.

Secondary and external pedestrian routes extend beyond the site, connecting to nearby neighborhoods and regional destinations. A critical connection across I-25 via the existing pedestrian bridge links the planning area to the east, expanding access and reinforcing the site as a connected regional destination.

Design features, including lighting, landscaping, and seating, enhance safety and comfort along these routes, while integrated bicycle infrastructure supports active transportation. Together, this network reduces reliance on short vehicle trips and establishes a cohesive, pedestrian-oriented environment centered around a vibrant, downtown-style core.

Figure 15. Pedestrian Circulation



Melody Drive Opportunities

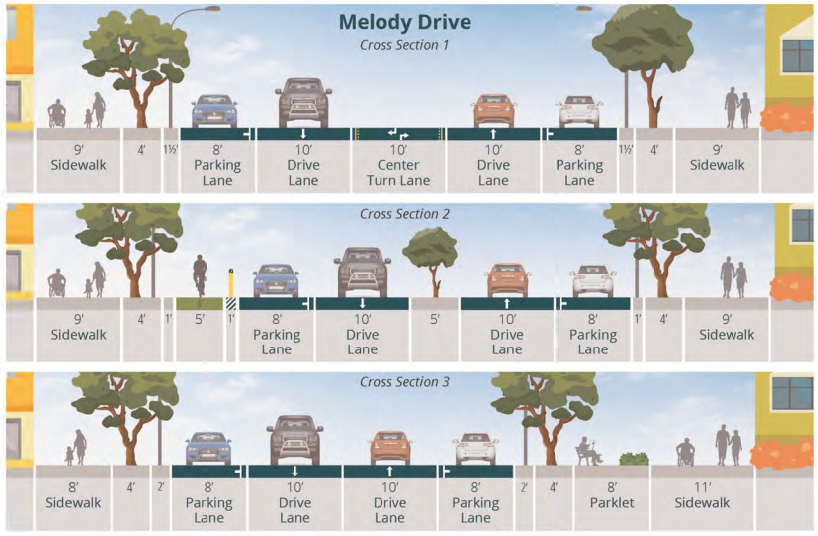
Circulation and parking along Melody Drive could be transformed as a integrated, high-functioning system that supports the overall success of the planning area. These systems should provide safe, intuitive, and efficient movement for all users, while reinforcing walkability, supporting adjacent land uses, and enhancing the overall user experience.

The three cross sections are intended to provide illustrative concepts of what could potentially fit within the existing right-of-way, each balancing vehicular access, parking, and pedestrian comfort in different ways:

- **Cross Section 1 – Traditional Main Street with Center Turn Lane:**
  This option includes two travel lanes with a central turn lane to accommodate turning movements and reduce conflicts at driveways. On-street parking is provided on both sides of the street, buffering wide sidewalks and creating a pedestrian-friendly edge. Street trees and furnishing zones further enhance comfort and walkability while maintaining efficient vehicular flow.
- **Cross Section 2 – Multimodal Corridor with Buffered Bike Facilities:**
  This scenario introduces dedicated bicycle space through a buffered bike lane, improving safety and expanding transportation options. Travel lanes are maintained in each direction, with on-street parking on both sides. Reduced center space prioritizes multimodal travel while still supporting access and circulation for vehicles and service activity.
- **Cross Section 3 – Pedestrian-Oriented Street with Parklet Activation:**
  This concept emphasizes placemaking and pedestrian activity by incorporating a parklet zone along one side of the street. Wider sidewalks and flexible outdoor seating areas support adjacent businesses and community use. On-street parking and two travel lanes remain, but the design prioritizes a slower-speed, people-focused environment with enhanced landscaping and gathering space.

Together, these scenarios demonstrate how Melody Drive could evolve from a service-oriented corridor into a more balanced, multimodal street that supports access, economic activity, and an improved public realm.

Figure 16. Melody Cross Sections



Bannock Street Realignment

As major redevelopment opportunities emerge within the southern portion of the planning area, the realignment of Bannock Street presents a strategic opportunity to improve circulation, strengthen access to commercial uses, and support a more cohesive transportation network. Currently, Bannock Street and Market Place function as offset intersections along 104th Avenue, creating additional turning movements, multiple conflict points, and inefficiencies for motorists, pedestrians, and cyclists. Realigning Bannock Street to directly align with Market Place would establish a single, consolidated access point and create a more recognizable gateway into the Marketplace commercial district.

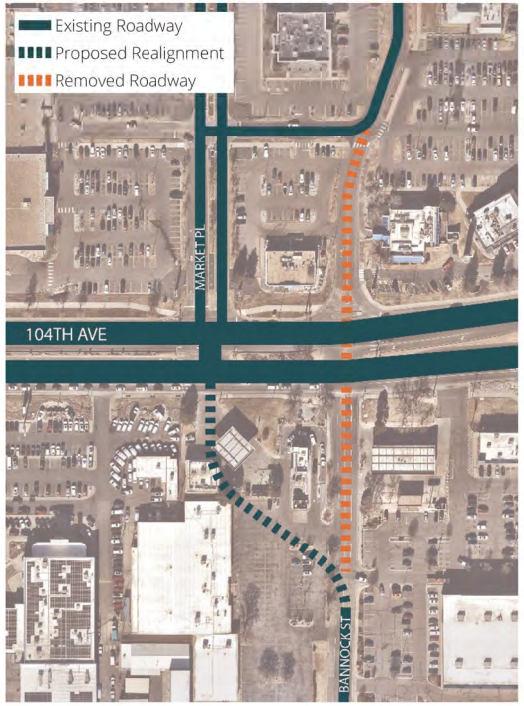
The proposed realignment would eliminate the existing internal access drive located north of 104th Avenue and instead extend or shift Bannock Street to align directly with Market Place south of 104th Avenue. This configuration would reduce the number of closely spaced intersections along 104th Avenue and improve overall safety by reducing vehicle conflict points. The realignment would also create opportunities to coordinate access management along the corridor, supporting improved traffic flow and reducing congestion associated with multiple ingress and egress locations.

In addition to transportation benefits, the realignment could enhance the functionality of properties adjacent to the corridor. By removing the internal drive aisle north of 104th Avenue, additional land area could become available for parking reconfiguration, outdoor gathering spaces, landscaping, and pedestrian amenities. These improvements would help create a more attractive and walkable environment while supporting future commercial investment and redevelopment.

The concept also provides an opportunity to reinforce Market Place as the primary access point serving the commercial district. A consolidated and more prominent entrance would create a stronger sense of arrival and support future placemaking enhancements along the corridor. Enhanced pedestrian crossings, landscaping, signage, and gateway treatments could further distinguish this location as the principal entry into the commercial area.

Because implementation would likely require coordination among multiple property owners and may necessitate redevelopment or redevelopment-related modifications to existing parcels, this concept is intended as a long-term opportunity rather than an immediate improvement project. The realignment should be evaluated and pursued in conjunction with any significant redevelopment proposals south of 104th Avenue to ensure that future site designs, access plans, and infrastructure investments can support the concept in a coordinated and cost-effective manner.

Figure 17. Roadway Map



Infrastructure and Utilities

A preliminary utility conditions and likely infrastructure needs study was completed for the planning area (see Appendix).

The study found that redevelopment of the area will likely require modifications to existing stormwater, sanitary sewer, and potable water systems. Anticipated improvements include:

Key Findings

1. Abandoning or removing some existing utility segments
2. Realigning and constructing new utility infrastructure
3. Providing stormwater detention and water quality facilities
4. Completing more detailed engineering studies once a final development plan is identified

Figure 18. Total Development Capacity

Total Development Capacity						
Planning Area	Land Use	Acreage	Dwelling Units Low	Dwelling Units High	Retail Sq. Ft. Low	Retail Sq. Ft. High
PA-1	Medium Density Residential	22.5	360	540	NA	NA
PA-2	Community Mixed-use	7.1	85	128	15,464	30,928
PA-3	Community Mixed-use	13.6	163	245	29,621	59,242
PA-4	Commercial	9.5	NA	NA	20,691	165,528
PA-5	Medium Density Residential	3.7	59	89	NA	NA
PA-6	Commercial Core	6.1	NA	NA	106,286	146,144
PA-7	Commercial Core	10.8	NA	NA	188,179	258,746
PA-8	Commercial Core	2.4	NA	NA	41,818	57,499
PA-9	Commercial Core	3.5	NA	NA	60,984	83,853
PA-10	Commercial Core	17.2	NA	NA	299,693	412,078
PA-11	Commercial Core	2.2	NA	NA	38,333	52,708
PA-12	Commercial Core	2.9	NA	NA	50,530	69,478
PA-13	Commercial Core	12.1	NA	NA	210,830	289,892
PA-14	Commercial Core	4.1	NA	NA	71,438	98,228
PA-15	Commercial	20.4	NA	NA	266,587	355,450
PA-16	Commercial	15.6	NA	NA	203,861	271,814
PA-17	Open Space Dedication	4.8	NA	NA	NA	NA

Summary		
Total Developable Area		158.5
Existing Dwelling Units		536
Existing Retail Sq. Ft.		1,235,414
	Low	High
Proposed Dwelling Units	668	1001
Proposed Retail Sq. Ft.	1,604,315	2,351,587
Net Dwelling Units	132	465
Net Retail Sq. Ft.	368,901	1,116,173

Note: The total development capacity illustrates a range of development outcomes. This is for conceptual purposes only and is intended to be used to anticipate future infrastructure needs.

Drainage and Stormwater Management

Stormwater management refers to the collection, conveyance, detention, and treatment of runoff from streets, buildings, parking areas, and other impervious surfaces. Detention facilities temporarily store stormwater and release it at a controlled rate, while water quality facilities treat runoff before it leaves the planning area.

The preliminary study found that portions of the existing storm sewer system have known capacity issues and will likely need to be upsized or reconstructed to meet Northglenn's design criteria. Future redevelopment will also need to provide stormwater detention and water quality treatment for all disturbed areas. Existing stormwater treatment does not comply with current Mile High Flood District requirements.

The preliminary study identifies two potential stormwater approaches:

1. Multiple smaller detention and water quality facilities distributed throughout the planning area, or
2. Larger regional facilities serving the areas north and south of 104th Avenue.

A regional approach could reduce maintenance needs and better support future pad site development, while distributed facilities may provide more flexibility depending on final site layout. Final facility sizing will depend on future impervious surface assumptions and a full drainage study.

The existing 60-inch concrete pipe under I-25 is expected to remain the primary outfall for the site, ultimately discharging toward Grange Hall Creek. The study notes that the I-25 crossings appear generally adequate, but final engineering will be needed to confirm pipe sizing and determine whether Grange Hall Creek has sufficient downstream capacity.

Sanitary Sewer

Sanitary sewer infrastructure conveys wastewater from buildings to downstream treatment or lift station facilities. Capacity is typically evaluated based on expected peak flows, pipe size, slope, and whether flows remain within acceptable limits.

The preliminary study found that most sanitary sewer infrastructure within and near the planning area appears to have adequate capacity under existing and previously studied redevelopment conditions. One short pipe segment within the planning area was identified as not meeting City standards. Future redevelopment will likely require sanitary sewer realignment to match new streets, building footprints, and rights-of-way.

The more significant concern is downstream of the site, east of I-25. The study found that downstream sanitary sewer pipes, particularly east of Washington Street, may exceed City capacity standards after redevelopment. Capacity constraints can cause backups, slower flows, solids buildup, and increased maintenance needs. Because the current land use plan includes more commercial, office, industrial, and residential development, additional downstream improvements are likely to be required.

Potable Water

Potable water infrastructure provides treated water for domestic use, irrigation, and fire protection. Water system capacity is typically evaluated using peak hour demand, maximum day demand, maximum day plus fire demand, system pressure, and pipe velocity.

The preliminary study found that the planning area is served by a network of water lines ranging from 6 inches to 30 inches in diameter, with connections from the water treatment plant south of 112th Avenue and the water tower south of 104th Street. Existing studies previously identified some pressure issues in the broader system, but most of these issues occur outside the planning area. One pipe at the entry to Marketplace was noted as an exception.

The preliminary study concluded that future redevelopment will likely require water main realignment based on the final site plan and minor upsizing of some water mains based on final unit counts, land uses, and demand assumptions. A full water network analysis is recommended to confirm water capacity, pressure, velocity, and fire flow requirements before development occurs.

Chapter 6

IMPLEMENTATION



Implementation

This chapter outlines the actions, partnerships, and tools needed to turn the vision of the 104th Area Plan into reality. While the previous chapters define the desired land-use pattern, development character, and community amenities, this Implementation Chapter focuses on how that vision will be achieved over time—through coordinated policies, strategic investments, and collaboration among the City, property owners, and private partners.

Implementation of the 104th Area Plan will occur incrementally and in phases, responding to market conditions, infrastructure capacity, and redevelopment opportunities as they arise. Rather than a single project, the plan is intended to guide a series of coordinated actions that collectively transform the corridor into a cohesive, mixed-use activity center. Success will depend on aligning land-use decisions, infrastructure improvements, economic development strategies, and public-realm investments to ensure that each step forward reinforces the broader vision.

This chapter is organized around a set of goals and strategies that address key focus areas, including land use and urban design, housing, economic development, mobility, parks and open space, infrastructure, and sustainability. Together, these strategies provide clear direction for decision-making while maintaining flexibility to adapt to changing conditions and opportunities.

To support implementation, the chapter also identifies a range of tools and funding mechanisms to enable redevelopment, reduce barriers, and coordinate public and private investment. These include regulatory updates, public-private partnerships, district-based funding tools, and targeted infrastructure investments that help unlock development potential and ensure long-term success.



Case Studies

The following case studies illustrate how comparable suburban centers have successfully implemented key elements of the 104th Area Plan, including walkable mixed-use development, integration of housing, activation of public spaces, and coordinated public-private investment. Each example highlights a specific theme that aligns with the FLUM and helps inform how different areas within the planning area can evolve over time.

Crocker Park (Westlake, Ohio)

Layout and Functionality

Crocker Park serves as a strong example of how thoughtful site layout and internal circulation can transform a traditional commercial center into a highly functional, walkable district. Developed in phases beginning in the early 2000s, Crocker Park introduced a street-oriented layout with a network of internal roads, blocks, and pedestrian connections, replacing the conventional strip center or mall format.

Key features include:

- A clearly defined "main street" with active ground-floor uses.
- Integrated structured parking that supports walkability without dominating the site.
- A mix of retail, dining, office, and residential uses within a cohesive framework.
- Strong internal circulation that balances vehicles, pedestrians, and service access.

Connection to the 104th Area Plan:
Crocker Park directly informs the Core Commercial areas envisioned along the I25 and 104th Avenue corridor. Its layout demonstrates how large redevelopment parcels can be reconfigured into a connected, block-based pattern that supports both visibility and walkability. This approach is particularly relevant for transforming surface parking lots into a more efficient, mixed-use development pattern while maintaining ease of access for regional visitors.





Legacy West (Plano, Texas)

Entertainment and Food Hall

Legacy West illustrates the important role that entertainment and experiential uses play in establishing a regional destination. The development integrates retail, office, and residential uses but is especially known for its food hall and curated dining and shopping environment, which creates a strong draw beyond the traditional retail layout.

Key features include:

- A central food hall and entertainment venue that acts as an anchor and gathering space.
- A high concentration of restaurants and nightlife uses.
- Outdoor plazas and seating areas connected to dining and retail.
- Extended hours of activity, supporting both daytime and evening use.

These types of experiential environments are increasingly important as retail alone is no longer sufficient to drive visitation and economic activity.

Connection to the 104th Area Plan:
Legacy West is most applicable to Core Commercial and portions of Community Commercial areas, where there is an opportunity to create "third places" that support gathering, dining, and entertainment. Incorporating a food hall or similar anchor use within the 104th corridor would:

- Strengthen the area as a regional destination.
- Extend activity into evenings and weekends.
- Support adjacent retail and small businesses.

This aligns with community feedback emphasizing the need for hangout spaces and places to spend time, not just shop.





The Avalon (Alpharetta, Georgia)

Transitional Residential Uses & Community Activation

Avalon demonstrates how integrating residential uses with commercial development can create a balanced, active environment throughout the day and into the evening. The project combines apartments, townhomes, retail, office, and a central plaza into a cohesive "urban village" setting that supports both daily activity and destination-oriented experiences.

Key features include:

- Housing located directly above or adjacent to retail and plazas.
- A central green and event space that serves as the community focal point.
- Walkable streets with consistent building frontage and active uses.
- A mix of housing types that support a range of residents.
- A robust calendar of community events, including seasonal markets, outdoor movies, fitness classes, live music, holiday programming, and family-oriented activities. These events activate public spaces throughout the year and reinforce the area as a social and cultural hub.

By placing residents within the district and layering in consistent programming, Avalon ensures activity extends beyond traditional business hours, supporting restaurants, retail, and gathering spaces throughout the day, evening, and weekends.

Connection to the 104th Area Plan:
Avalon is particularly relevant where a blend of neighborhood-serving uses and residential development is encouraged. It also informs transitions between commercial and adjacent residential areas.

This example supports the Plan's direction to:

- Introduce upper-story or adjacent residential uses within commercial areas.
- Create active plazas and gathering spaces integrated with development.
- Incorporate regular events and programming as a core component of placemaking, helping establish "third places" that draw both residents and visitors.
- Provide a range of housing types that support the activity center

Avalon demonstrates how residential, public space, and programming can be seamlessly integrated, strengthening both the district's commercial viability and community identity.






Belmar (Lakewood, Colorado)

Public-Private Partnership and Mall-to-Downtown Transformation

Belmar provides a highly relevant local precedent for the 104th Area Plan, particularly given its comparable history as an aging indoor mall that transitioned into a mixed-use activity center. The site was originally developed as the Villa Italia Mall in the 1960s, which served as Lakewood's primary commercial and social hub for decades. By the early 2000s, the mall had largely declined and ultimately closed in 2001, creating a significant redevelopment opportunity.

Rather than reinvesting in a traditional retail format, the City partnered with a private developer to reimagine the site as a true mixed-use downtown. This effort required overcoming complex constraints, including fragmented ownership, environmental conditions, and infrastructure needs. The mall was demolished and replaced with a 22-block street network that integrates retail, housing, office, and public gathering spaces into a cohesive, walkable district.

Key features include:

- A strong public-private partnership that enabled land assembly, coordination among multiple property interests, environmental remediation, and infrastructure investment.
- A shift from a single-use, inward-facing mall to a connected, street-based district with integrated housing, office, retail, and public spaces.
- Phased implementation, allowing redevelopment to respond to market conditions and occur over time.

Connection to the 104th Area Plan:
Belmar is especially instructive because the 104th corridor shares a similar legacy of auto-oriented, large-format commercial development patterns, including aging retail formats, multiple property owners, and expansive parking areas. Like Villa Italia, these areas were designed around a single-use retail model that is now evolving.

This example demonstrates how:

- Underutilized commercial areas can be re-envisioned as mixed-use activity centers, consistent with the Core Commercial designation.
- Public-private partnerships are critical for addressing fragmented ownership and coordinating redevelopment across multiple parcels.
- A phased, district-scale approach allows redevelopment to occur incrementally while building toward a cohesive vision.

Most importantly, Belmar illustrates a broader shift directly applicable to the 104th Area Plan: from a single-purpose retail destination to a multi-functional, mixed-use district that serves as a true community and regional hub.





Implementation Plan

This section translates the vision for the 104th planning area into a set of actionable goals and strategies. Organized by key focus areas, these strategies provide clear direction for redevelopment, investment coordination, and decision-making over time. Together, they establish a practical framework to help the City, property owners, and partners implement the Plan cohesively and effectively.

Land Use and Urban Design

GOAL LU.1: Create a mixed-use, walkable activity center that supports vibrancy, community connection, and a high-quality public realm through flexible land use and coordinated urban design.

- **Strategy LU.1.1**: Amend the Unified Development Ordinance (UDO) to allow horizontal mixed-use development, enabling residential, retail, dining, entertainment, and community uses to be integrated across a single site or block.
- **Strategy LU.1.2**: Encourage pedestrian-oriented building placement, active ground-floor uses, and clear connections between buildings, streets, and public spaces.
- **Strategy LU.1.3**: Promote coordinated site design that reduces surface parking, supports shared access and parking strategies, and improves visual cohesion across redevelopment parcels.
- **Strategy LU.1.4**: Establish design standards that support safe, family-friendly environments, including visible entrances, lighting, and clear pedestrian circulation.
- **Strategy LU.1.5**: Support flexible development patterns that can adapt to changing market conditions while reinforcing a cohesive district character.
- **Strategy LU.1.6**: Maintain coordination with NURA, the Planning Commission, and City Council throughout the implementation of this Area Plan.
- **Strategy LU.1.7**: Pursue the funding opportunities listed in this chapter to address the implementation of the Future Land Use Plan.

GOAL LU.2: Deliver a range of housing types that support the activity center while respecting neighborhood context.

- **Strategy LU.2.1**: Require high-quality transitions adjacent to existing neighborhoods, such as setbacks, landscape buffers, height transitions, and privacy standards.
- **Strategy LU.2.2**: Encourage housing development near the activity center to increase foot traffic, support local businesses, and extend activity beyond peak hours.
- **Strategy LU.2.3**: Promote walk-up residential options for street activation.
- **Strategy LU.2.4**: Update the UDO to enable live-work units in the Community Mixed-Use designation.

Economic Development

GOAL ED.1: Strengthen economic vitality and resilience by supporting reinvestment, attracting new businesses, and creating a destination that generates activity throughout the day and evening.

- **Strategy ED.1.1**: Focus redevelopment efforts on establishing the planning area as a regional destination with a balanced mix of residential, commercial, and mixed-use development.
- **Strategy ED.1.2**: Support diverse retail and dining options, including neighborhood-serving businesses and local enterprises.
- **Strategy ED.1.3**: Use public-private partnerships and district-based tools (e.g., Business Improvement Districts, Downtown Development Authorities, Opportunity Zones) to reduce redevelopment barriers, fill vacancies, and attract investment.
- **Strategy ED.1.4**: Encourage housing development near the activity center to increase foot traffic, support local businesses, and extend activity beyond peak hours.
- **Strategy ED.1.5**: Promote adaptable building and site configurations that can evolve with future economic needs.
- **Strategy ED.1.6**: Encourage recurring annual community events, pop-up uses, and seasonal markets to activate the planning area.
- **Strategy ED.1.7**: Create a targeted business recruitment strategy aligned to market findings that identifies desired categories, leasing packages, and a "tenant prospectus" for key sites.
- **Strategy ED.1.8**: Create a vacancy activation toolkit. This could include temporary art in windows, short-term "meanwhile" leases, and/or flexible code allowances for interim uses.

Mobility

GOAL M.1: Enhance walkability, connectivity, and multimodal access to support everyday use, regional access, and a safe environment for people of all ages.

- **Strategy M.1.1**: Convert Melody Drive into a primary, front-facing corridor to better connect adjacent commercial and residential areas. Consider reducing excess roadway width, adding a landscaped median, and enhancing streetscape.
- **Strategy M.1.2**: Improve pedestrian and bicycle infrastructure and connections, including continuous sidewalks, shared-use paths, and enhanced crossings that safely connect destinations around and within the planning area.
- **Strategy M.1.4**: Apply complete streets principles to balance vehicle access with walking, biking, and transit, reinforcing safety and comfort.
- **Strategy M.1.5**: Prioritize first- and last-mile improvements that link development sites to transit stops.
- **Strategy M.1.6**: Coordinate transportation improvements with redevelopment to support increased activity without compromising safety or accessibility.
- **Strategy M.1.7**: Develop a structured parking readiness strategy (i.e., when and where structured parking becomes feasible and criteria such as intensity thresholds and shared parking agreements).
- **Strategy M.1.8**: Continue to coordinate with the Colorado Department of Transportation (CDOT) regarding any programs or I-25 improvements that may affect the 104th corridor, the pedestrian bridge, and the 104th planning area.

Parks, Recreation, and Open Space

GOAL PROS.1: Provide inviting, well-integrated green spaces and gathering areas that enhance comfort, support recreation, and reinforce community identity.

- **Strategy PROS.1.1**: Develop parks, plazas, playgrounds, and green spaces that are centrally located, highly visible, and integrated into redevelopment sites.
- **Strategy PROS.1.2**: Incorporate trees, landscaping, and shaded/covered seating areas to improve comfort, visual quality, and usability throughout the year.
- **Strategy PROS.1.3**: Design open spaces to support everyday use, family-friendly activities, and community events.
- **Strategy PROS.1.4**: Integrate open space and recreation amenities with stormwater and green infrastructure solutions where feasible.
- **Strategy PROS.1.5**: Create a programming and operations plan for event spaces.

Utilities and Infrastructure

GOAL UI.1: Deliver reliable, resilient, and coordinated utility infrastructure that supports redevelopment, addresses water constraints, and enables long-term growth.

- **Strategy UI.1.1**: Prioritize water, wastewater, and stormwater upgrades required to support the growth and redevelopment of the 104th Area Plan.
- **Strategy UI.1.2**: Coordinate infrastructure investment to front-load future development plans and improvements.
- **Strategy UI.1.3**: Promote shared solutions across property ownership, such as consolidated detention facilities, to reduce site-level constraints.
- **Strategy UI.1.4**: Align utility planning with public-private partnerships to ensure infrastructure investment supports economic development and livability goals.
- **Strategy UI.1.5**: Prioritize multi-benefit infrastructure projects that support mobility, stormwater management, parks, and placemaking.
- **Strategy UI.1.6**: Create an Infrastructure Phasing and Cost Allocation Plan outlining responsible parties, capital improvements, reimbursement mechanisms, and triggers tied to development intensity.
- **Strategy UI.1.7**: Continue to require development impact analysis to ensure proposed projects identify and mitigate impacts, such as those relating to potable water, stormwater, wastewater, and traffic.

GOAL UI.2: Deliver coordinated transportation infrastructure improvements that support redevelopment, manage increased activity, and ensure safe, efficient access to the 104th Area as a regional destination.

- **Strategy UI.2.1**: Identify and prioritize key roadway, intersection, and access improvements needed to support redevelopment and increased travel demand.
- **Strategy UI.2.2**: Coordinate transportation infrastructure investments with land use intensity and development phasing to address capacity needs.
- **Strategy UI.2.3**: Support infrastructure improvements that enhance transit operations, including bus access, bus stop locations, and passenger amenities, which would require coordination with RTD.
- **Strategy UI.2.4**: Integrate transportation infrastructure upgrades with streetscape, pedestrian, and bicycle improvements to ensure a cohesive and safe public realm.

Sustainability

GOAL SU.1: Integrate sustainability into redevelopment initiatives to improve environmental quality, comfort, and long-term resilience while supporting economic vitality.

- **Strategy SU.1.1**: Encourage compact, mixed-use development that supports walking, biking, and transit use.
- **Strategy SU.1.2**: Integrate green infrastructure, including landscaped detention, bioswales, and naturalized drainage, to improve water quality and site comfort.
- **Strategy SU.1.3**: Expand tree canopy and landscaping where possible to provide shade, reduce heat, and enhance the public realm, while ensuring storefronts continue to maintain visibility from the roadways.
- **Strategy SU.1.4**: Support energy and resource-efficient building and site design that reduces long-term operating costs.
- **Strategy SU.1.5**: Continue to incorporate electric vehicle (EV) charging infrastructure with new parking upgrades or new parking areas/structures.



Implementation Tools

Implementation tools help translate the Area Plan's vision and goals into action. They focus on how projects are enabled, coordinated, and delivered. When used together, these tools help streamline implementation, clarify roles and expectations, and ensure that infrastructure, development, and publicrealm improvements advance in a coordinated and predictable manner.

Business Improvement Districts (BIDs)

Business Improvement Districts (BIDs) provide a locally controlled, ongoing funding and management structure to support the operation and vitality of commercial and mixed-use areas. Funded through assessments on participating properties or businesses, BIDs typically support activities such as enhanced maintenance, marketing and branding, safety ambassadors, placemaking, and event programming. While BIDs are not a capital financing tool, they play a critical role in sustaining investment over time, activating public spaces, supporting small businesses, and ensuring that mixed-use districts function as attractive, wellmanaged destinations aligned with Area Plan goals.

PublicPrivate Utility Partnerships and Enterprise Funds

Publicprivate utility partnerships and local enterprise funds provide a reliable, implementationready approach to delivering the infrastructure upgrades needed to unlock recevelopment in the 104th Area. Cities commonly use enterprise utilities to plan and finance multiyear capital improvements through rates, fees, and longterm debt, allowing infrastructure investments to proceed independently of annual budget cycles. These public investments can be paired with developer participation agreements, costsharing arrangements, or reimbursement mechanisms to ensure infrastructure is delivered in step with phased redevelopment and increased land-use intensity. This approach allows the City to frontload enabling infrastructure (e.g., system upsizing, regional detention, or conveyance improvements) while establishing clear expectations for private contributions, timing, and responsibilities, reducing project risk and improving overall redevelopment feasibility.

Urban Renewal Authorities and Redevelopment Tools

Urban Renewal Authorities (URAs) provide a formal framework for coordinating redevelopment activities within designated areas and aligning public investment with private development. Through redevelopment plans, URAs can support land assembly, public improvements, site preparation, and strategic reinvestment that advance Area Plan objectives. When paired with other implementation tools, URAs help focus limited public resources on catalytic projects and create a predictable environment for longterm reinvestment.

Development Agreements and PublicPrivate Partnerships

Development agreements and publicprivate partnerships (P3s) allow the City and developers to clearly define expectations, responsibilities, and sequencing for complex or phased redevelopment projects. These tools can address infrastructure delivery, cost sharing, timing of improvements, land use commitments, and publicrealm enhancements. By providing certainty for both parties, development agreements reduce entitlement risk, support coordinated infrastructure planning, and ensure that redevelopment outcomes align with the Area Plan's vision.

Regulatory Flexibility and Zoning Implementation Tools

Targeted zoning tools (e.g., overlay districts, formbased standards, administrative approvals, and code flexibility for mixed use development) support timely implementation of the Area Plan. These tools help remove regulatory barriers, enable horizontal mixed-use, support shared parking strategies, and allow projects to adapt to changing market conditions while maintaining a cohesive district character. Regulatory implementation tools are especially important for aligning private development proposals with the Future Land Use Plan.

Phasing, Infrastructure, and Parking Readiness Tools

Phasing strategies, infrastructure readiness planning, and parking management tools help ensure that redevelopment occurs in a logical, costeffective sequence. These tools may include infrastructure phasing plans, parking readiness criteria, shared parking agreements, and internal circulation plans that prioritize pedestrian safety while maintaining access for service and loading. Together, they help manage growth, coordinate public investments, and support incremental redevelopment without over or underbuilding infrastructure.

Temporary Use and Activation Tools

Temporary-use tools (e.g., flexible permitting, interim leases, pop-up uses, and short-term code allowances) enable vacant or underutilized spaces to be activated while longterm redevelopment is pursued. These tools support early momentum, test new uses, attract visitors, and reinforce the Area Plan's vision for a vibrant, active district even as redevelopment occurs in phases.

Funding Opportunities

To implement this Area Plan to the fullest, both the City and property owners/developers should take advantage of available funding opportunities. State and federal funding sources exist to address particular issues and can be added to target multiple goals. This layered approach allows the City to fund public realm and enabling infrastructure, while developers deliver housing and commercial uses aligned with the plan.

⚠ *High-Impact Opportunity*

Commercial and Mixed-Use Revitalization

Colorado Office of Economic Development & International Trade (OEDIT)

- **Opportunity Zone Support** ⚠
  OEDIT provides statewide support for Opportunity Zone projects, helping cities and developers position catalytic mixed-use and commercial projects for private investment. These resources assist with project packaging, investor matchmaking, and navigating state and federal program requirements, supporting Area Plan goals related to reinvestment, redevelopment, and economic activity in designated centers.
- **Colorado Community Revitalization Grant** ⚠
  The Community Revitalization Grant provides gap funding for catalytic mixed-use and commercial redevelopment projects in commercial centers, downtowns, and districts. The program supports projects that combine retail, community space, and workforce housing, making it a strong tool for advancing Area Plan goals focused on revitalization, placemaking, and economic resilience.

Local Urban Renewal Authorities (URAs) (CityLed, DeveloperPartnered)

- **Tax Increment Financing** ⚠
  Tax Increment Financing (TIF) allows cities to reinvest future increases in property tax revenue to fund infrastructure, structured parking, site improvements, and public spaces. TIF is commonly used to support town centers, downtowns, and regional destinations, helping align public investment with private mixed-use development identified in the Area Plan.

Commercial Incentive Programs

- **American Rescue Plan Act (ARPA) Funds**
  ARPA funds can be used, where eligible, to support local economic recovery and small-business assistance efforts, such as commercial tenant improvement grants, rent assistance, storefront activation, and small-business support programs. When targeted to priority redevelopment areas, ARPA can help reduce nearterm barriers to occupancy and accelerate implementation of Area Plan goals related to vacancy reduction and reinvestment.

- **Sales Tax Sharing and Dedicated Economic Development Revenues**
  Sales tax sharing agreements or dedicated economic development revenues provide a flexible local funding source for commercial incentive programs. These funds can be structured to support retail recruitment, tenant improvements, or gap funding for catalytic projects, particularly in designated activity centers or redevelopment areas. When aligned with Area Plan priorities, sales tax revenues can help attract desired uses and strengthen the local commercial base.
- **Downtown Development Authority (DDA) or Urban Renewal Authority (URA) Revenues**
  DDA or URA revenues, including tax increment financing proceeds where applicable, are commonly used to support commercial revitalization efforts. These funds can be applied to façade improvements, building rehabilitation, public realm upgrades, or tenant improvement assistance that supports groundfloor activation. When coordinated with land-use and redevelopment strategies, DDA and URA resources help reinforce the walkable, mixed-use districts envisioned in the Area Plan.
- **Local Economic Development or General Fund Resources**
  Cities may also use general fund allocations or locally controlled economic development funds to support commercial incentive programs. These resources can provice matching funds for state and federal grants, seed funding for pilot programs, or ongoing support for small business assistance initiatives. Strategically deploying local funds allows communities to respond quickly to market conditions and advance Area Plan goals related to business retention, placemaking, and mixed-use vitality.

Federal Programs

- **New Markets Tax Credits** ⚠
  New Markets Tax Credits (NMTC) can support mixed-use redevelopment projects in qualifying low-income areas, particularly where commercial, community, or non-residential uses are a major component. NMTCs can help fill financing gaps for catalytic projects that anchor commercial districts envisioned in the Area Plan.
- **HUD Section 108 Loan Guarantee**
  HUD's Section 108 Loan Guarantee Program allows CDBG recipients to leverage their annual CDBG allocation to access low-cost, long-term financing for large projects. Section 108 can fund eligible infrastructure, public improvements, and redevelopment costs (such as major utility upgrades, structured parking, and site improvements), making it a strong tool for catalytic mixed-use reinvestment and "destination" projects when early enabling infrastructure is needed to unlock private development.
- **Community Development Block Grant** ⚠
  The Community Development Block Grant (CDBG) Program provides flexible federal funding that cities can use for eligible community development activities tied to local priorities. CDBG can support housing rehabilitation, public facilities, infrastructure improvements, and certain economic development activities, making it useful for implementing Area Plan projects that improve conditions and support reinvestment, especially when projects benefit low- and moderate-income households or address slum/blight or urgent needs.

Housing

CO Department of Local Affairs (DOLA)

- **Division of Housing Grants & Loans**
  DOLA housing grants and loans provide critical gap financing for rental and ownership projects that advance affordability goals. These funds can help make workforce and missing-middle housing feasible by filling financing gaps, supporting mixed-income projects, and leveraging local incentives and private investment to implement the Area Plan's housing objectives.
- **Local Planning Capacity (LPC) Grants** ⚠
  Local Planning Capacity Grants support zoning updates, housing action plans, and process improvements needed to implement area plan recommendations. These funds help cities modernize land use regulations, enable missing-middle housing types, and establish fast-track approval processes that reduce development timelines and support housing production.

CO Housing and Finance Authority (CHFA)

- **4% & 9% State and Federal Housing Tax Credits** ⚠
  State and federal housing tax credits are a primary financing tool for multifamily and mixed-income housing development. When paired with local land use support and incentives, these credits can help deliver low-rise apartments and workforce housing that align with the Area Plan's vision for increased housing supply and diversity.
- **Middle-Income & Workforce Housing Programs** ⚠
  CHFA's middle-income and workforce housing programs address households that earn too much to qualify for traditional affordable housing but are priced out of the market. These programs support housing types commonly identified in the Area Plan (such as townhomes, small multifamily, and mixed-income developments), helping communities implement missing-middle housing strategies.

Federal Programs

- **HUD HOME Investment Partnerships Program**
  The HOME program provides flexible federal funding for housing development, rehabilitation, and the preservation of affordability. Cities can use HOME funds to support Area Plan priorities by filling financing gaps, supporting mixed-use projects with residential components, and partnering with developers to deliver income-restricted housing.
- **FHA Multifamily Mortgage Insurance (HUD 221(d)(4), 223(f))**
  FHA multifamily mortgage insurance programs offer long-term, low-interest financing for new construction and rehabilitation of multifamily housing. These tools improve project feasibility and are often layered with tax credits or local incentives, helping developers implement Area Plan goals for new housing without relying solely on local subsidies.

Parks, Open Space, and Trails

CO Department of Local Affairs (DOLA)

- **Great Outdoors Colorado** ⚠
  Great Outdoors Colorado (GOCO) is a major statewide funding source for parks, trails, open space, and recreation amenities. GOCO can support neighborhood parks, dog parks, plazas, trail connections, and open space acquisition, making it well-suited to implementing Area Plan recommendations related to recreation access, community gathering spaces, and trail connectivity. While highly competitive, GOCO funding is often used to advance priority projects identified in adopted plans.

Colorado Department of Transportation (CDOT)

- **Transportation Alternatives Program** ⚠
  CDOT's Transportation Alternatives Program (TAP) provides funding for bicycle and pedestrian facilities, including shared-use paths and trail connections that function as transportation corridors. TAP is well-suited for projects that link parks, open space, and activity centers identified in the Area Plan while improving safety and connectivity.
- **CDOT Multimodal Transportation and Mitigation Options Fund** ⚠
  Multimodal Transportation and Mitigation Options Fund (MMOF) supports multimodal projects that expand travel options and improve safety, including transit services, bicycle and pedestrian infrastructure, transportation demand management, and multimodal planning. MMOF is well-suited for implementing Area Plan priorities related to active transportation, first/last-mile access, and stronger transit connections, particularly important for a regional destination where mobility improvements support economic activity and reduce congestion.

Local Funds

- **Local Conservation Trust Fund (Lottery) Allocations**
  Local Conservation Trust Fund allocations derived from state lottery revenues can be used for park improvements, trail maintenance, and recreational facilities. These funds provide a flexible local source of support for smaller-scale projects or as a match for larger grants.

Infrastructure

DOLA

- **Strong Communities Infrastructure Grant** ⚠
  Provides funding for infill infrastructure improvements (such as water, wastewater, transportation, and energy systems) that directly enable affordable housing development. Administered by DOLA, the program is intended to help communities align infrastructure investment with land-use strategies that support compact development and increased housing supply, making it particularly relevant where infrastructure capacity is a constraint on housing implementation.

Colorado Water Conservation Board (CWCB)

- **Colorado Water Conservation Board Grant Programs** ⚠
  CWCB is a primary funding source for detention, drainage, and water-related infrastructure, particularly projects that deliver multiple community benefits. The Colorado Water Plan Grants, Water Supply Reserve Fund (WSRF) Grants, and Watershed Restoration Grants can support regional detention facilities, drainage improvements, and water quality projects that advance integrated water management objectives. These funds are especially effective for implementing Area Plan strategies that integrate stormwater management with recreation, open space, environmental enhancement, or downstream flood mitigation.

Colorado Clean Water State Revolving Fund (CWSRF)

- **Clean Water State Revolving Fund**
  Colorado's Clean Water State Revolving Fund provides low-interest loans and, in some cases, partial loan forgiveness for stormwater and water quality infrastructure. Eligible projects include regional detention basins, stormwater collection systems, and green infrastructure such as bioswales, constructed wetlands, and permeable pavement. CWSRF funding can help cities implement Area Plan infrastructure improvements while reducing long-term financing costs for large-scale drainage and stormwater systems.

Federal Infrastructure Programs

- **EPA Sewer Overflow and Stormwater Reuse Grants** ⚠
  This federal grant program supports upgrades to stormwater detention and conveyance systems, flood mitigation improvements, and infrastructure needed to manage increased runoff from redevelopment. These grants are well-suited for implementing Area Plan recommendations in growth or reinvestment areas.

Future Amendments

After adoption, this Area Plan should be treated as a living document that can evolve over time to respond to changing conditions, community priorities, and implementation outcomes. Future amendments may be warranted as development occurs, infrastructure investments are made, or new information becomes available regarding market conditions, environmental constraints, or regulatory requirements. Amendments may range from minor refinements, such as clarifying land-use descriptions, updating maps, or adjusting implementation strategies, to more substantive changes reflecting shifts in community vision or policy direction. Any proposed amendment should be evaluated for consistency with the plan's overall goals and the community's long-term vision.

The amendment process should be transparent, predictable, and inclusive, providing opportunities for public input and coordination with relevant agencies and stakeholders. Amendments may be initiated by the local government, property owners, or other partners as implementation progresses. To maintain plan integrity, amendments should be considered periodically or as part of a defined review process rather than on an ad hoc basis, ensuring changes are deliberate and well-reasoned. This approach allows the Area Plan to remain relevant and effective while continuing to serve as a reliable guide for decision-making, investment, and development over time

Chapter 7

GLOSSARY AND ACRONYMS



Glossary of Terms and Acronyms

Glossary of Terms

Activity Center – A compact, mixed-use area designed to concentrate housing, shopping, dining, employment, and community activities in a walkable setting.

Amendment – A formal change or update to an adopted plan that reflects new information, changing conditions, or revised community priorities.

Area Plan – A long-range planning document that provides policy guidance, land use direction, and implementation strategies for a specific geographic area.

Arterial Street – A major roadway designed to carry high volumes of traffic between destinations and connect to regional transportation networks.

Bicycle and Pedestrian Connectivity – The degree to which sidewalks, trails, bike lanes, and crossings are connected and provide safe, convenient travel for non-motorized users.

Buildout Horizon – The future year used to evaluate how fully planned development may occur, often for traffic, infrastructure, or market analysis.

"City" vs. "city" – Capitalized "City" refers to the municipal government as an organization, while the lowercase "city" refers to the physical geographic area within its boundaries.

Collector Street – A roadway that gathers traffic from local streets and directs it to arterial roads.

Complete Streets – A street design approach that safely accommodates pedestrians, bicyclists, transit users, and vehicles of all ages and abilities.

Corridor – A linear area, typically centered on a major roadway or transportation route, that functions as a key connection for movement, access, and development, often serving as a primary focus for land use, mobility, and investment strategies.

Design Charrette – An interactive planning workshop where attendees collaborate to explore ideas, test scenarios, and shape future development concepts.

Detention (Stormwater) – Infrastructure designed to temporarily hold stormwater runoff and release it slowly to reduce flooding and downstream impacts.

Economic Resilience – The ability of an area's economy to adapt to changing market conditions while sustaining long-term investment and activity.

Future Land Use Map (FLUM) – A map illustrating the long-term intended pattern of land uses, serving as guidance rather than regulatory zoning.

Green Infrastructure – Natural or nature-based systems, such as bioswales and landscaped detention areas, that manage stormwater while providing environmental and community benefits.

Horizontal Mixed-Use – A development pattern where different land uses, such as residential and commercial, are located side by side rather than stacked vertically.

Implementation Strategies – Specific actions, policies, and investments identified to help carry out the goals and vision of the Area Plan.

Infill Development – New development that occurs on vacant or underutilized land within an already developed area, making use of existing infrastructure and services.

Level of Service (LOS) – A standardized measure used in traffic analysis to describe roadway or intersection performance based on delay and congestion.

Market Analysis – An evaluation of economic, demographic, and real estate conditions used to understand current trends and forecast future demand for housing, retail, office, and other land uses.

Missing Middle Housing – Medium-density housing types such as duplexes, triplexes, townhomes, and small apartment buildings that bridge the gap between single-family homes and large apartment complexes.

Mixed-Use Development – Development that combines two or more land uses, such as residential, commercial, office, or civic uses, within a coordinated site or area.

Multimodal Transportation – A transportation system that supports travel by multiple modes, including walking, biking, transit, and driving.

Operating Easement Agreement (OEA) - A legal agreement that governs shared access, parking, and operational rules among multiple property owners within a commercial center.

Overlay – A mapped planning tool applied in addition to underlying land use or zoning designations to provide supplemental guidance or requirements, often addressing specific design features, infrastructure systems, or special area considerations.

Pass-By Trips – Vehicle trips that stop at a site while already traveling on the adjacent roadway and do not add new traffic to the area.

Pedestrian-Oriented – Designed primarily for people walking, with features such as sidewalks, building entrances facing the street, safe crossings, and human-scaled design.

Placemaking – The process of designing public spaces to be inviting, functional, and reflective of community identity.

Planning Area – The defined geographic boundary used for the purposes of an area plan, encompassing the properties, corridors, and uses evaluated to establish land use guidance, infrastructure planning, and implementation strategies.

Pop-Up Use – A temporary activity or business, such as a food truck or market, that activates underused spaces for a short period of time.

Public Realm – The publicly accessible spaces of a community, including streets, sidewalks, plazas, parks, and open spaces.

Public-Private Partnership – A collaborative arrangement where public agencies and private entities share resources and responsibilities to implement projects.

Redevelopment – The process of improving or replacing existing buildings or sites with new development to better meet current community needs and market conditions.

Revitalization – Efforts to reinvest in and enhance an existing area to improve its economic vitality, physical appearance, and overall activity.

Shared-Use Path – A paved or unpaved trail designed for use by pedestrians, bicyclists, and other non-motorized users.

Stormwater Management – Practices and infrastructure used to control runoff, improve water quality, and reduce flooding impacts.

Third Place – A public or semi-public space, such as a café, plaza, or park, where people gather outside of home (first place) and work (second place) to socialize and connect.

Trade Area – A defined geographic area from which a site draws residents, workers, and customers for economic and market analysis.

Trip Generation – The estimation of the number of vehicle trips produced by a specific land use or development.

Unified Development Ordinance (UDO) – The City's primary regulatory document governing zoning, land use, development standards, and design requirements.

Urban Design – The arrangement and design of buildings, streets, open spaces, and infrastructure to shape the physical character of an area.

Walkability – The extent to which an area is comfortable, safe, and convenient for walking, with direct connections between destinations.

Acronyms

ACS – American Community Survey
ADT – Average Daily Traffic
ARPA – American Rescue Plan Act
BID – Business Improvement District
BLS – Bureau of Labor Statistics
CAGR – Compound Annual Growth Rate
CDBG – Community Development Block Grant
CDOT – Colorado Department of Transportation
CHFA – Colorado Housing and Finance Authority
CWCB – Colorado Water Conservation Board
CWSRF – Colorado Clean Water State Revolving Fund
DDA – Downtown Development Authority
DOLA – Colorado Department of Local Affairs
DRCOG – Denver Regional Council of Governments
EPA – Environmental Protection Agency
ESRI BAO – Environmental Systems Research Institute, Inc., Business Analyst Online
FHA – Federal Housing Administration
FLUM – Future Land Use Map
GOCO – Great Outdoors Colorado
HCP – Hutensky Capital Partners
HOME – Home Investment Partnerships Program
HUD – US Department of Housing and Urban Development
ITE – Institute of Transportation Engineers
LEHD – Longitudinal Employer-Household Dynamics
LOS – Level of Service
LPC – Local Planning Capacity
MIHA – Middle Income Housing Authority
MMOF – Multimodal Transportation Alternatives Program
MSA – Metropolitan Statistical Area
NMTC – New Markets Tax Credits
NURA – Northglenn Urban Renewal Authority
NORA – Northglenn Urban Renewal Authority
OEA – Operating Easement Agreement
OEDIT – Colorado Office of Economic Development & International Trade
P3 – Public-Private Partnership
RTD – Regional Transportation District
TAP – Transportation Alternatives Program
TIF – Tax Increment Financing
URA – Urban Renewal Authority
WSRF – Water Supply Reserve Fund



APPENDIX A



Appendix A. Market Analysis

1.0 Introduction

The 104th Area Plan establishes a shared vision to guide the future of the planning area, focusing on strengthening the neighborhood business core through a balance of mixed uses, vibrant public spaces, and improved transportation connections.

This market analysis provides an understanding of the 104th planning area's current role in the local and regional economy while evaluating its capacity to support future growth. The analysis examines socioeconomic trends to understand the makeup of area residents and consumers and evaluates real estate performance to forecast future market demand. It also compares the 104th district to other competitive commercial centers to highlight its market positioning, opportunities, and challenges. By grounding recommendations in market realities, the study helps ensure that proposed strategies are both feasible and responsive to long-term demand. The following process was utilized to inform the outcomes of the analysis:

- **Prepare baseline assessment** to define the 104th district's current role in the local and regional economy, documenting existing conditions and highlighting opportunities to support future growth.
- **Estimate market demand** by analyzing demographic, employment, and real estate trends to forecast opportunities that will help inform scenarios for future land use, redevelopment, and housing opportunities supported under current and projected market conditions.
- **Provide market potential** to evaluate the strength of different development types based on market trends, performance metrics, and forecasted demand.

This analysis establishes the market context needed to inform decision-making, ensuring that future redevelopment strategies are responsive to long-term demand and aligned with the district's economic role in the region.

The analysis is a data-driven process that uses a variety of sources to inform projections and demand estimates. Through the analysis, sources are noted and include the following:

US Census	CoStar
ESRI Business Analyst Online	Colorado Department of Labor and Employment
Bureau of Labor Statistics	Colorado State Demographer's Office
Upstate Colorado Economic Development	Woods & Poole

Analysis Geographies

The market analysis examines three geographic scales to provide local and regional context for the 104th area (Figure 1). The local level geography is the Trade Area, which is a man-made boundary to capture influences directly tied to development immediately impacting the district. To understand the Trade Area's position within the larger regional economy, it is compared to Adams County and the Denver-Aurora-Lakewood Metropolitan Statistical Area (Denver MSA) throughout the analysis. The Denver MSA encompasses Adams, Arapahoe, Broomfield, Clear Creek, Denver, Douglas, Elbert, Gilpin, Jefferson, and Park Counties.

The Trade Area represents the surrounding area where residents, workers, and businesses most directly influence activity at the project site (**Figure 2**). The Trade Area was drawn to reflect commute patterns, concentrations of nearby jobs and businesses, and surrounding residential development. As shown in Figure 2, the Trade Area provides the local basis for comparing local economic conditions with County and Regional trends.

Figure 1: Analysis Geographies

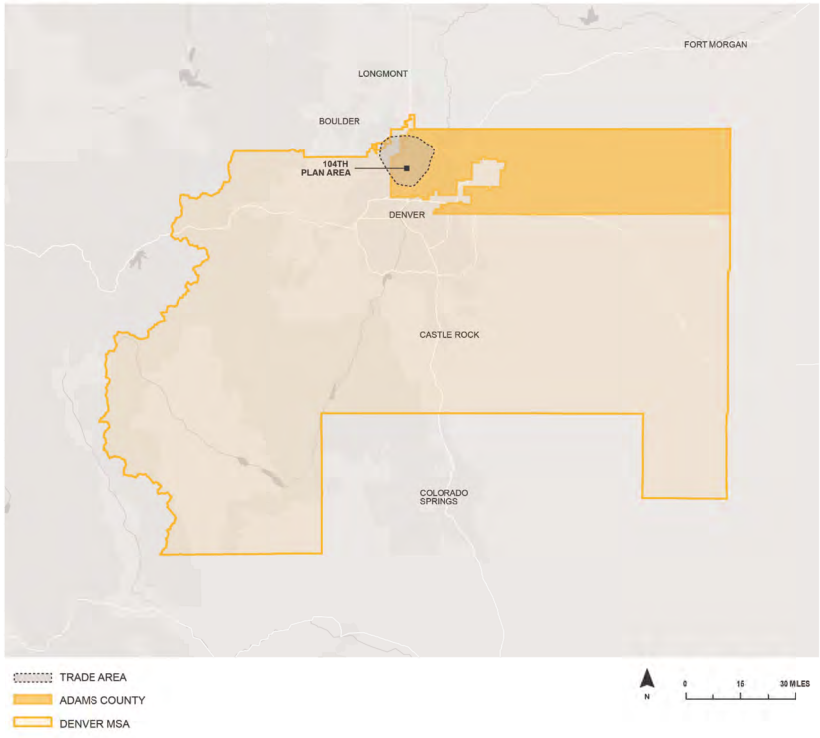
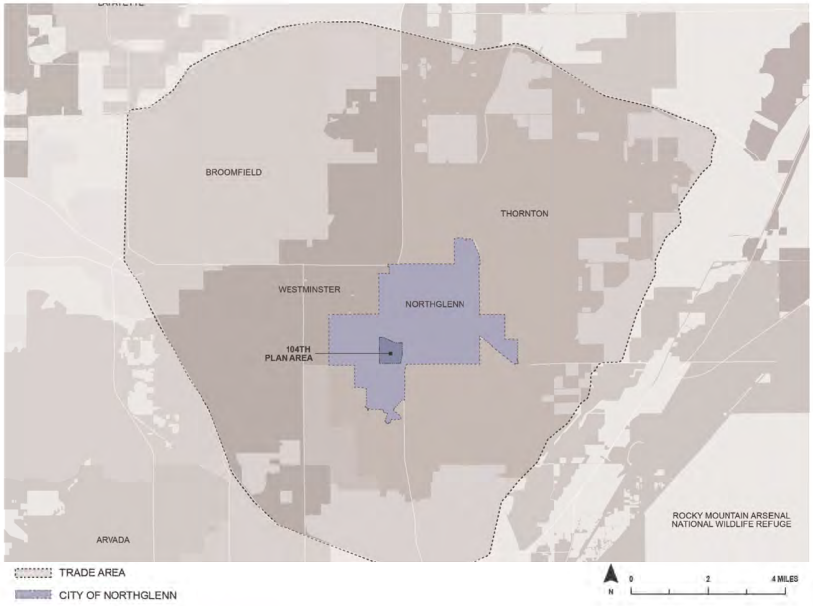


Figure 2: Trade Area Boundary



2.0 Demographic Characteristics

This section analyzes key demographic trends with a focus on population and household trends by age, income, and tenure. Ethnic diversity and educational attainment metrics are also highlighted for the Trade Area.

2.1. Population Trends

The population of the Trade Area in 2024 was approximately 352,060 people, which is about 11.5% of the Denver MSA (**Table 1**). The Trade Area's population has increased by over 40,200, representing a 12.9% population increase since 2010. This rate is slower than both Adams County (22.9%) and the Denver MSA (21.1%), likely drive by the comparatively fewer greenfield development sites in the urbanized Trade Area. From 2010 to 2024, the Trade Area grew at a compound annual growth rate (CAGR) of 0.9%, which is slower than the County and region, indicating that the Trade Area has expanded at a slower pace than the region over the past fourteen years.

Table 1: Comparison of Population Trends, 2010-2024

				2010-2024 Δ		
Area	2010	2020	2024	#	%	CAGR
Trade Area	311,809	350,518	352,060	40,251	12.9%	0.9%
Adams County	441,603	519,572	542,636	101,033	22.9%	1.5%
Denver MSA	2,543,456	2,963,821	3,081,342	537,886	21.1%	1.4%
Trade Area % MSA	12.3%	11.8%	11.4%	7.5%		

Source: ESRI Business Analyst Online (BAO); Kimley-Horn

2.1.1. Population by Age

Table 2 shows the Trade Area's population by age cohort for 2010 and 2024. The largest decline occurred among children under the age of 15, down 10.2%, reflecting fewer younger families and lower birth rates. At the same time, the population growth has been driven by the age cohort representing Baby Boomers, those aged 65 and above, with all groups above 65 increasing by at least 60%. This shift is driving the overall aging of the Trade Area, with the median age rising from 33.4 in 2010 to 36.4 in 2024. The 3-year increase outpaces Adams County (+2.0 years) and the Denver MSA (+1.8 years).

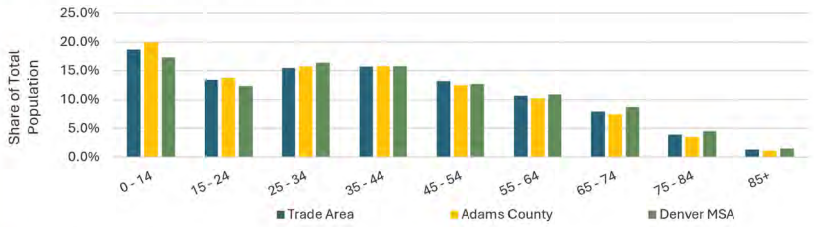
Table 2: Population by Age Cohort, Trade Area, 2010-2024

			2010-2024 Δ	
Cohort	2010	2024	#	%
0 - 14	73,275	65,835	-7,440	-10.2%
15 - 24	41,471	47,176	5,705	13.8%
25 - 34	48,954	54,569	5,615	11.5%
35 - 44	47,083	55,273	8,190	17.4%
45 - 54	43,653	46,472	2,819	6.5%
55 - 64	31,493	37,318	5,826	18.5%
65 - 74	15,590	27,813	12,222	78.4%
75 - 84	8,419	13,730	5,311	63.1%
85+	2,494	4,577	2,082	83.5%
Total	311,809	352,060	40,251	12.9%

Source: ESRI BAO; Kimley-Horn

Despite the population decline among children under the age of 15, this cohort group remains the largest in the Trade Area, representing almost 19% of the total Trade Area population (**Graph 1**). The Trade Area's working-age population (25 to 54) make up approximately 44% of residents, indicating the area's strong base of working-class households. The Trade Area has a smaller share of senior residents over the age of 65, 13.1%, which is slightly lower than the MSA's share of 14.7% and higher than the 12.0% share reported in the County.

Graph 1: Comparison of Age Cohorts, 2024

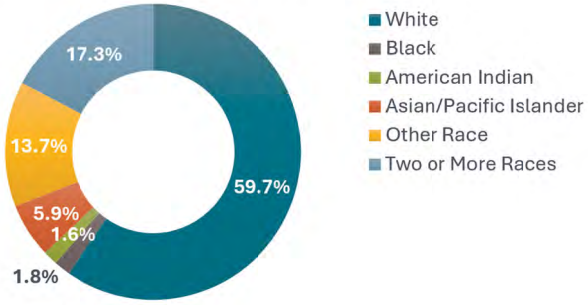


Source: ESRI BAO; Kimley-Horn

2.1.2. Racial and Ethnic Diversity

As shown in **Graph 2**, residents who identify as White represent the largest racial group in the Trade Area, accounting for nearly 60% of the population. The next largest racial groups were Two or More Races and Other Race. Based on US Census reporting, people of Hispanic origin may identify with any race and may select one or category. As of 2024, 36.5% of the population in the Trade Area identify as Hispanic, compared to the lower shares of 43.6% in Adams County but higher than the 24.3% share reported in the Denver MSA.

Graph 2: Population Racial Diversity, Trade Area, 2024

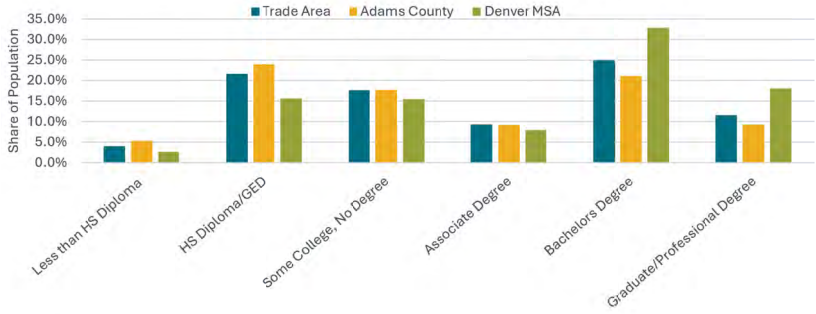


Source: ESRI BAO; Kimley-Horn

2.1.3. Educational Attainment

Graph 3 demonstrates a comparison of education levels in the Trade Area, Adams County, and the Denver MSA for the population over the age of 25. In the Trade Area, 26.4% have a high school diploma as their highest level of attainment, followed by 24.9% with a bachelor's degree. Education attainment in the Trade Area is lower than the MSA, where nearly 32.8% of residents hold a bachelor's degree and 18.1% have a graduate degree, compared to 24.9% and 11.6% in the Trade Area. Adams County reflects a similar pattern, with lower levels of higher educational attainment than the MSA, consistent with a more suburban profile of both the County and Trade area relative to the urban core.

Graph 3: Comparison of Educational Attainment for Residents, Aged 25+, 2024



Source: ESRI BAO; Kimley-Horn

2.2. Household Trends

In 2024, the Trade Area had 127,106 households, an increase of nearly 14,600 households from 2010 (**Table 3**). The Trade Area's share of total MSA households has steadily declined, falling from 7.6% in 2010 to 6.8% in 2024. This trend indicates that while households in the Trade Area are increasing, growth is occurring at a slower pace compared to the County and Denver MSA overall.

Table 3: Household Comparison of Household Trends, 2010-2024

				2010-2024 Δ		
Area	2010	2020	2024	#	%	CAGR
Trade Area	112,517	125,519	127,106	14,589	13.0%	0.9%
Adams County	153,764	178,525	187,615	33,851	22.0%	1.4%
Denver MSA	1,004,686	1,167,462	1,218,506	213,820	21.3%	1.4%
Trade Area % MSA	11.2%	10.8%	10.4%	6.8%		

Source: ESRI BAO; Kimley-Horn

2.2.1. Household Size

Households in the Trade Area have remained relatively stable and unchanged, at 2.76 for the past fourteen years (**Graph 4**). Adams County households are larger, averaging 2.87 persons, while the Denver MSA remains smaller at 2.50 persons per household and unchanged since 2010.

Graph 4: Comparison of Household Sizes, 2010-2024

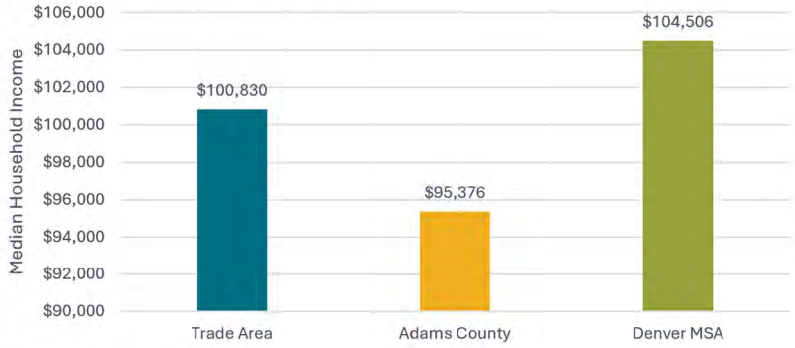


Source: ESRI BAO; Kimley-Horn

2.2.2. Household Income

As shown in **Graph 5**, the Trade Area's median household income was $100,830 in 2024, 5.4% higher than Adams County measure of $95,376 and 3.5% lower than the median household measure in the Denver MSA of $104,506. The income levels suggest the Trade Area is more affluent than the County overall, while still falling just short of the regional average.

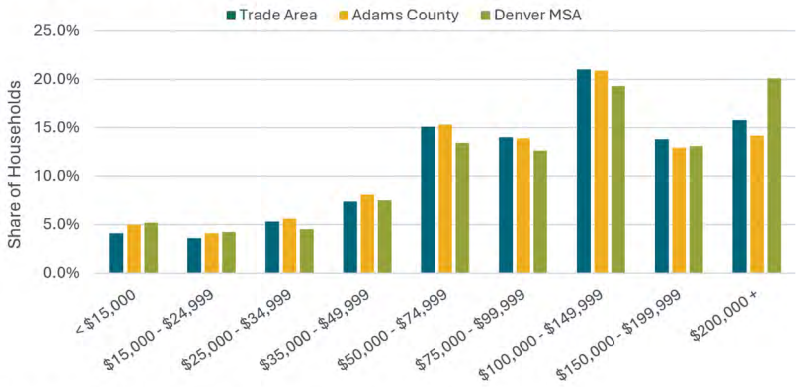
Graph 5: Median Household Income, 2024



Source: ESRI BAO; Kimley-Horn

The comparative distribution of incomes across analysis geographies in **Graph 6** illustrates a detailed breakdown of income by cohort. Households in the Trade Area are most concentrated in the $50,000 to $149,999 range, accounting for over half of all households. This mirrors broader patterns in Adams County and the Denver MSA, though the Trade Area skews slightly more towards middle-income groups. By contrast, the shares of households earning more than $200,000 is notably lower in the Trade Area than in the MSA, more moderate income profile compared to the MSA.

Graph 6: Comparison of Household Income by Income Cohort, 2024



Source: ESRI BAO; Kimley-Horn

3.0 Economic Characteristics

This section of the report analyzes annual employment trends by industry for the Denver MSA and the Trade Area, describing overall growth, shifts in employment between sectors, and comparative trends between the two geographies. Major industry sectors, unemployment rates and labor force participation, and commuting patterns are also presented.

3.1 Major Employers

Table 4 lists the top ten largest employers in Adams County. Adams County's employment base is anchored by major healthcare institutions and logistics providers. UC Health, Children's Hospital Colorado, and HealthONE together, represent approximately 18,100 jobs. The Transportation and Warehousing sectors have the largest representation with four out of the ten employers falling in this industry descriptor.

Table 4: Major Employers, Adams County (2021)

Employer	Industry Description	Estimated Employees
UC Health	Health Care and Social Assistance	11,330
Amazon	Transportation and Warehousing	8,560
Children's Hospital Colorado	Health Care and Social Assistance	5,980
United Parcel Service	Transportation and Warehousing	4,410
FedEx	Transportation and Warehousing	2,200
Sturgeon Electric	Construction	1,350
Maxar Technologies	Transportation and Warehousing	1,070
SROriginals	Manufacturing	990
HealthONE	Health Care and Social Assistance	800

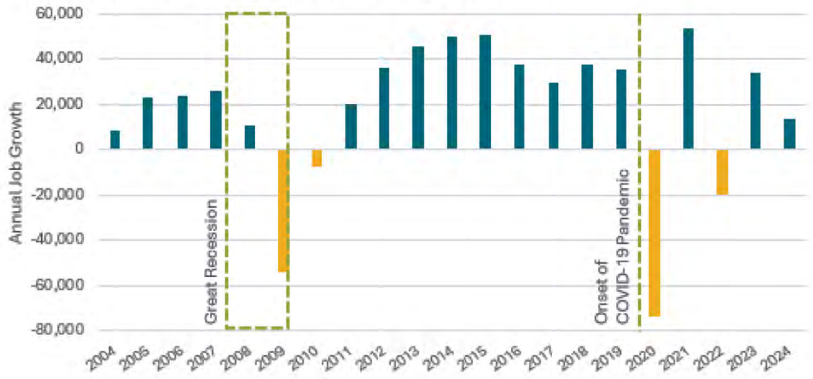
Source: Development Research Partners (June 2021); Kimley-Horn

3.2. Annualized Regional Employment

3.2.1. Denver MSA

As shown in **Graph 7** new jobs have been added in the Denver MSA in sixteen of the last twenty years. The regional economy was interrupted by the 2007-2009 Great Recession with over 61,000 jobs lost in 2009 and 2010. However, since the Great Recession, the Denver MSA has posted annual net job gains averaging 38,100 jobs between 2011 and 2019 before the disruption of the COVID-19 Pandemic. Following the pandemic, the MSA reported a job loss of nearly 74,000 jobs but rebounded quickly in the following year with a rebound of 53,900 jobs in 2021. More recent years reflect a return to moderate but consistent job growth.

Graph 7: Annual Net New Job Growth, Denver MSA, 2004-2024



Source: Colorado Department of Labor and Employment; Kimley-Horn

As shown in **Table 5**, between 2019 and 2024, total employment in the region increased by almost 90,000 jobs representing a 5.6% increase. Total employment in 2024 was approximately 1.6 million jobs. The largest industries have more than 100,000 jobs, including Health Care and Social Assistance, Professional and Technical Services, Accommodation and Food Services, Retail Trade, and Education Services. The net increase in jobs in 2019 was strongly driven by strong growth in the following industries:

- Professional and Technical Services (+36,353 jobs)
- Health Care and Social Assistance (+20,597 jobs)
- Transportation and Warehousing (+14,956 jobs)
- Public Administration (+7,369 jobs)
- Educational Services (+6,174 jobs)

Health Care and Social Assistance is the largest employment sector in the Denver MSA, accounting for 12.8% of the region's workforce with more than 206,000 jobs in 2024. Professional and Technical Services is the second largest sector, making up 11.4% of total employment and reflecting the region's strong base of knowledge-based industries. Accommodation and Food Services ranks third with 9.0% of jobs, while Retail Trade represents 8.6% of the workforce. Educational Services is also a major contributor, accounting for 7.3% of total employment. Together, these five sectors make up nearly 49% of the MSA's total job base, highlighting the balance between essential services, consumer-driven industries, and professional occupations in the regional economy.

Table 5: Annualized Employment by Industry, Denver MSA, 2019-2024

Industry Classification	2019	2024	2019-2024 Δ #	2019-2024 Δ %
Professional and Technical Services	147,103	183,456	36,353	24.7%
Health Care and Social Assistance	185,801	206,398	20,597	11.1%
Transportation and Warehousing	69,406	84,362	14,956	21.5%
Public Administration	75,662	83,031	7,369	9.7%
Educational Services	111,955	118,129	6,174	5.5%
Construction	102,079	106,910	4,831	4.7%
Wholesale Trade	74,394	78,162	3,768	5.1%
Other Services, Ex. Public Admin	47,263	50,699	3,436	7.3%
Real Estate and Rental and Leasing	31,532	34,348	2,816	8.9%
Arts, Entertainment, and Recreation	32,065	34,814	2,749	8.6%
Management of Companies and Enterprises	34,330	36,548	2,218	6.5%
Utilities	5,890	6,717	827	14.0%
Accommodation and Food Services	144,777	144,028	-749	-0.5%
Agriculture, Forestry, Fishing & Hunting	4,164	3,294	-870	-20.9%
Retail Trade	138,864	137,776	-1,088	-0.8%
Information	51,727	50,202	-1,525	-2.9%
Finance and Insurance	78,323	76,292	-2,031	-2.6%
Mining	10,953	7,764	-3,189	-29.1%
Administrative and Waste Services	100,750	97,542	-3,208	-3.2%
Manufacturing	70,997	67,261	-3,736	-5.3%
Total	**1,518,035**	**1,607,733**	**89,698**	**5.9%**

Source: Bureau of Labor Statistics (BLS); Colorado Department of Labor and Employment; Kimley-Horn

3.2.2. Trade Area

Employment for the Trade Area is provided by the US Census Bureau's Longitudinal Employer-Household Dynamics (LEHD) dataset. The most recent year reported for this information was 2022, shown compared to data from 2017 in Table 6. Based on this data, the Trade Area hosted over 89,100 jobs in 2022, up nearly 12,000 jobs from 2017. As shown in **Table 6**, the largest sector in the Trade Area, representing almost 16% of all jobs, is Retail Trade, followed by Health Care and Social Assistance (12.9%), and Accommodation and Food Services (10.6%). The Transportation and Warehousing sector saw the largest growth between 2017 and 2022, increasing by 5,106 jobs. This increase in the Transportation and Warehousing sector accounts for 43% of the total employment growth in the Trade Area. The largest job increases in the last five years include:

- Transportation and Warehousing (+5,106 jobs)
- Health Care and Social Assistance (+1,645 jobs)
- Administrative and Waste Services (+1,638 jobs)
- Professional and Technical Services (1,630 jobs)
- Public Administration (+971 jobs)

Table 6: Annualized Employment by Industry, Trade Area, 2017-2022

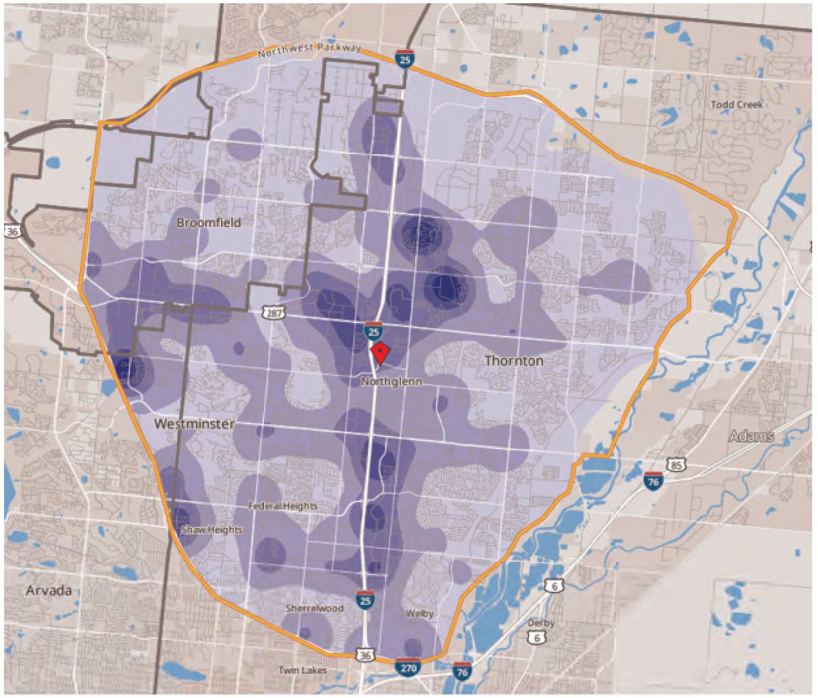
Industry Classification	2017	2022	2017-2022 Δ #	2017-2022 Δ %
Transportation and Warehousing	974	6,080	5,106	524.2%
Health Care and Social Assistance	9,816	11,461	1,645	16.8%
Administrative and Waste Services	3,538	5,176	1,638	46.3%
Professional and Technical Services	4,512	6,142	1,630	36.1%
Public Administration	5,486	6,457	971	17.7%
Retail Trade	13,152	13,959	807	6.1%
Manufacturing	2,993	3,359	366	12.2%
Other Services, Ex. Public Admin	2,202	2,446	244	11.1%
Arts, Entertainment, and Recreation	1,515	1,756	241	15.9%
Real Estate and Rental and Leasing	1,576	1,816	240	15.2%
Management of Companies and Enterprises	1,318	1,501	183	13.9%
Construction	5,380	5,560	180	3.3%
Wholesale Trade	2,385	2,542	157	6.6%
Agriculture, Forestry, Fishing & Hunting	65	159	94	144.6%
Utilities	31	62	31	100.0%
Mining	70	37	-33	-47.1%
Finance and Insurance	2,951	2,794	-157	-5.3%
Educational Services	7,372	6,988	-384	-5.2%
Accommodation and Food Services	9,958	9,485	-473	-4.7%
Information	1,967	1,347	-620	-31.5%
Total	**77,261**	**89,127**	**11,866**	**15.4%**

Source: LEHD OnThe Map; Kimley-Horn

Employment density in the Trade Area is distributed throughout the center and western portions of the Trade Area with most notable clusters of high employment density located along the I-25 corridor (Figure 3). Notable clusters of high job concentrations include:

1. **Washington and 128th Ave:** This area contains regional commercial, education, and retail hubs anchored by big-box stores, trade and high schools, and industrial production centers. Proximity to the interchange makes it an accessible concentration of highway-oriented commercial activity, while surrounding residential uses support smaller sized commercial and educational uses.
2. **Westminster at 104th and Highway 36:** This area is a large commercial and lodging destination with many retail chains and a large collection of hotel chains.
3. **W 120th Avenue and I-25**: There is a high concentration of industrial manufacturing and distribution in this area, owing to its proximity to I-25 and arterial roads. Maxar Technologies' headquarters is located in this area, with over 2,000 employees.

Figure 3: Employment Concentrations, Trade Area, 2022



Source: LEHD OnThe Map; Kimley-Horn

3.3. Annualized Wages by Industry

3.3.1. Denver MSA

The average wage in the Denver MSA increased 30.3 percent, from $68,199 in 2019 to $88,863 in 2024 (**Table 8**). Between 2019 and 2024, wages increased across all industry classifications, with the most pronounced gains in Accommodation and Food Services, Information, and Transportation and Warehousing. Industries that reported the highest wages in the region were Mining, Management of Companies and Enterprises, and Information. Although these sectors demonstrate the highest wages, they represent a small share of employment in the region. Health Care and Social Assistance, which is the largest industry in the region, has an average wage 18% below the MSA average. In contrast, the second largest industry, Professional and Technical Services, has an average wage that is 56% higher than the MSA average.

Table 7: Annualized Average Wages, Denver MSA, 2019-2024

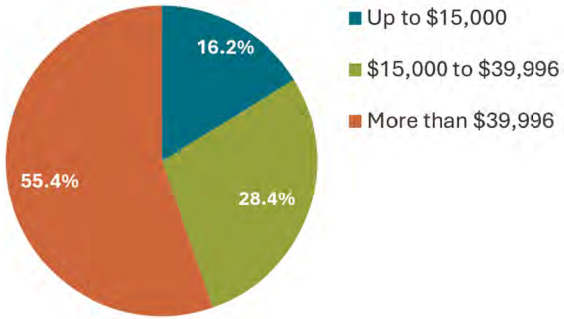
Industry Classification	2019	2024	2019-2024 Δ #	2019-2024 Δ %
Mining	$176,945	$239,101	$62,156	35.1%
Information	$115,748	$158,798	$43,049	37.2%
Professional and Technical Services	$103,587	$138,849	$35,262	34.0%
Finance and Insurance	$111,530	$146,642	$35,112	31.5%
Management of Companies and Enterprises	$150,657	$178,780	$28,124	18.7%
Wholesale Trade	$94,154	$117,509	$23,355	24.8%
Utilities	$105,674	$128,895	$23,221	22.0%
Transportation and Warehousing	$63,466	$86,596	$23,130	36.4%
Real Estate and Rental and Leasing	$68,591	$90,533	$21,942	32.0%
Construction	$69,737	$88,283	$18,546	26.6%
Public Administration	$73,518	$90,001	$16,482	22.4%
Administrative and Waste Services	$48,663	$64,693	$16,030	32.9%
Manufacturing	$77,736	$93,731	$15,995	20.6%
Other Services, Ex. Public Admin	$44,167	$60,017	$15,851	35.9%
Educational Services	$53,730	$68,552	$14,822	27.6%
Health Care and Social Assistance	$58,503	$72,632	$14,129	24.2%
Arts, Entertainment, and Recreation	$45,624	$59,489	$13,864	30.4%
Retail Trade	$34,770	$46,202	$11,433	32.9%
Agriculture, Forestry, Fishing & Hunting	$36,868	$47,782	$10,914	29.6%
Accommodation and Food Services	$25,851	$35,608	$9,757	37.7%
Average	**$68,199**	**$88,863**	**$20,664**	**30.3%**

Source: BLS; Colorado Department of Labor and Employment; Kimley-Horn

3.3.2. Trade Area

Sector-specific wage information is not available for the Trade Area. However, according to the US Census, approximately 55.4% of the Trade Area's jobs pay wages above $39,996 per year and 28.4% have an average annual wage between $15,001 and $39,996 (**Graph 8**), The remaining 16.2% of jobs have average wages below $15,000 annually.

Graph 8: Share of Jobs by Wage Range, Trade Area, 2022

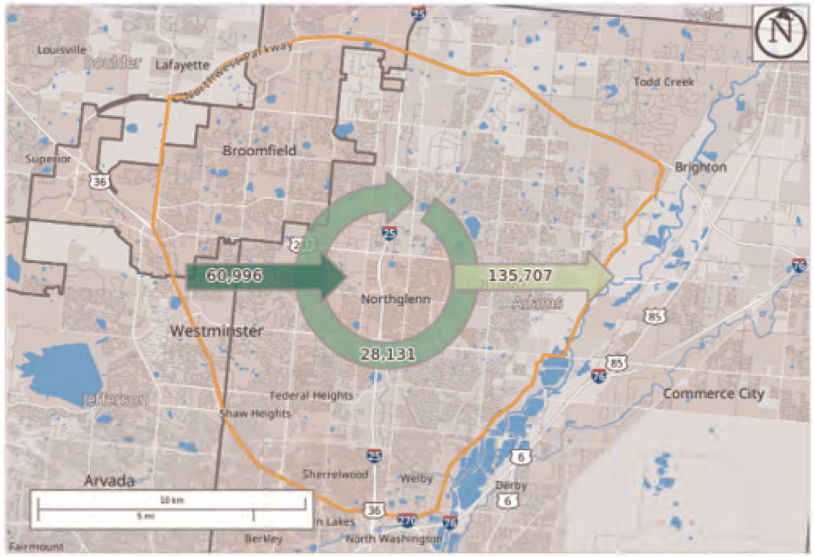


Source: LEHD OnThe Map; Kimley-Horn

3.4. Commuting Patterns

As of 2022, nearly 70,000 people traveled into the Trade Area for employment daily and around 135,700 of the Trade Area's employed populated commuted out (**Figure 4**). The Trade Area had an estimated 28,100 people that live and work locally, making up 31.6% of the total employed population. The most popular locations where Market Area residents commute to work include Denver (23.7%), Thornton (7.3%), and Westminster (7.1%).

Figure 4: Commuting Patterns, Trade Area, 2022



Source: LEHD OnThe Map; Kimley-Horn

4.0 Real Estate Market Conditions

This section provides a comprehensive overview of current real estate market conditions in the Trade Area with a focus on key sectors that influence community growth and economic development. The analysis highlights trends in housing, multi-family, retail, office, and hotel markets, examining supply, demand, performance, and pipeline activity. Understanding these dynamics offers insight into how different sectors are responding to demographic shifts, consumer preferences, and broader regional economic forces

4.1. Housing Overview

In 2024, the Trade Area contained nearly 132,200 housing units, representing about 10% of the MSA's total housing stock. The Trade Area's housing stock is slightly newer than the County overall, with a median year built of 1991. Median home values in the Trade Area are $534,143, on par with the median home value in Adams County and 15.5% lower than the Denver MSA reported value. Housing tenure patterns show a mixed tenure, with 67.5% owner-occupied and 32.5% renter-occupied units, while the vacancy rate of 3.9% is lower than the County and regional average.

Table 8: Housing statistics for Trade Area, Adams County, Denver MSA

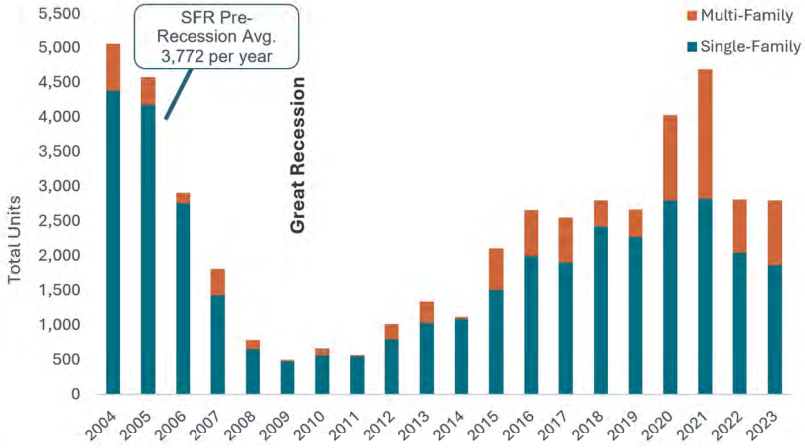
2024	Trade Area	Adams County	Denver MSA
Total Housing Units	132,196	196,815	1,303,319
Median Year Built	1991	1990	1985
Median Home Value	$534,143	$537,862	$632,420
Owner-Occupied	67.5%	64.1%	57.5%
Renter-Occupied	32.5%	31.3%	36.0%
Vacant	3.9%	4.7%	6.5%

Source: ACS 2018-2022; ESRI BAO; Kimley-Horn

4.1.1. Residential Building Permits

Housing permit data is collected at the County level from the Department of Housing and Urban Development (HUD). In the years leading up to the Great Recession, activity was heavily dominated by single-family construction, averaging nearly 3,800 units permitted per year compared to about 400 multi-family units (**Graph 9**). Following the downturn, overall permitting fell sharply and remained depressed through the early 2010s. Since then, activity has rebounded, though at a lower average of roughly 1,700 single-family units annually, while multi-family development has expanded, averaging nearly 600 units per year.

Graph 9: Residential Building Permit Trends, Adams County, 2004-2023

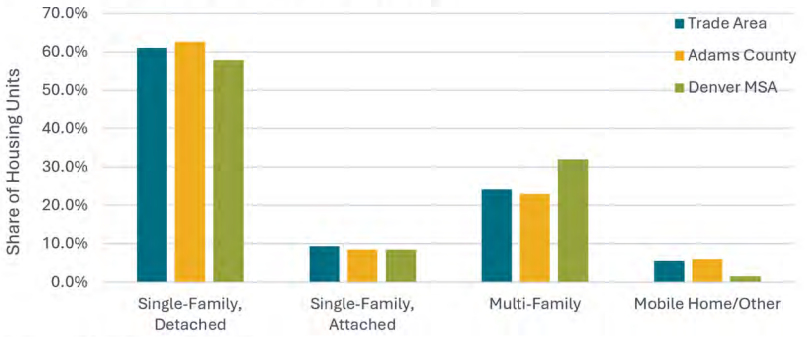


Source: HUD Database; Kimley-Horn

Housing Units by Type

Housing types in the Trade Area are predominantly single-family detached units, representing 61% of the total housing stock (**Graph 10**). Multi-family housing represents just over 24% of units in the Trade Area, which is higher than Adams County but slightly below the regional share. Mobile homes and other housing types also make up a larger portion of the Trade Area's housing compared to the broader County and metro area.

Graph 10: Comparison of Housing Units by Type, 2024

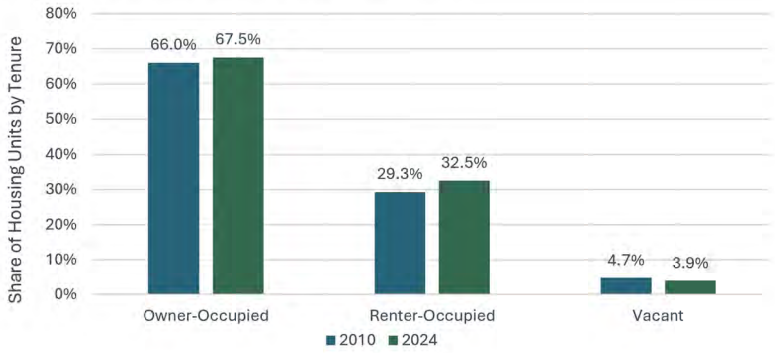


Source: HUD Database; Kimley-Horn

Housing Units by Tenure

The Trade Area's housing tenure has remained relatively stable since 2010 (**Graph 11**). In 2010, 66.0% of housing units were owner-occupied, compared to 67.5% in 2024, reflecting only a slight increase. At the same time, renter-occupied units increased modestly from 29.3% to 32.5%, demonstrating the increase in multifamily permits as previously shown on **Graph 9**. Vacancies declined from 4.7% to 3.9%, indicating a tightening housing market with fewer available units overall.

Graph 11: Share of Housing Units by Tenure, Trade Area

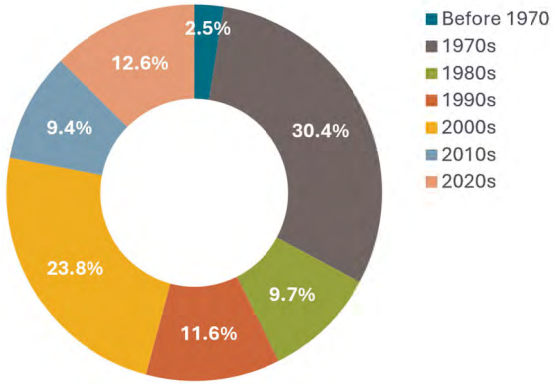


Source: ESRI BAO; Kimley-Horn

4.1.2. Multi-Family Rental Market Trends

Based on apartment data obtained from CoStar; the Trade area hosts nearly 17,000 professionally managed rental units across 117 properties, specifically within communities that have 10 or more units. The most active decade for multi-family construction was the 1970s when 30.4% of total inventory was developed (**Graph 12**), the 2000s was the second most active decade, 23.8% of the inventory was developed during that period. These trends indicate a mixed housing stock, with smaller amounts of development in recent years, as 22% of total housing stock has been built since 2010.

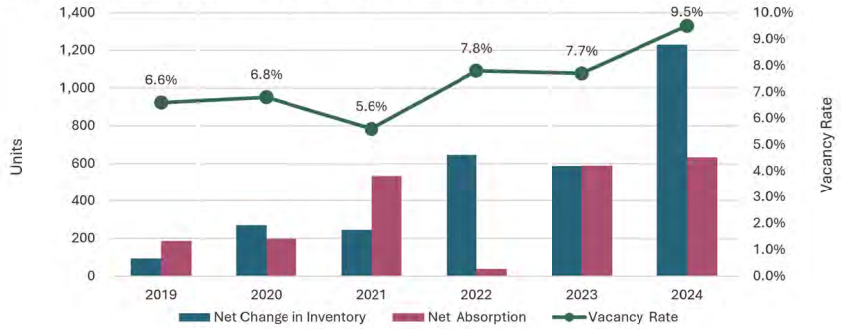
Graph 12: Inventory by Decade Completed, Trade Area, 2025



Source: CoStar; Kimley-Horn

Vacancy rates in the Trade Area remained modest from 2019 to 2020, then dipped to a cycle low of 5.6% in 2021 when demand outpaced modest deliveries (**Graph 13**). Beginning in 2022, the pipeline accelerated, and deliveries were well above absorption, pushing vacancy to 7.8%. In 2023, absorption roughly matched the new supply, holding vacancy near 7.7%. A larger wave of development in 2024 caused vacancy rates to increase sharply to 9.5%, the highest in the observed period. This trend is consistent with both regional and national metrics, as supply has outpaced demand in most major metropolitan markets.

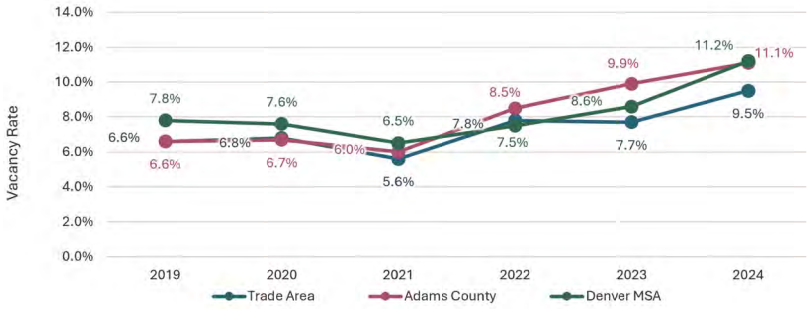
Graph 13: Multi-family Performance Trends, Trade Area, 2019-2024



Source: CoStar; Kimley-Horn

Vacancy trends in the Trade Area have mirrored those in Adams County and the broader Denver MSA, though at slightly lower levels for much of the observed period (**Graph 14**). A dip in 2021 brought Trade Area vacancies to 5.6%, the lowest point in the period, compared to about 6.5% regionally. Since then, vacancy rates have climbed steadily across all geographies, reflecting a wave of new supply and moderate absorption. By 2024, the Trade Area reached 9.5%, while Adams County and the Denver MSA both exceeded 11%, suggesting that while conditions have softened, the Trade Area remains somewhat tighter than the broader market.

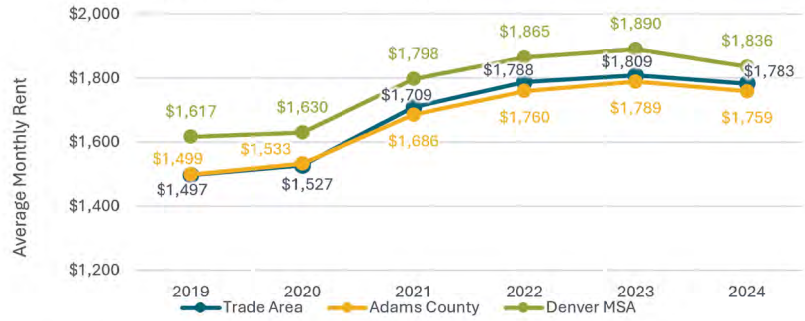
Graph 14: Comparison of Vacancy Rate Trends, 2019-2024



Source: CoStar; Kimley-Horn

The average monthly rent in the Trade Area was $1,783 in 2024, an increase of 19% from 2019 (**Graph 15**). Rents in Adams County remain consistently nearly identical to those in the Trade Area over the observed period, with the 2024 average monthly rent at $1,759. The Denver MSA has maintained a premium over the County and Trade Area. Rents peaked in 2023 at roughly $1,809 in the Denver MSA, $1,789 in Adams County, and $1,809 in the Trade Area. By 2024, rents softened slightly across all geographies. Despite this recent dip, rents remain elevated compared to pre-2020 levels.

Graph 15: Comparison of Average Monthly Rents, 2019-2024



Source: CoStar; Kimley-Horn

4.1.3. Competitive Multi-Family Rental Communities

This section analyzes current vacancy rates and rents for five competitive communities located in the Trade Area. The communities which are shown in Figure 5 were selected based on date of completion, location, and construction quality. The competitive set reflects horizontally integrated mixed-use communities, where residential and commercial uses are organized side by side across the site rather than stacked vertically. A map key of the competitive communities is provided in **Table 8.**

Table 9: Competitive Multi-Family Communities, Trade Area, 2025

Map Key	Community	Location	Year Built	Unit Mix				Total Units	Vac. Units	Vac. Rate	Avg. Sq.Ft.	Avg. Rent	Rent/ Sq.Ft.
				Studio	1BR	2BR	3BR						
1	Avalon Westminster Promenade	10651 Westminster Blvd	2024	22	124	109	57	312	20	6.4%	998	$ 2,166	$2.17
2	Arbor Square Apartments	14770 Orchard Pky	2012	18	127	133	22	300	27	9.0%	851	$ 1,847	$2.17
3	Covell on the Promenade	6250 Promenade Dr N	2018	0	185	103	12	300	18	6.0%	926	$ 2,081	$2.25
4	Curate at Orchard Town Center	14705 Orchard Pky	2020	9	162	61	38	270	11	4.1%	898	$ 2,093	$2.33
5	Grant Row Lofts	14251 Grant Street	2024	0	78	124	20	222	12	5.4%	1,110	$ 2,171	$1.96
Total/Avg.				49	676	530	149	1,404	88	6.3%	950	$ 2,066	$2.18
Share				3.5%	48.1%	37.7%	10.6%						

Figure 5: Competitive Multi-Family Communities, Trade Area, 2025



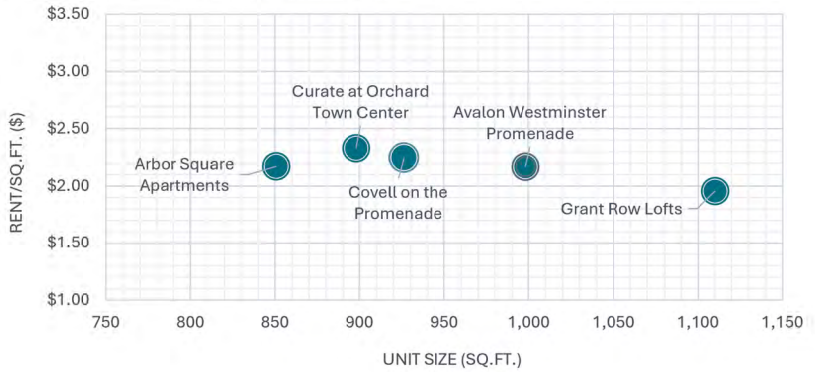
Source: CoStar; Kimley-Horn

Overall, the average unit in the competitive set is 950 square feet and rents for $2,066 per month or $2.18 per square foot. The communities set range in size from 222 units at Grant Row Lofts to 312 units at Avalon Westminster Promenade. The overall aggregate unit mix is 3.5% studios, 48.1% one-bedrooms, 37.7% two-bedrooms, and 10.6% three-bedroom units. The overall vacancy rate for the five competitive communities is 6.3%, equating to 88 vacant units. Community averages range from 4.1% at Curate at Orchard Town Center to 9.0% at Arbor Square Apartments. Generally, a vacancy rate of 7.0% is the industry standard that represents a healthy community that allows for inter- and intra-market mobility.

Monthly rents range from $1,847 at Arbor Square Apartments, which has a smaller than average unit size

in addition to being the oldest community in the set, to $2,171 at Grant Row Lofts, which is one of the newer communities in the set and has an above average unit size. **Graph 16** displays the average rent per square foot by unit size for the set. Arbor Square has the highest average rent per square foot at $2.33, while Grant Row Lofts has the lowest rent per square foot at $1.96.

Graph 16: Average Unit Size v Rent/Sq.Ft, 2025

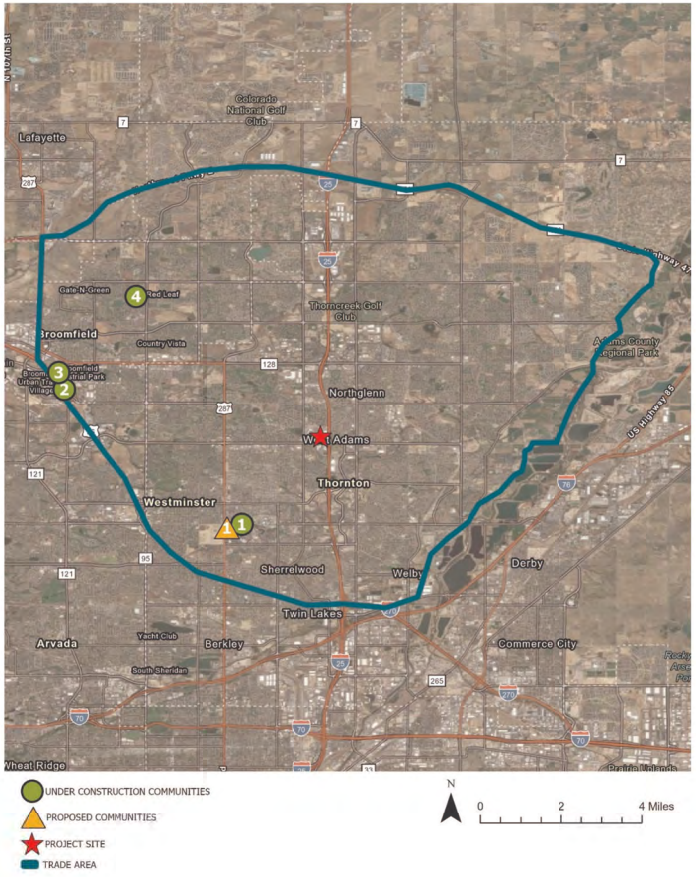


Source: CoStar; Kimley-Horn

4.1.4. Development Pipeline

This section identifies apartment communities that are under construction and proposed in the Trade Area. Information was obtained from CoStar and verified through additional primary research. Proposed projects are defined as those that have approved entitlements or are actively seeking approval. Five projects were identified as in the Trade Area, with four under construction and one project proposed (**Figure 6**). Together, these developments are expected to add a total of 736 units to the inventory. A map key is of the development pipeline is provided in **Table 10.**

Figure 6: Multi-Family Development Activity, Trade Area, 2025



The bulk of multi-family development is concentrated in Westminster and Broomfield, where several sizable projects are planned for delivery over the next few years. In Westminster, the Overlook at is planned as a mixed-income project with affordable units included. In Broomfield, Wadsworth Junction (will deliver as a market-rate community, while Harvest Hill will add rent-restricted units, supporting affordability within the Trade Area. A smaller 40-unit property on Cottonwood Street in Broomfield is also underway, providing additional neighborhood-scale apartments. In Federal Heights, Maiker Uplands is proposed as a rent-restricted development.

Table 10: Multi-Family Development Activity, Trade Area, 2025

Map Key	Community	Address	City	Developer	Units	Estimated Completion
1	Overlook at Uplands	8775 Clay St	Westminster	St. Charles Town Company	247	2026
2	Wadsworth Junction	11495 Wadsworth Blvd	Broomfield	Blackburn Communities	227	2026
3	Harvest Hill	11801 Wadsworth Blvd	Broomfield	Ulysses Development Group	152	2027
4	N/A	1374 Cottonwood St	Broomfield	N/A	70	2026
Under Construction Total Units					**696**	
1	Maiker Uplands	2880 W 88th Ave	Federal Heights	Maiker Housing Partner	40	2028
Proposed Total Units					**40**	
Subtotal					**736**	

Source: CoStar; Kimley-Horn

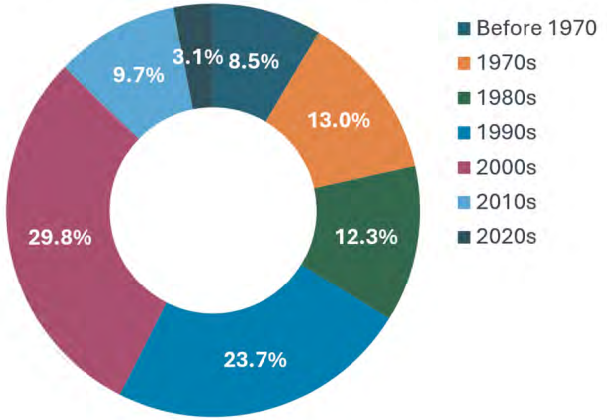
4.2 Commercial Performance Trends

This section provides an overview of the retail, office and hotel conditions and trends for the Trade Area, Adams County, and the Denver MSA. This analysis includes inventory, absorption, vacancy rates, and average rents per square foot. Additionally, a set of commercial center and office spaces are profiled and pipeline activity for the commercial sectors is also described in this section.

4.2.1. Retail Performance Trends

As of 2024, there was approximately 16,615,000 square feet of retail space in the Trade Area. Of that space, over 53% was completed during the 1990s or 2000s (**Graph 17**). Development has slowed in recent decades, the 2010s accounts for only 9.7% and 3.1% has been delivered in the Trade Area thus far since 2020.

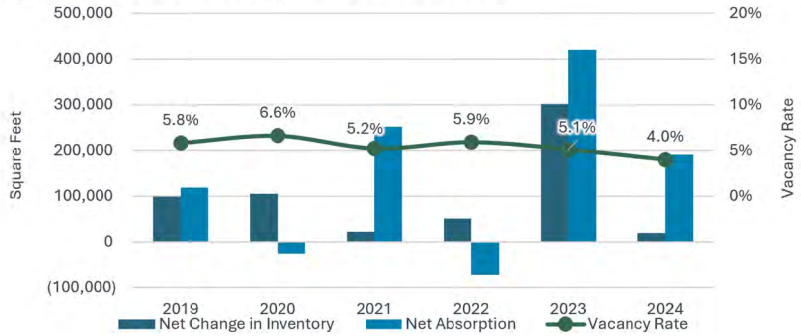
Graph 17: Inventory by Decade Completed, Trade Area, 2025



Source: CoStar; Kimley-Horn

Retail performance in the Trade Area has remained relatively stable, with vacancy rates trending downward in recent years despite fluctuations in supply and demand (**Graph 18**). Vacancy hovered between 5.8 and 6.6% from 2019 to 2020, then dipped to 5.2% in 2021 as net absorption outpaced limited new deliveries. Although absorption turned negative in 2022, vacancies held steady at 5.9%. Strong demand returned in 2023, with absorption exceeding 400,000 square feet, which helped drive vacancies down and by 2024, vacancy tightened further to 4.0% as positive absorption continued and supply growth remained modest, indicating a healthy retail market.

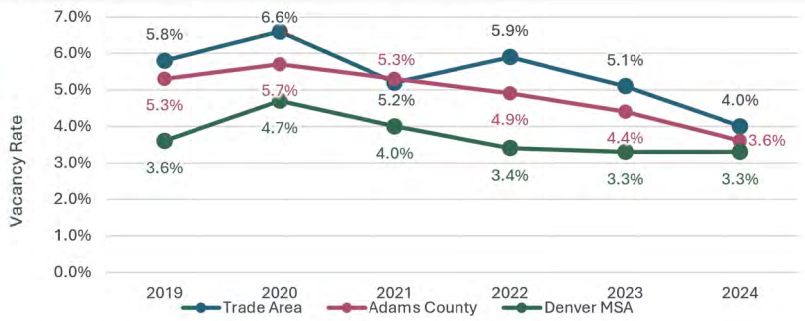
Graph 18: Retail Performance Trends, Trade Area, 2019-2024



Source: CoStar; Kimley-Horn

Retail vacancy rates in the Trade Area have generally tracked above County and regional levels but have moved in the same overall direction (Graph 19). Trade Area vacancies peaked at 6.6% in 2020, reflecting a period of weaker demand, before steadily declining to 4.0% in 2024. Adams County followed a similar pattern, falling from 5.7% in 2020 to 3.6% in 2024. The Denver MSA consistently maintained the lowest vacancy rates, ranging from 3.6% in 2019 to just 3.3% in 2024.

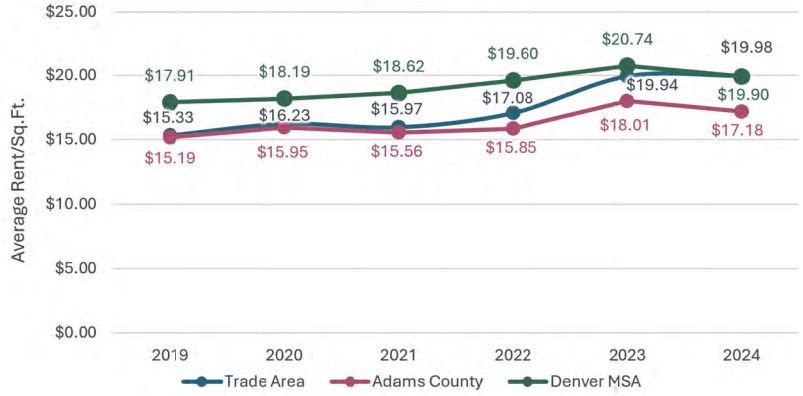
Graph 19: Comparison of Vacancy Rate Trends, 2019-2024



Source: CoStar; Kimley-Horn

Retail rents in the Trade Area have trended upward over the past five years, though they remain below the Denver MSA average but above Adams County levels (Graph 20). From 2019 to 2021, Trade Area rents rose modestly from $15.33 to $15.97 per square foot, before accelerating alongside regional growth in 2022. By 2023, average rents peaked at $19.94 per square foot, closely aligning with the Denver MSA. In 2024, rents held near peak levels in all three geographies.

Graph 20: Comparison of Monthly Average Rent, 2019-2024

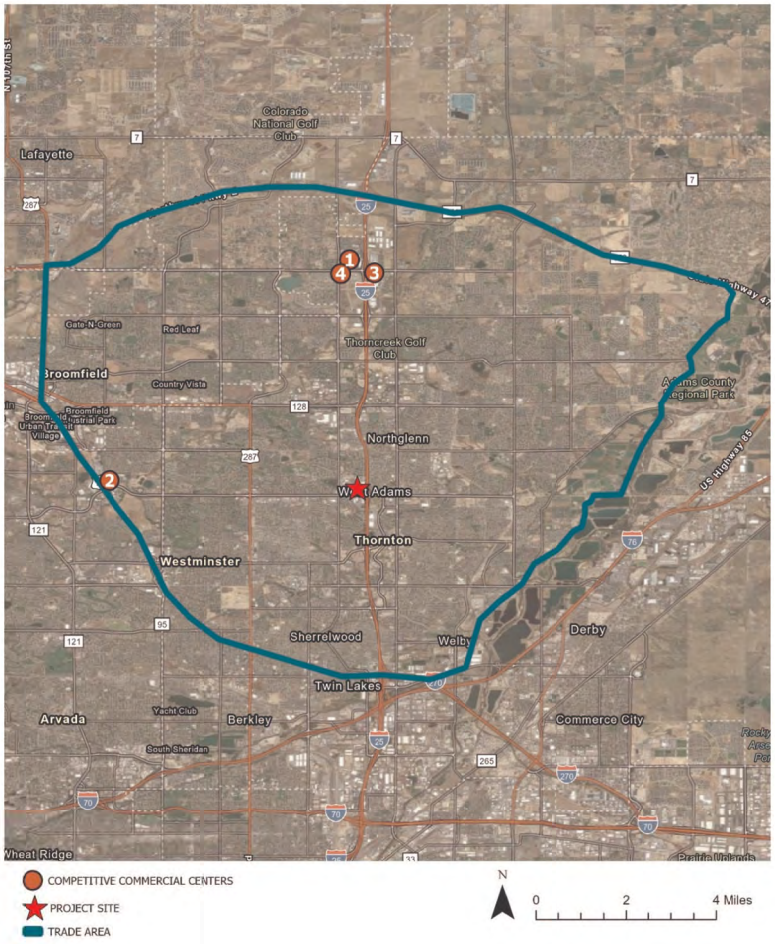


Source: CoStar; Kimley-Horn

4.2.2. Competitive Commercial Centers

This section analyzes current vacancy rates and rents for four competitive commercial centers located in the Trade Area. The commercial centers are shown which are shown in **Figure 7**, were selected based on date of completion, location, and construction quality. These centers were selected due to their proximity and relationship to the multifamily communities analyzed previously, providing additional context for the area's mixed-use environment. A map key of the competitive communities is provided in **Table 11.**

Figure 7: Competitive Commercial Centers, Trade Area, 2025



Source: CoStar; Kimley-Horn

Table 11: Competitive Commercial Centers, Trade Area, 2025

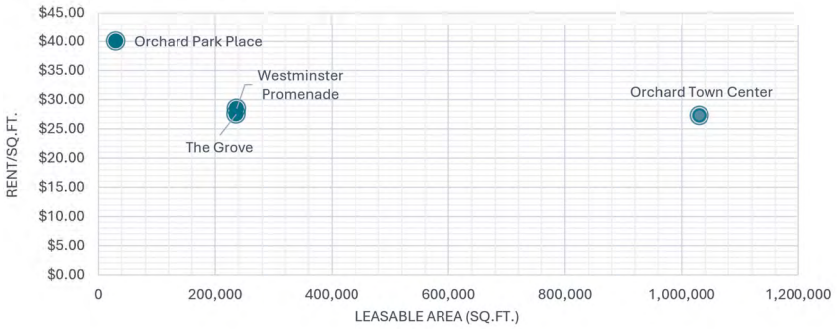
Map Key	Property Name	Address	Jurisdiction	Center Type	Year Built/Reno	Leasable Area Total	Vacant	Vacancy Rate	Lease Rate	Key Tenants
1	Orchard Town Center	NEC Huron St & W 144th	Westminster	Lifestyle Center	2006/2016	1,030,377	13,086	1.27%	$27.23	Target, Activate Arcade, Marshalls, AMC Theatre, JCPenney, Lane Bryant
2	Westminster Promenade	10655 Westminster Blvd	Westminster	Community Center	1998/2023	236,361	7,209	3.05%	$28.44	Dave & Buster's, AMC Westminster, Snooze A.M. Eatery, Chuy's, Dave's Hot Chicken
3	The Grove	14050-14375 Lincoln St	Broomfield	Community Center	2012	235,597	2,144	0.91%	$27.50	Burlington, La-Z-Boy, Cabela's, Crumble Cookies
4	Orchard Park Place	14355 Orchard Pky	Westminster	Strip Center	2016	30,159	4,886	16.20%	$40.00	Rest Wesch, Einstein Bro's Bagels, Noodles and Company, Sports Clip
	Commercial Centers Total/Avg.					1,532,494	27,324	1.78%	$27.71	

Source: CoStar; Kimley-Horn

The competitive set of commercial centers in the Trade Area demonstrates a healthy retail market with low overall vacancy and competitive lease rates. Collectively, the four centers account for more than 1.5 million square feet of leasable space, with an average vacancy rate of just 1.8% and average lease rates of $27.71 per square foot. Larger properties such as Orchard Town Center and Westminster Promenade serve as major regional destinations, anchored by national retailers, entertainment venues, and dining options. The Grove also contributes a strong retail presence with tenants like Burlington and Cabela's, while Orchard Park Place, though smaller in scale, commands the highest lease rate at $40.00 per square foot despite having the highest vacancy.

The competitive commercial centers vary widely in scale and pricing, illustrating the diversity of retail offerings in the Trade Area (**Graph 21**). Orchard Town Center is by far the largest property, with more than one million square feet of space, and commands competitive lease rates at over $27 per square foot. In contrast, smaller centers such as Westminster Promenade and The Grove fall in the mid-range both in size (roughly 200,000 to 240,000 square feet) and rents of $27 to $28 per square foot. Orchard Park Place is the smallest property but achieves the highest lease rate at $40 per square foot.

Graph 21: Building Size v. Rent/Sq. Ft, Trade Area, 2025



Orchard Town Center



Orchard Town Center offers more than 1 million square feet of leasable space and serving as a major regional retail destination. Originally developed in 2006 and renovated in 2016, the center functions as a lifestyle hub with a diverse mix of national retailers, dining, and entertainment anchors. Key tenants include Target, AMC Theaters, Marshalls, and JCPenney, supported by a variety of specialty shops and restaurants that draw consistent regional traffic. Its scale, tenant mix, and performance make it a significant anchor for both surrounding residential communities and the broader Westminster area. Curate at Orchard Town Center & Arbor Square Apartments Directly adjacent to the retail core, Curate at Orchard Town Center offers modern multifamily living with a mix of one-, two-, and three-bedroom units, contemporary finishes, and community amenities that appeal to young professionals and families seeking proximity to retail, dining, and entertainment. Similarly, Arbor Square Apartments provide an established residential option with competitive rents and convenient access to the shopping, services, and transit connections offered at Orchard Town Center.

Westminster Promenade



Westminster Promenade is a 236,000-square-foot community center that has long served as a regional entertainment and dining destination, anchored by Dave & Buster's, AMC Westminster, and has a range of restaurants. Adjacent to the center are two multifamily communities that reinforce its role as a lifestyle hub. Covell on the Promenade, delivered in 2018, includes 300 units across seven mid-rise buildings with a full suite of amenities such as a pool, multiple fitness areas, and resident lounges, catering to households who value direct access to the Promenade's retail and entertainment. More recently, Avalon Westminster Promenade opened in 2024 with 312 units in a five-story building featuring modern finishes and upscale amenities, expanding the residential base within walking distance of the center. Together, these communities illustrate the horizontally integrated mixed-use character of the district, where contemporary housing and an active retail core complement one another to create a vibrant living and leisure environment.

The Grove



The Grove is a 235,600-square-foot community center developed in 2012 in Broomfield and anchored by large retail anchors such as Burlington and Cabela's. The center has now grown through multiple phases with a tenant mix that now includes fitness, services, and food operators. Directly adjacent to the center is Grant Row Lofts, which provides a residential complement, offering contemporary multifamily housing designed to integrate with the nearby retail and employment opportunities. The community features modern loft-style units with upscale finishes and amenities that appeal to young professionals and households seeking convenience and walkability.

Orchard Park Place

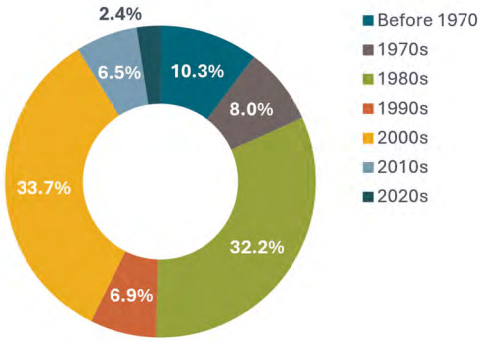


Located directly across from Orchard Town Center, Orchard Park Place functions as a smaller, neighborhood-serving complement to the larger regional lifestyle center. Built in 2016, Orchard Park Place features a mix of neighborhood-serving restaurants and service tenants. Adding to its mixed-use character, Orchard Park Place includes a Courtyard by Marriott Denver North/ Westminster hotel component. The hotel features amenities such as an indoor pool, fitness center, The Bistro restaurant and bar, convenience store, and meeting space. This hospitality element supports both regional visitors and spillover traffic from adjacent mixed-use activity centers. These elements directly benefit nearby residents in Curate at Orchard Town Center and Arbor Square Apartments and create a layered and regionally supportive mixed-use fabric. While Orchard Town Center anchors regional shopping and leisure demand, Orchard Park Place and the Courtyard Hotel anchor local convenience and hospitality needs, reinforcing the area's identity as a horizontally integrated mixed-use hub.

4.2.3. Office Performance Trends

The Trade Area's office inventory is concentrated on products built during the 1980s and 2000s as illustrated in **Graph 22**. Roughly one-third of space was constructed in the 2000s, closely followed by 32.2% from the 1980s. More recent additions in the 2020s account for just 2.4% of the total. Overall, the market is anchored by properties that are now 20 to 40 years old, with relatively limited new office development in the past decade, signaling both an aging building base and opportunities for reinvestment or repositioning.

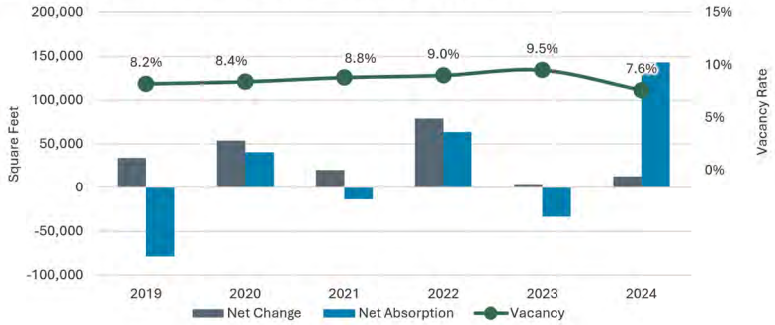
Graph 22: Office Inventory by Decade Completed, Trade Area, 2025



Source: CoStar; Kimley-Horn

Office performance in the Trade Area have shown moderate fluctuations in both absorption and vacancy over the past five years. Vacancy held relatively steady between 8.2 and 9.5% from 2019 through 2023, with periods of both positive and negative absorption (Graph 23). After negative absorption in 2019, the market rebounded in 2020 and again in 2022, coinciding with modest new deliveries. However, absorption softened in 2021 and turned negative again in 2023, pushing vacancy to its peak of 9.5%. In 2024, demand strengthened considerably, with absorption outpacing new supply and bringing vacancy down to 7.6%, the lowest level in the period shown.

Graph 23: Office Performance Trends, Trade Area, 2019-2024



Source: CoStar; Kimley-Horn

Office vacancy in the Trade Area has remained relatively stable compared to broader regional trends. Vacancy ranged between 7.6 and 9.5% from 2019 to 2024, showing only modest fluctuations (Graph 24). Adams County performed even stronger, maintaining one of the lowest vacancy rates in the region at 5.1 to 8.1% over the same period. By contrast, the Denver MSA experienced a steady rise in vacancies, increasing from 9.6% in 2019 to 17.3 percent in 2024.

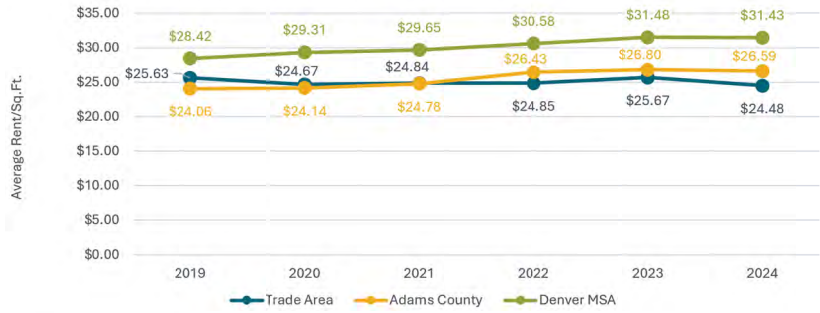
Graph 24: Comparison of Vacancy Rate Trends, 2019-2024



Source: CoStar; Kimley-Horn

Average office rents in the Trade Area and Adams County have generally tracked below the Denver MSA but held steady through recent market fluctuations (Graph 25). While the Denver MSA commands higher overall rents, both the Trade Area and Adams County have maintained more affordable price points, appealing to tenants seeking cost-efficient alternatives. Despite elevated vacancies at the regional level, rental rates across all geographies have remained stable, suggesting landlords have been able to preserve pricing power even amid shifting demand.

Graph 25: Comparison of Monthly Rent Trends, 2019-2024



Source: CoStar; Kimley-Horn

4.2.4. Competitive Office Product

This section analyzes current vacancy rates and rents for four competitive office properties located in the Trade Area. The communities which are shown in Figure 8, were selected based on date of completion, location, and construction quality. The following office competitive product were not selected for their mixed-use integration, but rather for their performance and tenant composition. These properties represent high-performing office product in the Trade Area and highlight a range of tenant types and formats to provide insight into the types of office development that have been successful locally, offering a benchmark for the product types and leasing strategies the client could consider for future projects. A map key of the competitive communities is provided in Table 11.

Figure 8: Competitive Office Product, Trade Area, 2025

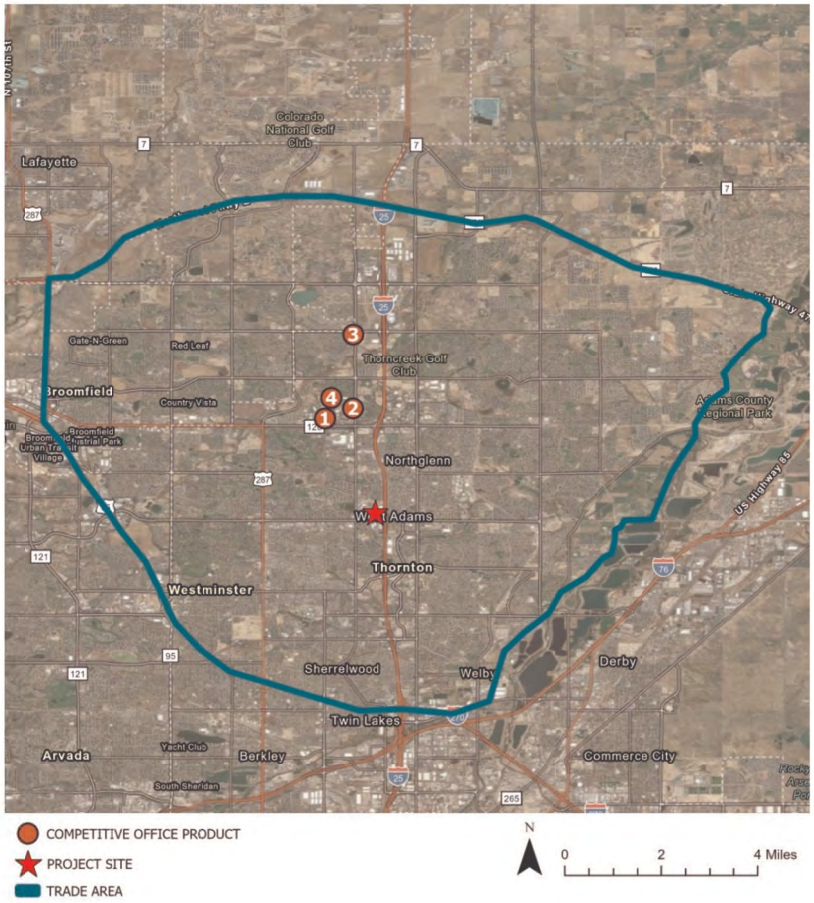


Table 11: Competitive Office Product, Trade Area, 2025

Map Key	Property Name	Address	Jurisdiction	Year Built/Reno	Leasable Area Total	Vacant	Vacancy Rate	Lease Rate	Key Tenants
1	Taiva Offices	12225-12245 Pecos St	Westminster	2020	304,034	0	0.00%	$25.00	Alliant Living, Chicago Title Insurance Company, Valenta Capital Management, Matrix Business Consulting, Adjustors International
2	N/A	855 W 122nd Ave	Westminster	2016	55,000	0	0.00%	$23.00	Broad Financial, Alliance Data
3	N/A	13559 Huron St	Westminster	2020	20,000	0	0.00%	$29.00	Horizon Credit Union, Front Range Orthopedics, MedSpa
4	Urban Box Offices	1501 - 1511 W 124th Ave	Westminster	2016	19,243	0	0.00%	$25.25	Entasis Group, Burnham Law, CIC Construction, Corporate Management Group, Marriage and Family Clinic
	Office Comparable Total/Avg.				398,277	0	0.00%	$24.94	

Source: CoStar; Kimley-Horn

The office competitive set is characterized by modern construction, strong tenant mixes, and full occupancy in Table 11. Collectively, the four properties total nearly 400,000 square feet of space with an average lease rate of $24.94 per square foot and no reported vacancy. The largest property, Taiva Offices, built in 2020, contributes over 300,000 square feet and is home to tenants such as Alliant Living, Chicago Title Insurance Company, and Matrix Business Consulting. Smaller properties, including Urban Box Offices and recently delivered buildings on Huron Street and 122nd Avenue, showcase flexible formats that attract a variety of users, from financial services and credit unions to healthcare, legal, and professional services firms.

Graph 26 illustrates lease rates relative to building size. Taiva Offices, the largest property at over 300,000 square feet, achieves rents of $25.00 per square foot, reflecting strong demand for large-scale, modern product. Smaller-scale properties demonstrate a range of pricing, 13559 Huron Street, a 20,000-square-foot building, achieves the highest rent in the set at $29.00 per square foot, while Urban Box Offices and 855 W 122nd Avenue command $25.25 and $23.00 per square foot, respectively. Positioning future office development in Northglenn will require careful consideration of how to differentiate, whether through competitive pricing, smaller-scale flexible formats, or integration with surrounding uses, to capture tenants who are attracted to the broader North I-25 corridor but may be priced out of Westminster's market

Graph 26: Building Size v. Rent/Sq. Ft, Trade Area, 2025

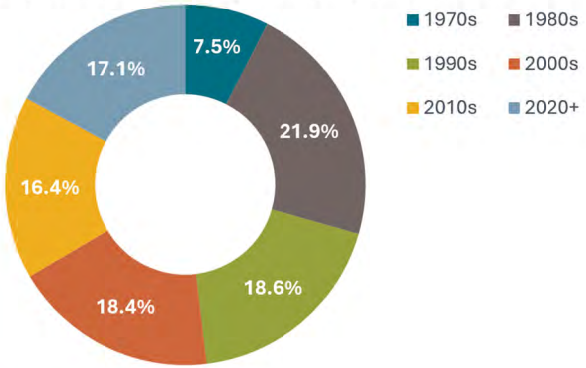


Source: CoStar; Kimley-Horn

4.2.5. Hospitality Performance Trends

The hotel inventory in the Trade Area reflects a balanced mix of vintages, with steady development occurring across multiple decades as illustrated in Graph 27. The largest share of rooms was built in the 1980s, accounting for 21.9% of the inventory, followed closely by the 1990s and 2000s. More recent construction also plays a role, with 16.4% of rooms delivered in the 2010s and another 17.1% built since 2020.

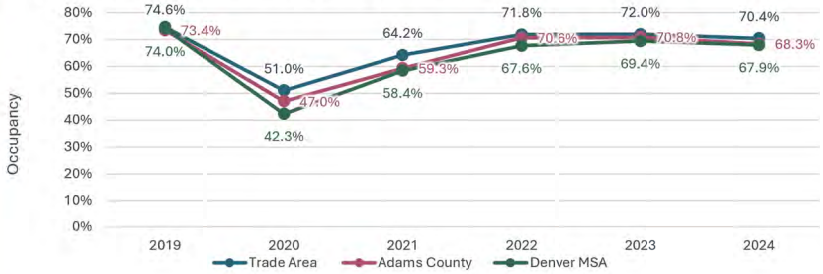
Graph 27: Hotel Inventory by Decade Completed, Trade Area, 2025



Source: CoStar; Kimley-Horn

Hotel occupancy trends in the Trade Area closely mirror those of Adams County and the Denver MSA, reflecting the impacts of the pandemic and subsequent recovery. In 2019, occupancy levels were strong across all geographies, averaging around 73 to 75% (Graph 28). Occupancy dropped sharply in 2020, with the Trade Area falling to 51.0% and the Denver MSA to a low of 42.3%. Recovery began in 2021 and by 2022 occupancy in the Trade Area rebounded to 71.8%, surpassing the County and Region. Conditions have since stabilized, with occupancy holding above 70% in 2023 and 2024 in the Trade Area, maintaining an edge over the region.

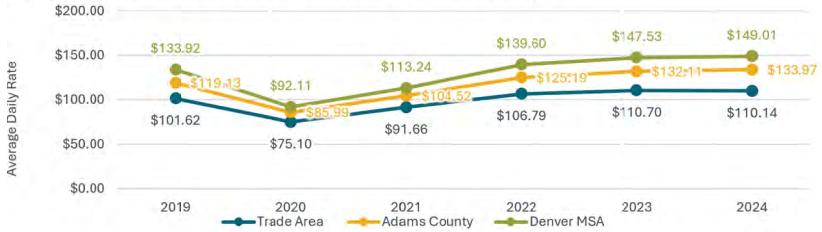
Graph 28: Comparison of Hotel Occupancy Trends, 2019-2024



Source: CoStar; Kimley-Horn

The average daily rate (ADR) is the room revenue divided by the total rooms sold. Average daily rates (ADR) in the Trade Area, Adams County, and the Denver MSA followed similar patterns over the past five years, reflecting the pandemic downturn and subsequent recovery (Graph 29). In 2019, ADRs were highest in the Denver MSA at $133.92, followed by Adams County at $119.13 and the Trade Area at $101.62. Rates fell sharply in 2020, due to the pandemic. Recovery began in 2021 and by 2022 ADRs climbed back above pre-pandemic levels in both Adams County and the Denver MSA. By 2024, the Denver MSA led the market at $149.01, with Adams County at $133.97 and the Trade Area at $110.14. While the Trade Area continues to command lower rates than the broader metro, its ADR growth since 2020 underscores steady improvement and renewed strength in hotel pricing.

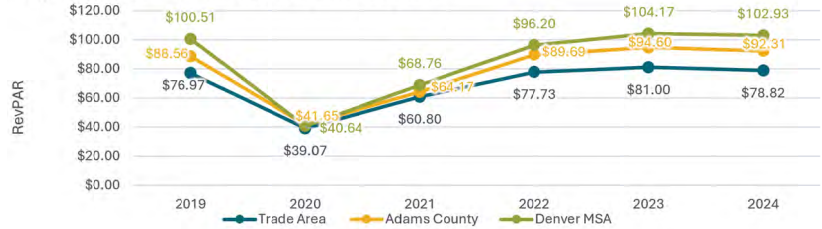
Graph 29: Comparison of Average Daily Rate Trends, 2019-2024



Source: CoStar; Kimley-Horn

Graph 30 demonstrates the trend in revenue per available room, or RevPAR. In 2019, RevPAR was strongest in the MSA and all three markets experienced a sharp decline in 2020, with RevPAR dropping by roughly half. Recovery gained momentum beginning in 2021, and by 2022 RevPAR had rebounded significantly across all geographies, supported by improving occupancy and rising daily rates. By 2023, Denver MSA RevPAR surpassed pre-pandemic levels at $104.17, while Adams County and the Trade Area continued to close the gap. In 2024, performance stabilized, with slight declines across all areas but still above the lows in 2020.

Graph 30: Comparison of RevPAR Trends, 2019-2024



Source: CoStar; Kimley-Horn

4.2.6. Development Pipeline

This section identifies commercial development that is under construction and proposed in the Trade Area. Information was obtained from CoStar and verified through additional primary research. While there is no retail, office, or hotel product currently under construction in the Trade Area, several projects are in the pipeline that illustrate continued interest in the market. Proposed projects are illustrated in Figure 9 and a map key is provided in Table 13.

On the retail side, approximately 44,000 square feet of new space is proposed across Westminster and Thornton, including pad site development at Orchard Town Center, a new Panda Express, and additional small-scale retail along 112th and 120th Avenues.

Office development is led by two major proposed projects in Westminster, CirclePoint Corporate Center Building III and The Grove at Orchard Park, which together account for nearly 285,000 square feet of new inventory and reflect strong confidence in the long-term demand for modern office space along the I-25 corridor. Smaller office projects add another 23,500 square feet, bringing the total pipeline to more than 308,000 square feet.

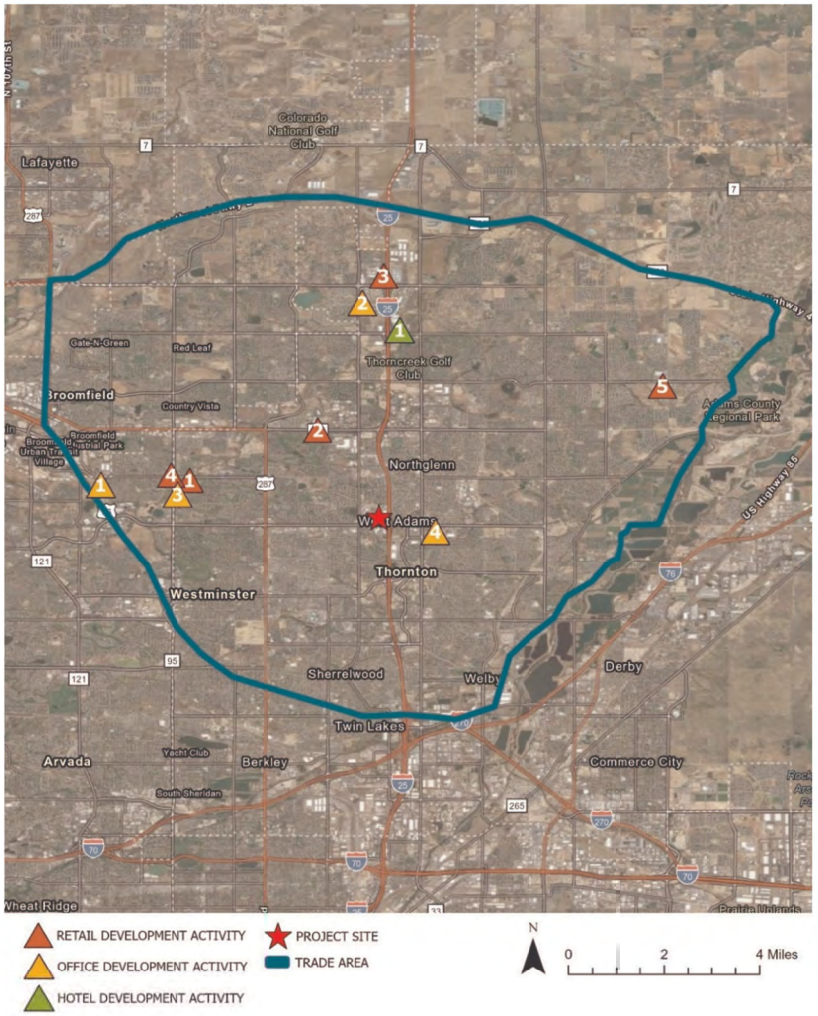
The only hotel project in the pipeline is a 109-room Home2 Suites by Hilton planned in Thornton, expected to deliver in 2026. Together, these proposed projects highlight steady but measured development activity, with a mix of retail, office, and hotel uses that will expand the area's commercial base over the next several years.

Table 13: Competitive Office Product, Trade Area, 2025

Map Key	Property	Address	Jurisdiction	Sq. Ft/ Rooms	Expected Start
1	N/A	NEC 112th Ave	Westminster	20,000	2026
2	N/A	W 120th Avenue And Tejon St	Westminster	8,827	2025
3	Orchard Town Center - Building 14	15488 W Delaware St	Westminster	7,000	2026
4	N/A	112th Ave	Westminster	5,000	2026
5	Panda Express	7120 E 128th Ave	Thornton	3,000	2025
Retail Development Total Sq. Ft.				**43,827**	
1	CirclePoint Corp Center - Bldg III	11090 Circle Point Rd	Westminster	220,000	2027
2	The Grove at Orchard Park	SWC of 142nd Ave and Orchard Pky	Westminster	65,000	2027
3	N/A	NEC 112th & Sheridan Blvd Ave	Westminster	20,000	2025
4	N/A	950 E 104th St	Thornton	3,500	2025
Office Development Total Sq. Ft.				**308,500**	
1	Home2 Suites by Hilton Thornton Denver North	NWQ E 136th Ave	Thornton	109	2026
Hotel Development Total Rooms				**109**	

Source: CoStar; Kimley-Horn

Figure 9: Commercial Development Activity, Trade Area, 2025



Source: CoStar; Kimley-Horn

5.0 Future Demand Summary

Based on a 25-year forecasts for population, housing, and employment growth, the Trade Area is projected to support new demand for a range of real estate uses over the next decade. These projections form the foundation of the demand analysis and provide a benchmark for how much additional development the market could absorb across residential, retail, office, and hotel sectors. While this analysis focuses on market support potential, it is important to note that demand does not account for local constraints which may influence the timing and scale at which new development can be realized. As with many suburban markets, the strength of future retail and office development will depend heavily on continued residential growth, which can expand both the local labor force and household spending potential needed to support commercial uses.

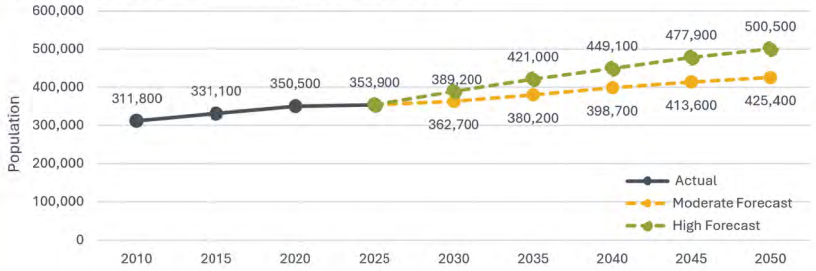
Figure 10: 25-Year Trade Area Real Estate Demand



5.1. Residential Demand

Population in the Trade Area is projected to grow steadily over the coming decades, increasing from roughly 354,000 residents in 2025 to between 425,400 and 500,500 residents by 2050 under the moderate and high forecast scenarios (Graph 31).

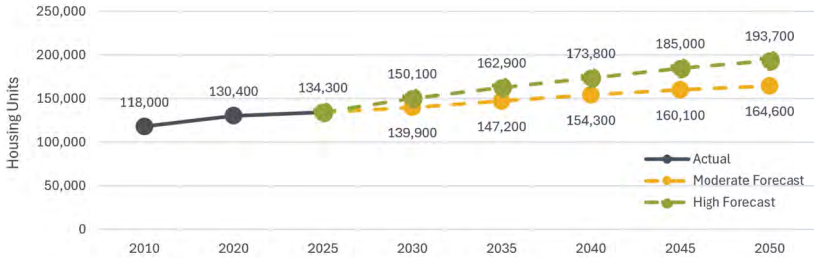
Graph 31: Population Forecast, Trade Area, 2025-2050



Source: Colorado State Demographer's Office; ESRI BAO; Woods & Poole; Kimley-Horn

This growth trajectory would translate into demand for approximately 30,300 to 59,400 additional housing units during the same period, with the total housing stock projected to rise from about 134,300 units in 2025 to between 164,600 and 193,700 units by 2050 (Graph 32). These projections form the foundation of the demand analysis and reflect the long-term market potential of the area however, as previously mentioned, they account for local infrastructure constraints which may influence the pace and scale of future development. It's important to note that housing forecasts in the Trade Area are based on market demand and do not incorporate limitations related to utility service or land availability.

Graph 32: Housing Forecast, Trade Area, 2025-2050



Source: Colorado State Demographer's Office; ESRI BAO; Woods & Poole; Kimley-Horn

5.1.1 Residential Opportunity

As population and housing growth continues, evolving household demographics will shape the types of housing most in demand. While single-family detached homes currently make up most of the existing stock in the Trade Area, several growing household segments point to rising interest in more compact, lower-maintenance housing options. Younger households entering the housing market will increasingly seek attainable ownership opportunities such as townhomes and other missing-middle products, while older adults are expected to drive demand for higher-density, lower-maintenance housing such as multifamily apartments. This creates an opportunity to expand the area's mix of multi-family and missing-middle housing options, including townhomes, that can meet the needs of both segments.

Young Professionals and Early-Stage Households

Younger singles and couples entering the housing market will continue to seek attainable, well-located housing with access to employment centers and amenities. These households are more likely to rent, at least initially, and are attracted to multi-family communities that offer proximity to shopping, dining, and entertainment. Over time, as they build equity and income, they are likely to consider townhomes and other lower-maintenance ownership products as a first step into homeownership. Providing a range of attainable rental and ownership options will be key to retaining these households as they form and grow.

Growing Families

Family households represent another major driver of housing demand. These households often prioritize space, quality schools, and proximity to parks and recreation. While many will continue to prefer single-family detached homes, rising home prices may lead some families to consider townhomes or other missing-middle housing types as a more attainable alternative that still offers ownership opportunities and additional space compared to apartments.

Empty Nesters and Older Adults

Older adults will make up a growing share of the population as the 65+ cohorts expand. Many will seek to downsize from larger single-family homes into lower-maintenance housing while staying connected to nearby services, shopping, and healthcare. This group will drive demand for a mix of housing options—including higher-quality multi-family apartments and townhomes—that offer convenience, accessibility, and flexibility. Some will continue to own, while others will shift to renting to reduce the burdens of maintenance.



5.2. Retail Demand

Commercial demand forecasts are based on a variety of data points to estimate future space needs based on the future levels of consumer spending. Key data points used in this forecast for the Trade Area include past and current performing of existing retail space, the impact that online shopping has had on the delivery of retail space, the potential for incorporating smaller-scale office users, projected household and income growth, inflow demand form non-Trade Area residents, and estimated leakage into other areas of the region based on travel patterns.

Based on defined retail categories that are most likely to be represented in modern retail developments, retail demand in the Trade Area is expected to grow and is driven by population and household growth and rising household incomes. Total annual consumer spending is projected to increase by more than $990 million between 2025 and 2050, representing a 21% gain (Table 13).

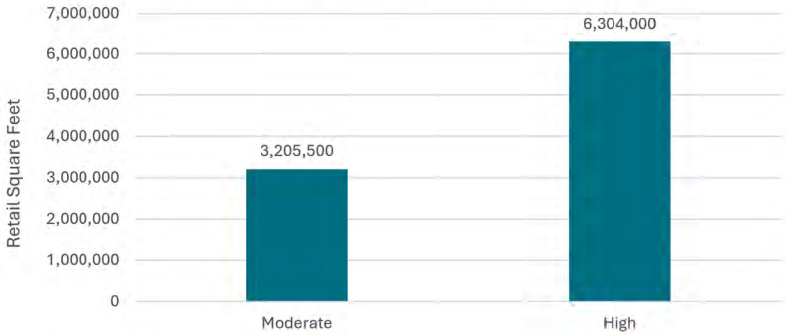
Table 13: Consumer Spending Forecast; Moderate Growth Scenario, Trade Area, 2025-2050

	Consumer	Forecasted	2025-2050 Δ	
Business Category	Spending (2025)	Demand (2050)	#	%
Apparel and Services	$359,943,471	$449,922,680	$89,979,209	25.0%
Computer/TV/Video	$222,316,910	$285,714,084	$63,397,174	28.5%
Pets	$145,196,604	$191,548,721	$46,352,117	31.9%
Toys/Games/Crafts/Hobbies	$25,308,557	$29,828,437	$4,519,880	17.9%
Sports/Exercise Equipment	$37,089,631	$47,691,411	$10,601,780	28.6%
Reading	$17,993,872	$21,804,789	$3,810,917	21.2%
Food at Home	$1,051,443,552	$1,238,653,727	$187,210,175	17.8%
Food Away	$608,215,921	$729,673,407	$121,457,486	20.0%
Furniture/Furnishings/Household	$384,630,137	$412,027,342	$27,397,205	7.1%
Pharmacy/Personal Care	$244,884,779	$323,678,107	$78,793,328	32.2%
Automotive	$697,369,855	$821,759,723	$124,389,868	17.8%
Home Improvement	$937,084,252	$1,170,460,824	$233,376,572	24.9%
Total	**$4,731,477,541**	**$5,722,763,251**	**$991,285,710**	**21.0%**

Source: ESRI BAO; Kimley-Horn

This projected increase in spending translates to demand for an estimated 3.2 million to 6.3 million square feet of additional retail space by 2050 under the moderate and high growth forecasts, respectively (**Graph 33**). Meeting this demand will likely require a mix of formats from neighborhood-serving retail and service uses to larger regional destinations integrated into both existing and emerging growth nodes throughout the Trade Area.

Graph 33: Comparison of Commercial Demand Forecasts, Trade Area, 2025-2050



Source: ESRI BAO; Kimley-Horn

5.2.1. Retail Opportunity

With projected consumer spending expected to increase by over $990 million between 2025 and 2050 and steady gains in population and household growth, the Trade Area is well positioned to evolve beyond its current retail base. While today's retail mix is heavily weighted toward older inventory concentrated in traditional general retail, shifting market dynamics and strong demand for dining, lifestyle, and entertainment uses present an opportunity to reposition the area toward a more experience-driven destination.

Looking ahead, future retail development on the site can move beyond a conventional shopping center format to function as a regional economic and entertainment center. This approach would align with competitive commercial centers in the region, which successfully combine retail, dining, entertainment, and complementary office and lodging to create active, mixed-use environments. These centers serve both daily needs and discretionary spending, extended dwell times and recurring foot traffic.

Horizontal integration of retail alongside housing, office, and hotel uses would reinforce the site's role as a multi-purpose destination. This mix would generate an on-site daytime population, support evening and weekend activity, and create a consistent customer base for retail tenants. Housing on-site would capture residents seeking walkable access to services and entertainment, while office and hotel uses would add weekday workers and visitors, bolstering the retail market. Building on these trends, the following opportunity assessment highlights retail categories best positioned to anchor future growth and enhance the area's competitiveness as a regional destination:

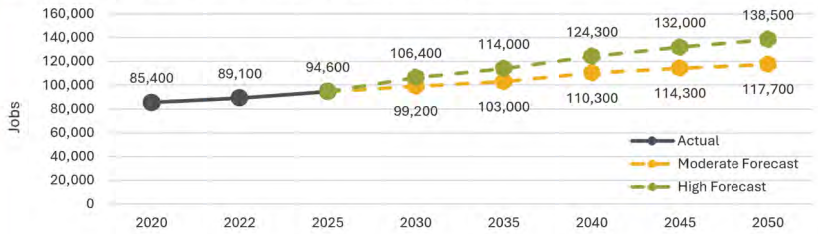
- **General Retail** – Moderate opportunity, though future formats should focus on higher-quality or niche tenants that compliment rather than compete with nearby centers.
- **Grocery** – Moderate to strong opportunity to serve growing households and support surrounding residential development, generating consistent foot traffic.
- **Dining** – Strong opportunity to anchor the site with a mix of restaurants, food halls, and fast-casual concepts that drive foot traffic across dayparts.
- **Homegoods** – Moderate opportunity for home furnishing and décor concepts tied to rising household formation and spending.
- **Lifestyle/Entertainment** – Strong opportunity for experiential retail, boutique fitness, entertainment venues, or specialty recreation that differentiate the site and extend dwell time.

5.3. Office Demand

Office demand is forecasted for the Trade Area based on the number of future jobs that would likely require office space. The projections consider the changing landscape of office usage, in a period where hybrid work arrangements are increasingly more common across many industries. Demand also considers the distribution and performance of existing office spaces.

Employment in the Trade Area is projected to expand steadily through 2050, with total jobs increasing from about 94,600 in 2025 to between 117,700 and 138,500 under the moderate and high growth scenarios (Graph 34). This represents an increase of approximately 23,100 jobs to 43,900 jobs over the 25-year forecasted period, an increase of 24.4% to 46.4%.

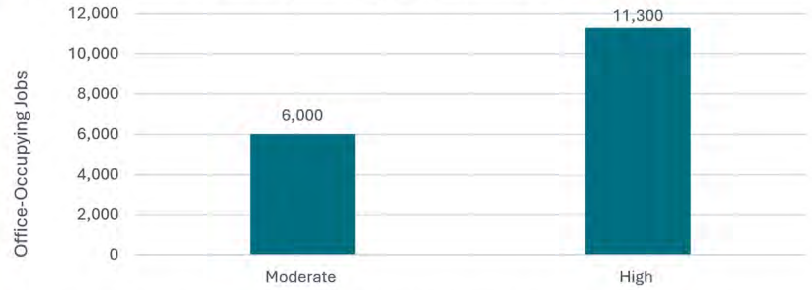
Graph 34: Employment Forecast, Trade Area, 2025-2050



Source: Colorado State Demographer's Office; ESRI BAO; LEHD OnTheMap; Woods & Poole; Kimley-Horn

Office-occupying sectors are expected to account for a sizable share of this growth, adding an estimated 6,000 to 11,300 new office-using jobs over the same period (Graph 35). This growth is expected to be led by office-intensive industries such as Professional and Technical Services, Finance and Insurance, Real Estate, and Management of Companies, which are sectors that rely on knowledge-based workforces and typically demand higher-quality office spaces.

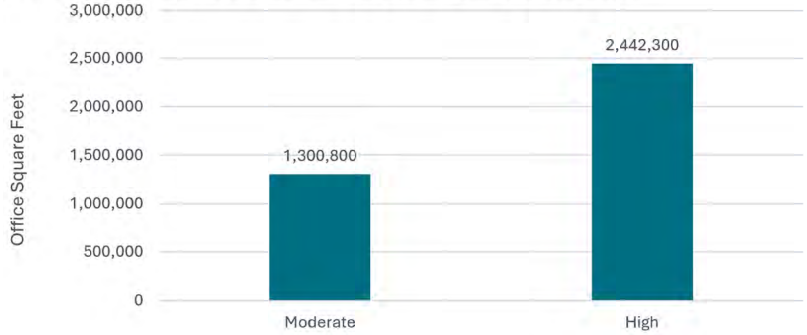
Graph 35: Comparison of Office-Space Occupying Jobs, Trade Area, 2025-2050



Source: Colorado State Demographer's Office; ESRI BAO; LEHD OnThe Map; Woods & Poole; Kimley-Horn

Based on typical space utilization ratios, this level of job growth would generate demand for roughly 1.3 to 2.4 million square feet of new office space over the period as illustrated in Graph 36. Future office development will be best positioned as part of a larger mixed-use environment that blends office, housing, hospitality, and retail uses. This type of setting can help attract employers seeking modern, amenitized locations and aligns with the vision for the site. Flexible formats, smaller floorplates, and walkable connections to surrounding amenities will be key to capturing this future demand.

Graph 36: Comparison of Office Demand Forecasts, Trade Area, 2025-2050



Source: ESRI BAO; LEHD OnThe Map; Woods & Poole; Kimley-Horn

5.3.1. Office Opportunity

While the Trade Area's office market has experienced elevated vacancies and slow absorption in recent years, underlying employment growth points to future opportunities for targeted office development as part of a broader mixed-use environment. About 6,000 to 11,300 new office-occupying jobs are expected by 2050, driving demand for 1.3 to 2.4 million square feet of space. This growth supports a shift toward higher-quality, amenitized office environments that can attract and retain talent.

- **Neighborhood-Serving** – Limited opportunity as demand for small-scale professional services is expected to remain modest, with more growth concentrated in regional and destination-oriented office formats.
- **Medical Office** – Moderate to strong opportunity considering growth in health care and social assistance, combined with limited modern inventory, positions the area well for new medical office development. This use can help build daytime activity to support adjacent retail and dining.
- **Flexible Workspaces** – Moderate opportunity and could serve small firms, remote workers, and startups looking for adaptable and cost-effective space, especially as employment density increases.
- **Corporate Office** – Moderate to strong opportunity as long-term demand from expanding professional, technical, and financial firms could support larger campus-style office as the site matures into an economic center.
- **Research and Development** – Moderate to strong opportunity as the area develops its entertainment and mixed-use character, creative office space could appeal to firms seeking collaborative, lifestyle-oriented environments.

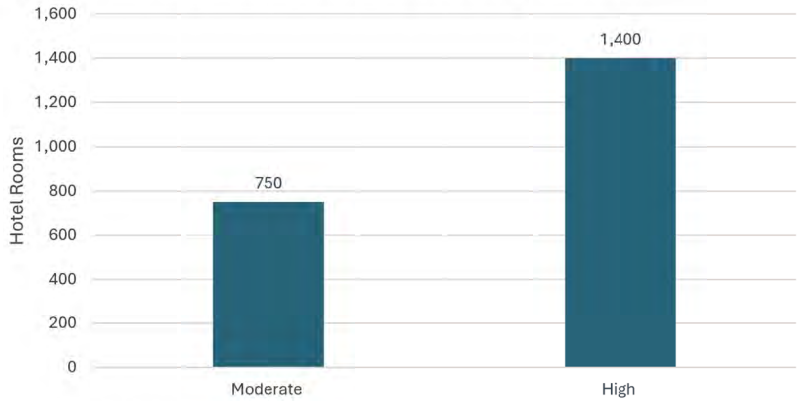


5.4. Hotel Demand

Hospitality demand is impacted by several user types, including business travel, group reservations, and travel and tourism. For this analysis, increases by business travelers was the metric used to determine demand, holding room reservations by the other key user segments constant. The other metrics are expected to increase at a comparable rate to business travel, supporting the demand forecasted through the analysis. Trade Area demand for future hotel rooms is primarily based on growth in hospitality due to employment inflows, as well as the influence of other anchoring demand drivers, including major employers. The forecast considers performance trends of hotels in the Trade Area, including the impact of the COVID-19 pandemic and subsequent recovery.

Employment forecasts were leveraged to determine the potential increase in key sectors that most commonly generate business travel. Based on the current number of hotel rooms per employee in these sectors, the same rate was then carried forward into the future. The number of rooms in the Trade Area per total hotel-generating jobs and business travelers was reviewed to determine the historic share of hotel rooms in the key sectors identified. Based on the estimated number of rooms per hotel generating jobs added, there is demand for approximately 750 to 1,400 net new hotel rooms in the Trade Area through 2050 (Graph 37).

Graph 37: Comparison of Hotel Demand Forecasts, Trade Area, 2025-2050



Source: CoStar; Woods & Poole; Kimley-Horn

5.4.1. Hotel Opportunity

While the Trade Area is relatively small in hotel inventory, performance metrics signal improving market health, occupancy has rebounded from the 2020 downturn and stabilized near 70% and rates have largely recovered from pandemic-era lows. Existing supply is heavily weighted toward upper-upscale properties, with relatively few midscale or upscale offerings, and only one new hotel currently in the pipeline, suggesting limited near-term competition. Based on these conditions, the potential for hotel development by category is as follows:

- **Limited-Service Hotels** – Strong opportunity as it is best suited for near-term development due to lower costs and risk, meeting the needs of business travelers and visitors while the district is still emerging.
- **Boutique Hotels** – Moderate opportunity considering it could capture demand from future visitors seeking experiential stays if the district develops a strong entertainment and cultural identity.
- **Full-Service Hotels** – Limited opportunity as it is contingent to the viability after the site matures with a larger employment base, stronger visitor draw, and supporting amenities like event or conference space.



APPENDIX B



October 28, 2025

Ms. Becky Smith and Mr. Brook Svoboda
City of Northglenn
11701 Community Center Drive
Northglenn, CO 80233

Re: 104th Area Plan
Traffic Study Letter
Northglenn, Colorado

Dear Ms. Smith and Mr. Svoboda:

This letter documents the results of a traffic study including trip generation, trip distribution, traffic assignment, and intersection analysis for the 104th Area Plan in Northglenn, Colorado. The purpose of this study was to assess the additional amount of traffic that could be generated by the Marketplace and Marketplace Annex in Northglenn while still maintaining acceptable intersection operations along 104th Avenue at the Melody Drive and Market Place signalized intersections. In this analysis, it was assumed that in addition to the land uses present in the Marketplace development area today, 1,000 new multifamily mid-rise dwelling units and an additional 200,000 square feet of general retail uses could be developed in the future. While this increase in land use intensity may not ultimately be constructed to this degree, it is believed that this represents a conservative analysis to assess future potential intersection operations. A vicinity map of the Marketplace location to the surrounding area is attached as **Figure 1**.

For purposes of this study, it was assumed that the additional development that could occur within the Marketplace development area would be completed by approximately 2035. As such, traffic analysis for the 104th Avenue and Melody Drive (Intersection #1) and the 104th Avenue and Market Place (Intersection #2) intersections were analyzed for the 2035 assumed buildout horizon in accordance with City of Northglenn standards and requirements.

Regional access to the area is provided by Interstate 25 (I-25), US-36, and US-287 while primary access to the site will be provided by I-25. Direct access to the site is assumed to remain generally consistent with the existing roadway system present today.

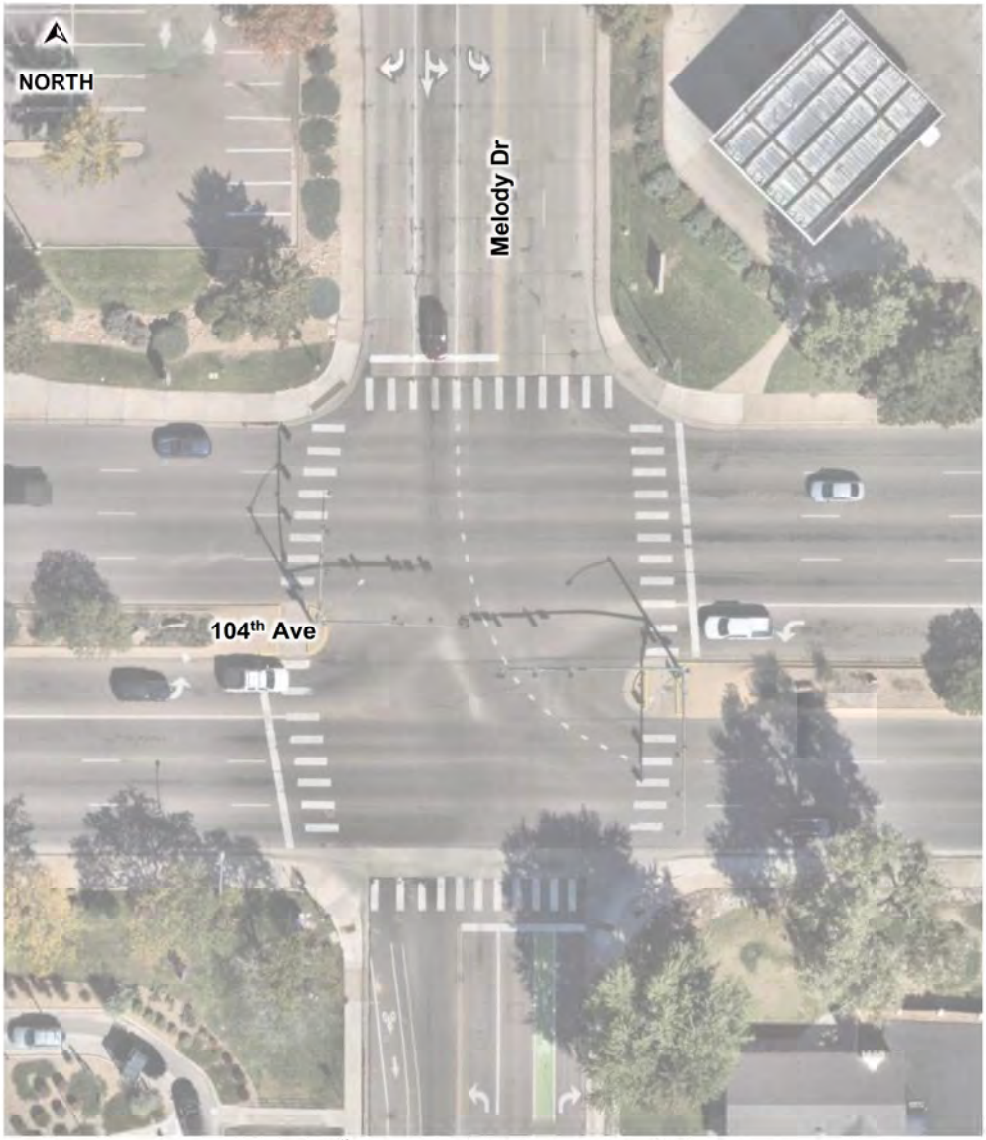
EXISTING ROADWAY NETWORK

104th Avenue extends east/west and provides three through lanes in each direction within the study area. There is a fourth auxiliary westbound through lane that begins as an acceleration lane for southbound right turning movements from the I-25 southbound off-ramp and becomes a forced westbound right turn lane approximately 0.40 miles to the west at Huron Street.

Melody Drive extends north/south with two through lanes in each direction and a two-way left turn lane to the north of 104th Avenue and one through lane in each direction and a two-

way left turn lane south of 104th Avenue. Market Place extends north/south to the north of 104th Avenue and provides two through lanes in each direction with a raised center median.

The 104th Avenue & Melody Drive intersection (#1) is signalized and operates with protected-only left turn phasing on the eastbound and westbound 104th Avenue approaches and split phasing on the northbound and southbound approaches. The eastbound approach provides a left turn lane and three through lanes, with the third through lane operating as a shared through/right lane. The westbound approach provides a left turn lane and four through lanes, with the fourth through lane operating as a shared through/right lane. The southbound Melody Drive approach provides a left turn lane, a shared left/through lane, and a right turn lane while the northbound approach provides a left turn lane, one through lane, and a right turn lane. An aerial photo that illustrates the existing intersection configuration is below.



104th Avenue & Melody Drive (#1)

The 104th Avenue & Market Place (#2) intersection is signalized and operates with protected-only left turn phasing on the eastbound approach. Although this intersection is a four-leg intersection, the south leg is not part of the signal operations and it operates with right-in/right-out operations only. The eastbound approach provides dual left turn lanes and three through lanes, with the third through lane operating as a shared through/right turn lane. The westbound approach provides four through lanes with the fourth through lane operating as a shared through/right turn lane. The southbound Market Place approach operates with dual left turn lanes and a right turn lane. Of note, although there is no pavement striping to allow southbound through movements and the signal heads and signage denote that only left and right turning movements are allowed, there were a total of three vehicles observed making southbound through movements during the morning and afternoon peak hours in existing conditions. An aerial photo that illustrates the existing intersection configuration is below.



104th Avenue & Market Place (#2)

The intersection lane configuration and control for this study area intersection is shown in attached **Figure 2**.

EXISTING AND FUTURE TRAFFIC VOLUMES

Existing turning movement counts were conducted at the study intersections on Thursday, October 2, 2025 during the morning and afternoon peak hours. The counts were conducted during the morning and afternoon peak hours of adjacent street traffic in 15-minute intervals from 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM on this count date. The existing intersection traffic volumes are also shown in attached **Figure 2** with count sheets attached.

According to traffic projections from the Denver Regional Council of Governments (DRCOG) traffic model, the area surrounding the site is expected to have an average 30-year growth factor of 1.18, which equates to an annual growth rate of 0.56 percent. This annual growth rate was used to estimate 2035 buildout horizon background traffic volumes for this analysis. Of note, background traffic volumes were not grown for the northbound/ southbound entering and exiting movements at the 104th Avenue & Market Place (#2) intersection, as these developments are already constructed and the additional traffic with redevelopment on the north side of this intersection is what is being analyzed in this study. The 2035 background traffic volumes are provided in **Figure 3**.

TRIP GENERATION

Site-generated traffic estimates are determined through a process known as trip generation. Rates and equations are applied to the proposed land use to estimate traffic generated by the development during a specific time interval. The acknowledged source for trip generation rates is the *Trip Generation Manual*[1] published by the Institute of Transportation Engineers (ITE). ITE has established trip rates in nationwide studies of similar land uses. For this study, Kimley-Horn used the ITE Trip Generation Manual average rates and fitted curve equations that apply to Multifamily Mid-Rise Housing (ITE Land Use Code 221) and Shopping Center (ITE 820) for traffic associated with this development. The following **Table 1** summarizes the estimated trip generation for traffic associated with the development (calculations attached).

Table 1 – 104th Area Plan Traffic Generation

Land Use and Size	Weekday Vehicles Trips						
	Daily	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Multifamily Mid-Rise Housing (ITE 221) – 1,000 Dwelling Units	4,460	95	317	412	323	131	363
Shopping Center (ITE 820) – 200,000 Square Feet	7,278	158	97	255	409	426	835
Total Project Trips	**11,738**	**253**	**414**	**667**	**641**	**557**	**1,198**
Pass-By Trips	2,110	0	0	0	118	124	242
Non Pass-By Trips	9,628	253	414	667	523	433	956

1 Institute of Transportation Engineers, *Trip Generation Manual*, Twelfth Edition, Washington DC, 2025.

As shown in the previous trip generation table and based on ITE Trip Generation calculations, the additional traffic that would be generated by 1,000 multifamily mid-rise dwelling units and 200,000 square feet of general retail uses would be expected to produce 11,738 weekday daily trips, with 667 of those trips occurring during the morning peak hour and 1,198 of those trips occurring during the afternoon peak hour. Accounting for the expected pass-by trips to the site, net new trips to the surrounding street network is expected to be 9,628 weekday daily trips, with 667 of these trips occurring during the morning peak hour and 956 of these trips occurring during the afternoon peak hour. While it is expected that some level of pass-by trips would occur during the morning peak hour, ITE Trip Generation calculations do not provide estimates for pass-by trips during the morning peak hour and as such, these were not included to provide a conservative analysis.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Distribution of site traffic on the street system was based on the area street system characteristics, existing traffic patterns, existing and anticipated surrounding demographic information, and the proposed access system for the project. The directional distribution of traffic is a means to quantify the percentage of site-generated traffic that approaches the site from a given direction and departs the site back to the original source. The traffic assignment was obtained by applying the project trip distribution to the estimated traffic generation of the development shown in **Table 1**. **Figure 4** illustrates the non pass-by trip distribution and **Figure 5** illustrates the PM peak hour pass-by trip distribution. **Figure 6** and **Figure 7** illustrate the non pass-by and pass-by traffic assignment, respectively.

TOTAL (BACKGROUND PLUS PROJECT) TRAFFIC

The traffic volumes generated by the assumed 1,000 multifamily dwelling units and 200,000 square feet of retail uses were added to the 2035 background volumes to represent estimated total traffic conditions for the 2035 horizon. These total traffic volumes are illustrated in **Figure 8**.

TRAFFIC OPERATIONS ANALYSIS METHODOLOGY

Kimley-Horn's analysis of traffic operations in the site vicinity was conducted to determine potential capacity deficiencies at the project key intersections for the 2035 horizon. The acknowledged source for determining overall capacity is the Highway Capacity Manual[2].

Capacity analysis results are listed in terms of Level of Service (LOS). LOS is a qualitative term describing operating conditions a driver will experience while traveling on a particular street or highway during a specific time interval. It ranges from A (very little delay) to F (long delays and congestion). For intersections and roadways, standard traffic engineering practice recommends LOS D as the minimum threshold for acceptable operations for intersections and LOS E for movements. **Table 2** as follows shows the definition of level of service for signalized intersections.

[2] Transportation Research Board, *Highway Capacity Manual*, Seventh Edition, Washington DC, 2022.

Table 2 – Level of Service Definitions

Level of Service	Signalized Intersection Average Total Delay (sec/veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Transportation Research Board, *Highway Capacity Manual*, Seventh Edition, Washington DC, 2022.

Study area intersections were analyzed based on average total delay analysis for signalized intersections. LOS for signalized intersections are defined for each approach and for the overall intersection.

Calculations for the level of service at the key intersections identified for the study are attached. The traffic analysis is based on the lane geometry and intersection control shown in **Figure 2**. The peak hour factor and percent heavy vehicles were used as determined by the existing turning movement counts. Synchro traffic analysis software was used to analyze the study area key intersections for level of service. The Synchro Highway Capacity Manual (HCM) methodology reports were used to analyze intersection delay and level of service.

104th Avenue & Melody Drive (#1)

The 104th Avenue & Melody Drive (#1) intersection is signalized and operates with protected-only left turn phasing on the eastbound and westbound approaches and split phasing on the northbound and southbound approaches. The intersection operates acceptably at LOS D during both peak hours under existing conditions. With the addition of project traffic, the intersection is expected to continue operating at LOS D during both peak hours in the 2035 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of increased redevelopment project traffic. **Table 3** provides the results of the level of service at this intersection.

Table 3 – 104th Avenue & Melody Drive (#1) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2025 Existing	38.0	D	43.3	D
Eastbound Approach	39.4	D	40.0	D
Westbound Approach	32.3	C	42.1	D
Northbound Approach	58.7	E	60.5	E
Southbound Approach	58.8	E	58.0	E
2035 Total	41.2	D	48.0	D
Eastbound Approach	43.0	D	50.9	D
Westbound Approach	35.1	D	39.4	D
Northbound Approach	59.8	E	59.2	E
Southbound Approach	57.9	E	65.5	E

104th Avenue & Market Place (#2)

The 104th Avenue & Market Place (#2) intersection is signalized and operates with protected-only left turn phasing on the eastbound approach to the intersection. The south leg of the intersection is not considered as part of the signal operations, and it operates with right-in/right-out control only. The intersection operates acceptably at LOS B or better during both peak hours under existing conditions. With the addition of project traffic, the intersection is expected to continue operating acceptably at LOS B during both peak hours in the 2035 horizon. Therefore, no improvements or modifications are anticipated to be needed at this intersection based on the addition of project traffic. **Table 4** provides the results of the level of service at this intersection.

However, due to the south leg of the intersection aligning to the signalized intersection location, it is believed that this can lead to confusion and unsafe driver behavior. The southbound approach is designated for left and right turns only, but some drivers were observed driving southbound through at this intersection into the south leg of the intersection. Additionally, although no drivers were observed to perform this behavior during the peak hours studied, there is potential for drivers to perform northbound left, northbound through, or westbound left turning movements despite signage discouraging these movements. If this is of concern to the City of Northglenn, the City could consider further enforcing this restriction with a raised concrete pork chop island on the south leg of the intersection.

Table 4 – 104th Avenue & Market Place (#2) LOS Results

Scenario	AM Peak Hour		PM Peak Hour	
	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
2025 Existing	9.3	A	10.4	B
Eastbound Approach	1.0	A	1.8	A
Westbound Approach	14.2	B	15.0	B
Southbound Approach	58.4	E	56.7	E
2035 Total	13.3	B	16.4	B
Eastbound Approach	2.9	A	6.0	A
Westbound Approach	15.3	B	16.5	B
Southbound Approach	56.1	E	59.2	E

INTERSECTION QUEUING ANALYSIS

A vehicle queuing analysis was performed for the study area intersections. The queuing analysis was performed using Synchro presenting the results of the 95th percentile queue lengths. Results are shown in the following **Table 5** with calculations attached. Of note, vehicle queues were assumed to be a minimum of 25 feet (approximately one vehicle).

Table 5 – Turn Lane Queuing Analysis Results

Intersection Turn Lane	Existing Turn Lane Length	2035 Calculated Queue (AM/PM)	2035 Recommended Length
104th Ave & Melody Dr (#1)			
Eastbound Left	575'	177'/386'	575'
Westbound Left	275'	219'/230'	275'
Northbound Left	TWLTL	104'/58'	TWLTL
Northbound Right	75'	60'/39'	75'
Southbound Left	TWLTL	145'/166'	TWLTL
Southbound Right	C	25'/64'	C
104th Ave & Market Pl (#2)			
Eastbound Left	275'/325' DL	77'/142'	275'/325' DL
Southbound Left	C DL	108'/193'	C DL
Southbound Right	250'	79'/102'	250'

C = Continuous Turn Lane; TWLTL = Two-Way Left Turn Lane; DL = Dual Left Turn Lanes

As shown in the table, all existing turn lanes are expected to accommodate expected vehicle queues through the 2035 horizon with the addition of project traffic. As such, no turn lane improvements are expected to be needed.

CONCLUSIONS AND RECOMMENDATIONS

Based on the traffic analysis presented in this report, Kimley-Horn and Associates, Inc. believes that the additional traffic to be generated by residential and commercial development within the 104th Area Plan development area will be successfully incorporated into the existing and future roadway network. The following outlines the conclusions and recommendations from our traffic analysis:

- If the overall Northglenn Marketplace area is developed with up to 1,000 additional dwelling units and 200,000 square feet of retail uses, 11,738 weekday daily trips, with 667 of these trips occurring during the morning peak hour and 1,198 of these trips occurring during the afternoon peak hour would be expected to be generated. Accounting for pass-by trips, net new trips to the external roadway network would be 9,628 weekday daily trips, with 667 trips in the morning peak hour and 956 trips during the afternoon peak hour.
- With the additional traffic generated by these potential uses, both the 104th Avenue & Melody Drive (#1) and 104th Avenue & Market Place (#2) intersections are expected to continue operating acceptably through the 2035 buildout horizon with the existing intersection configuration and control. No turn lane improvements are expected to be needed to accommodate expected vehicle queues.

- The City of Northglenn could consider whether any additional access restrictions to the south leg of the 104th Avenue & Market Place (#2) intersection are needed, as the intersection operates with right-in/right-out movements only but has no median or access restriction aside from signage at the intersection. Drivers were observed making illegal turns into the south leg access.

If you have any questions or require anything further, please feel free to call me at (720) 484-4547.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Tanner J. Daines, P.E.
Project Traffic Manager



Kimley»Horn

Figures

Kimley»Horn
NORTH
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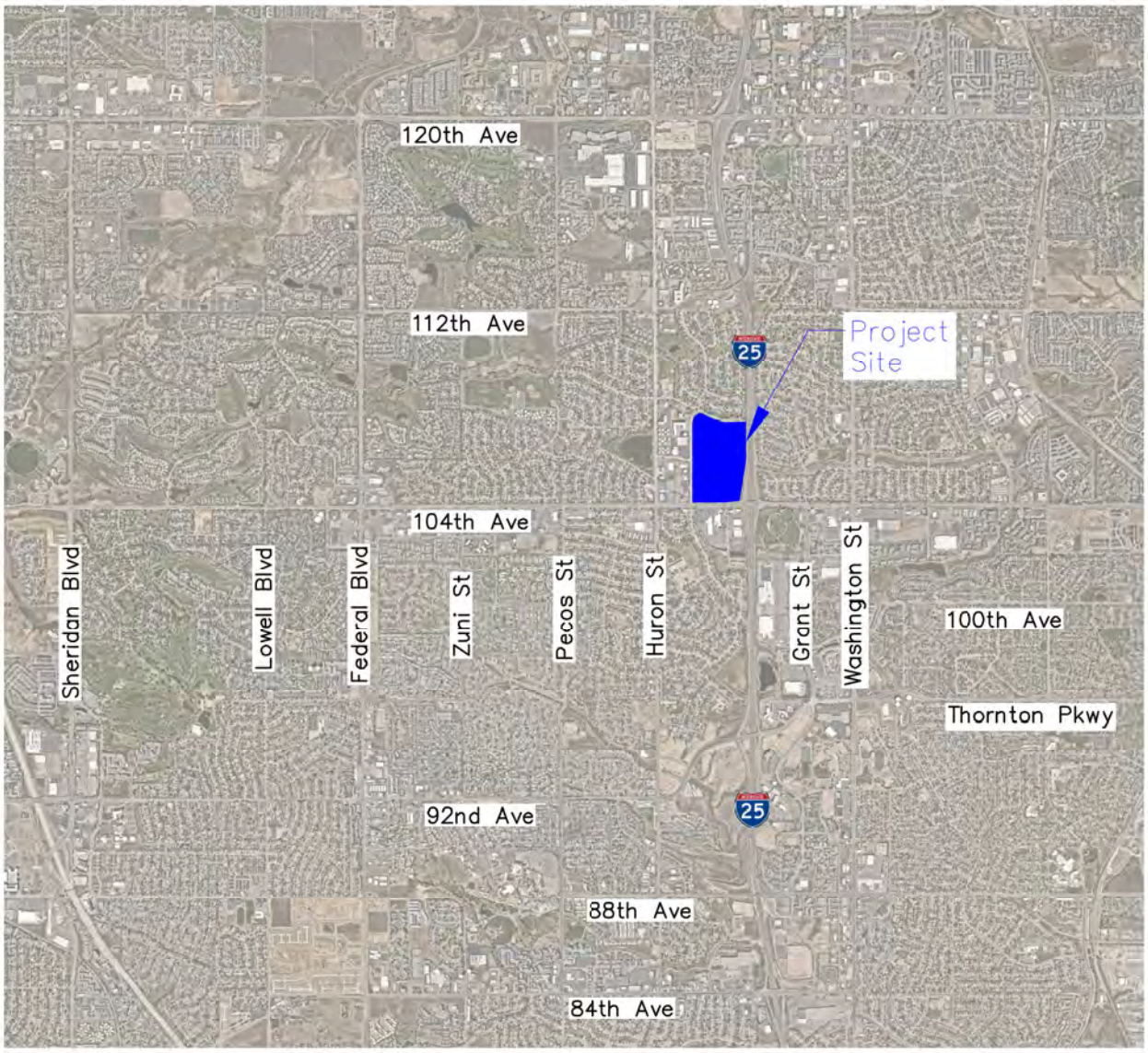
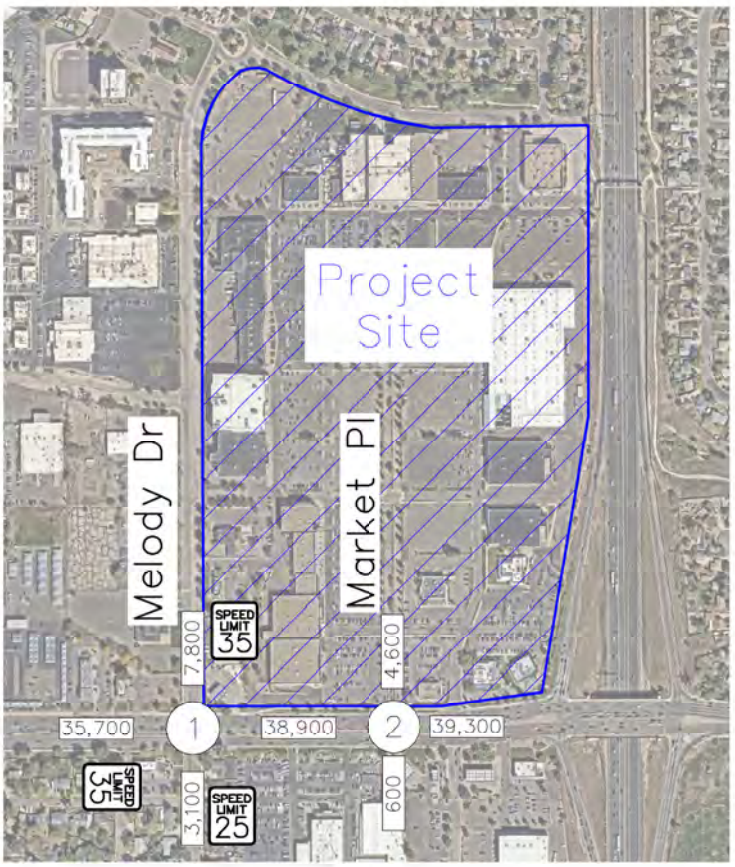
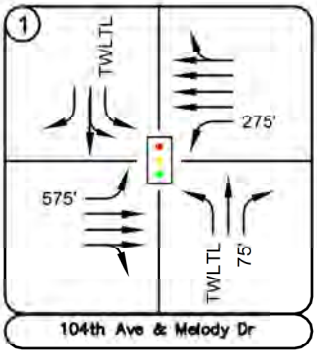
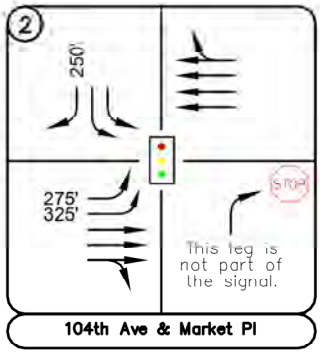


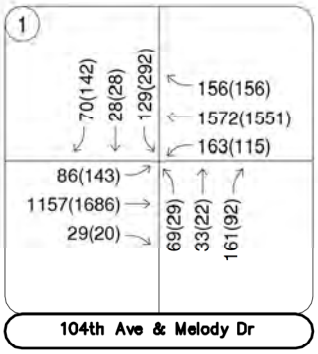
FIGURE 1
104th Area Plan
Northglenn, Colorado
Vicinity Map

Kimley»Horn

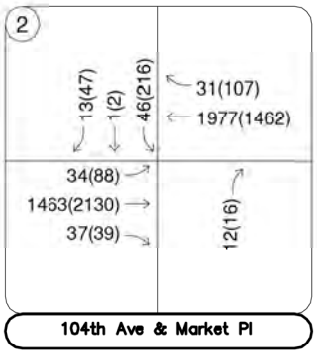








Thursday, October 2, 2025
7:15 to 8:15 AM
(5:00 to 6:00 PM)

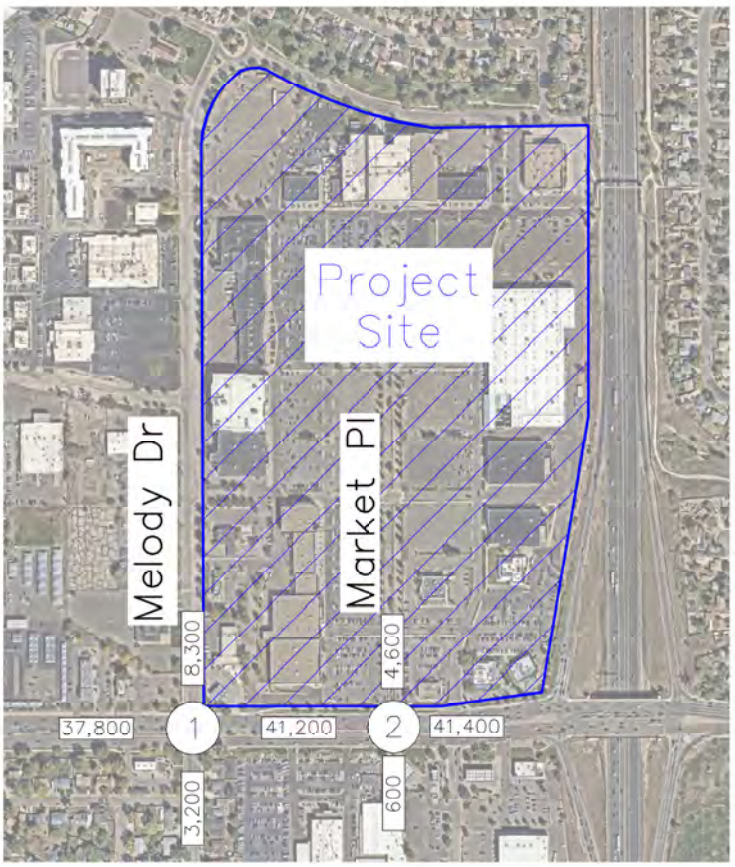


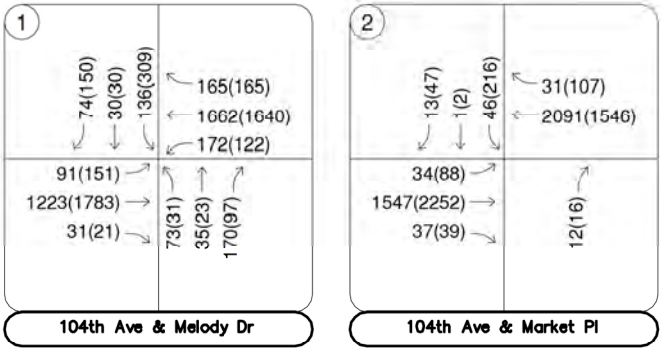
Thursday, October 2, 2025
7:15 to 8:15 AM
(5:00 to 6:00 PM)

LEGEND

- (X) Study Area Key Intersection
- Signalized Intersection
- Roadway Speed Limit XX
- 100' Turn Lane Length (feet)
- XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes
- XX,X00 Estimated Daily Traffic Volume

FIGURE 2
104th Area Plan
Northglenn, Colorado
Existing Geometry and Control, and
2025 Existing Traffic Volumes





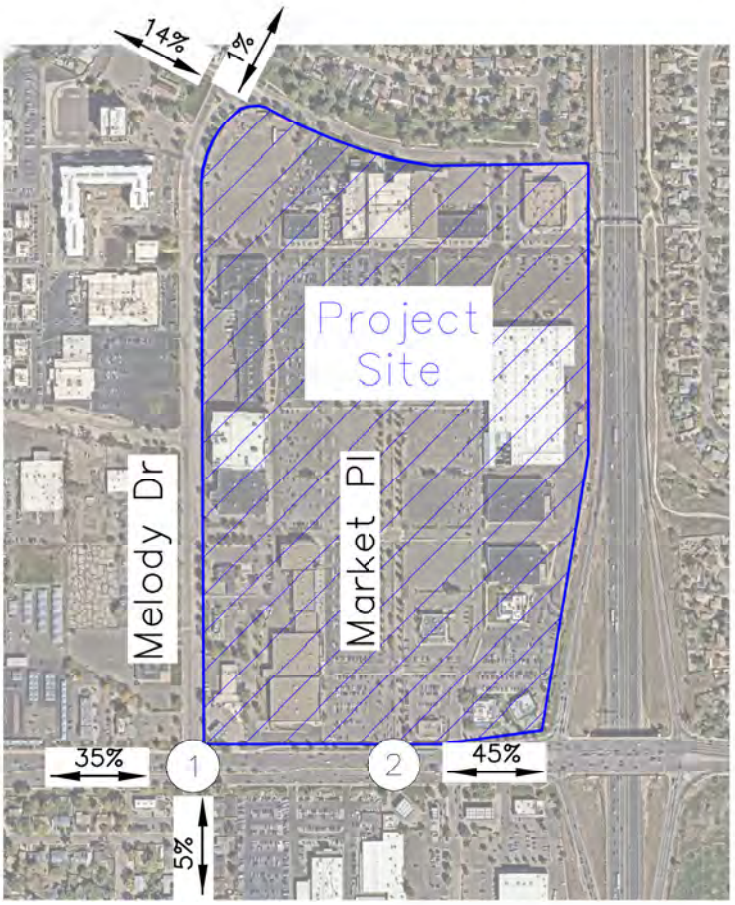
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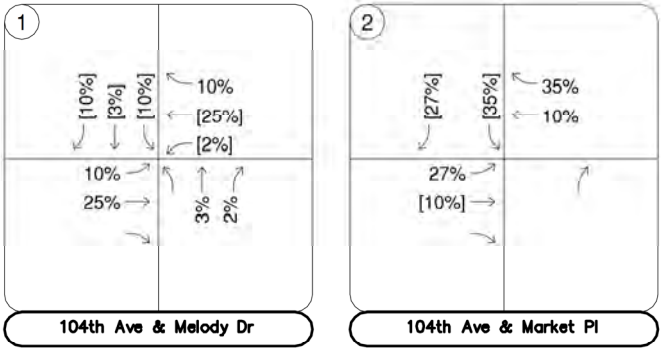
(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

FIGURE 3
104th Area Plan
Northglenn, Colorado
2035 Background Traffic Volumes



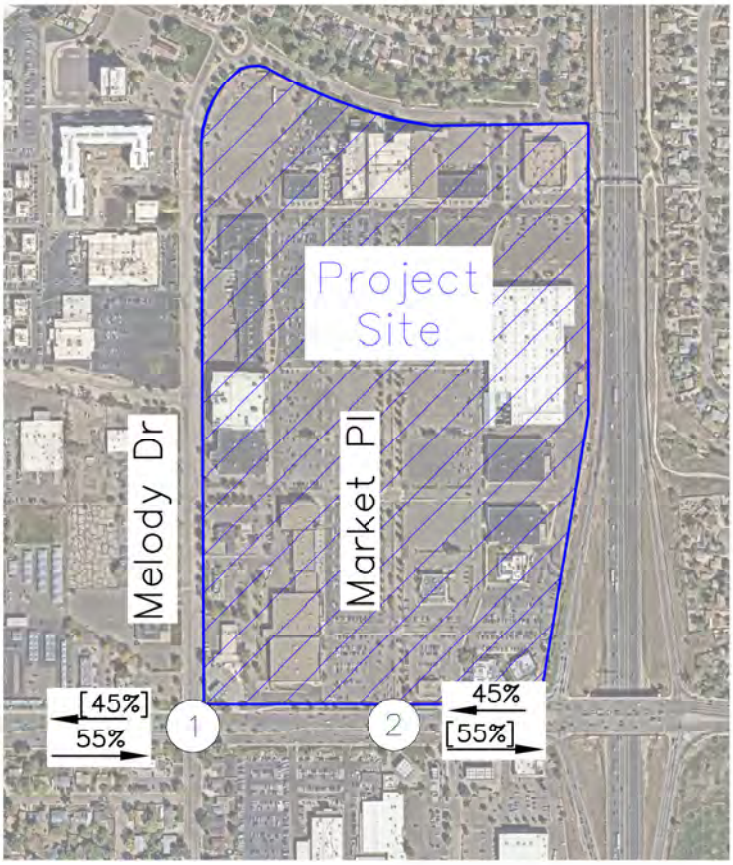


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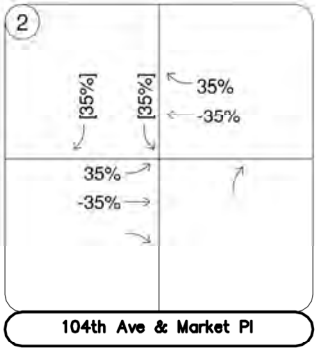
LEGEND

(X)	Study Area Key Intersection
XX%	External Trip Distribution Percentage
XX%[XX%]	Entering[Exiting] Trip Distribution Percentage

FIGURE 4
104th Area Plan
Northglenn, Colorado
Non Pass-By Trip Distribution







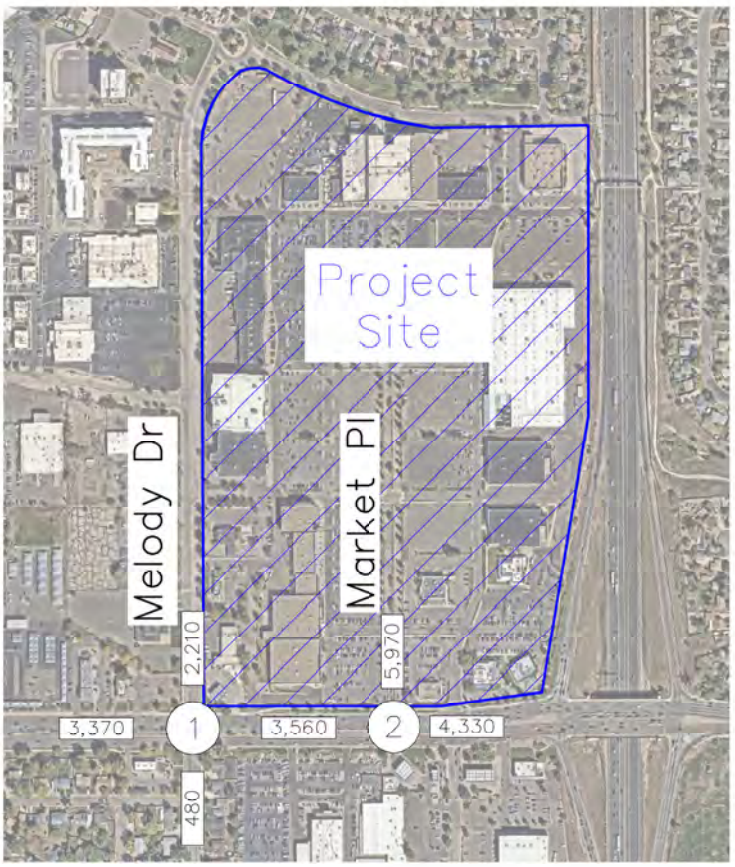
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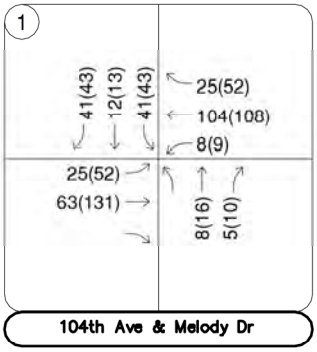
(X) Study Area Key Intersection

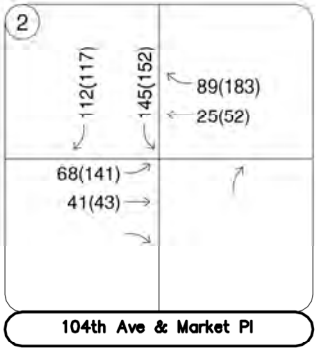
XX% External Trip Distribution Percentage

XX%[XX%] Entering[Exiting] Trip Distribution Percentage

FIGURE 5
104th Area Plan
Northglenn, Colorado
PM Pass-By Trip Distribution







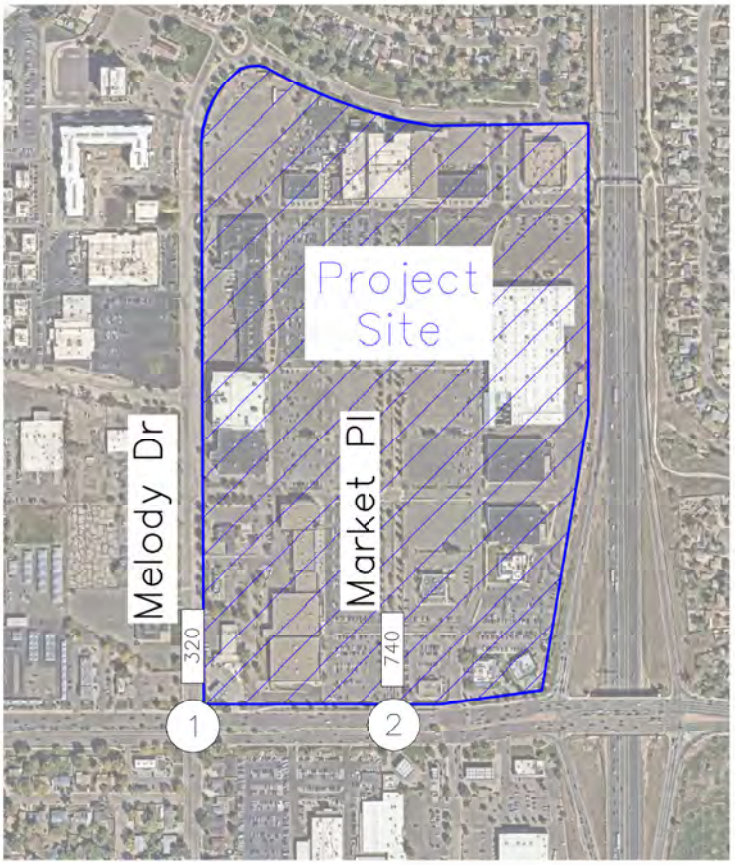
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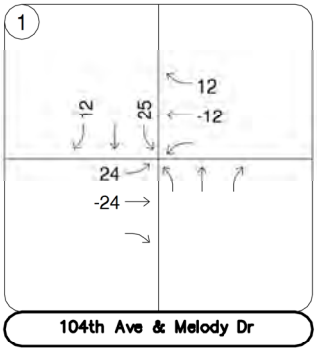
(X) Study Area Key Intersection

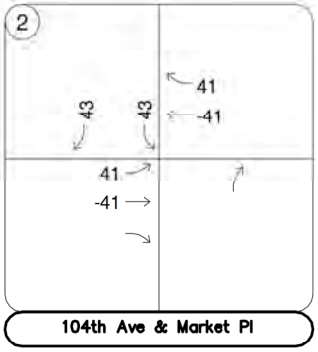
XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

FIGURE 6
104th Area Plan
Northglenn, Colorado
Non Pass-by Traffic Assignment







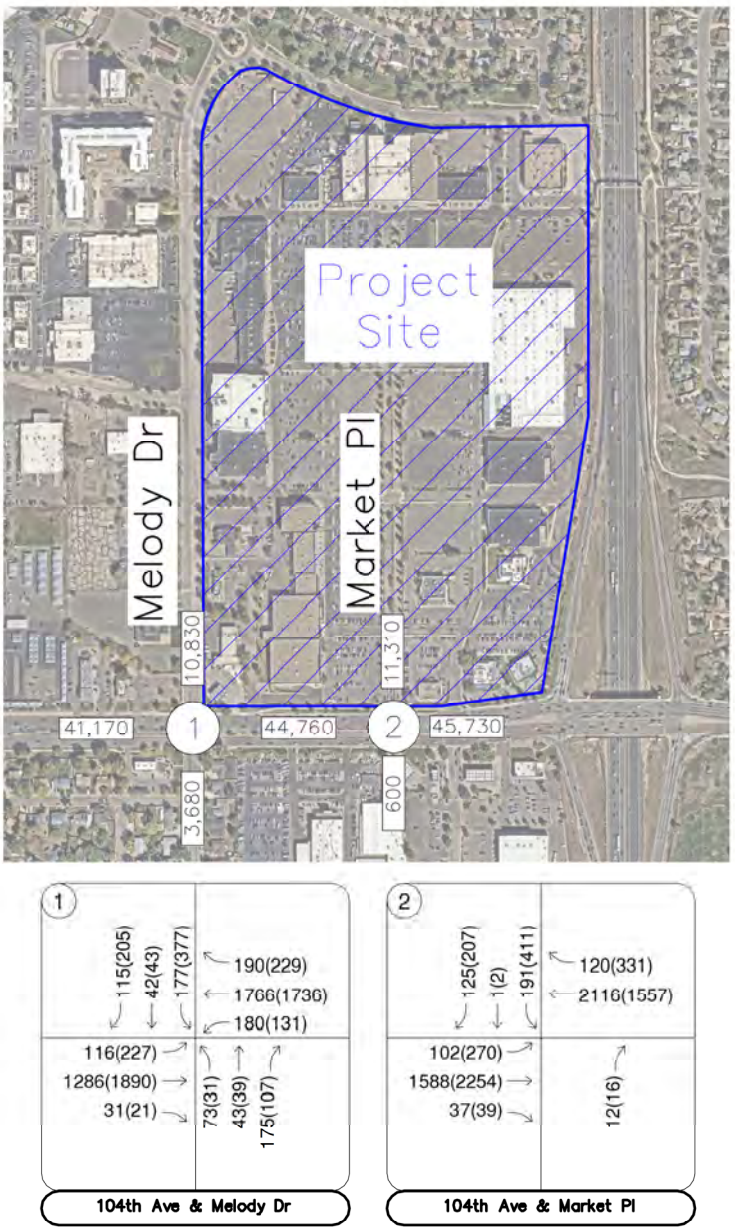
LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday PM Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

FIGURE 7
104th Area Plan
Northglenn, Colorado
Pass–by Traffic Assignment



NTS 196979002

LEGEND

(X) Study Area Key Intersection

XXX(XXX) Weekday AM(PM) Peak Hour Traffic Volumes

XX,X00 Estimated Daily Traffic Volume

FIGURE 8
104th Area Plan
Northglenn, Colorado
2035 Total Traffic Volumes

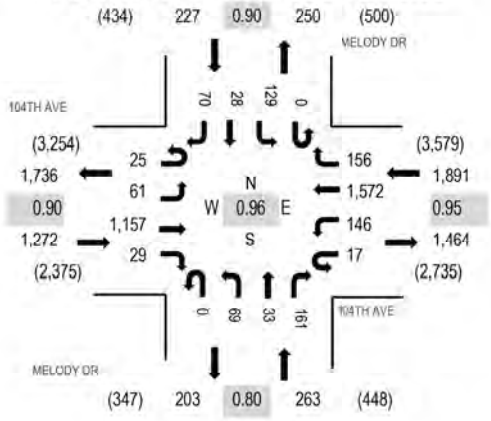
Kimley»Horn

Intersection Count Sheets

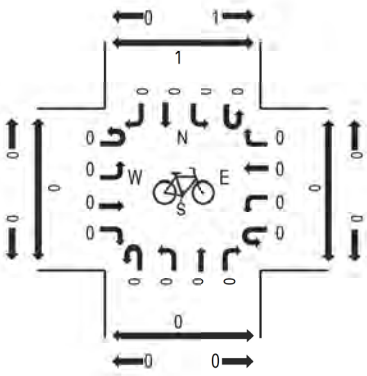
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 MELODY DR & 104TH AVE AM
Date: Thursday, October 2, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

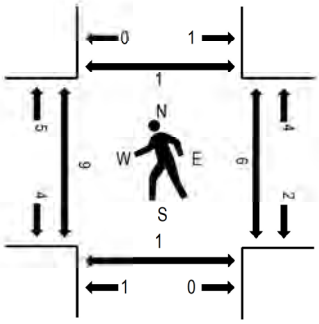
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

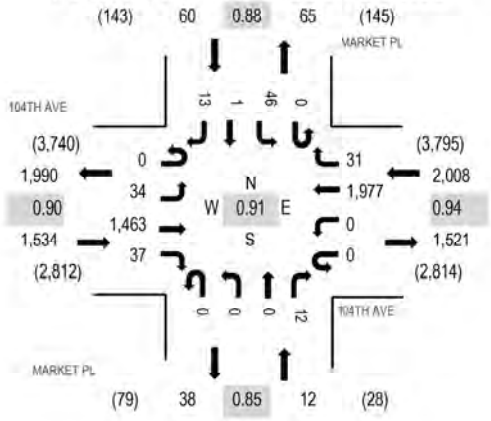
Traffic Counts - Motorized Vehicles

Interval Start Time	104TH AVE Eastbound				104TH AVE Westbound				MELODY DR Northbound				MELODY DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	2	8	206	7	5	24	330	24	0	10	4	15	0	19	5	10	669	3,479	0	0	1	0
7:15 AM	5	10	278	7	3	53	409	28	0	18	4	33	0	33	7	17	905	3,653	3	0	1	0
7:30 AM	4	11	323	14	2	51	370	34	0	25	8	48	0	32	10	17	949	3,606	0	0	0	1
7:45 AM	8	18	298	2	6	26	421	44	0	19	11	52	0	26	7	18	956	3,469	2	3	0	0
8:00 AM	8	22	258	6	6	16	372	50	0	7	10	28	0	38	4	18	843	3,357	4	3	0	0
8:15 AM	6	19	259	3	9	28	379	44	0	12	9	33	0	42	6	9	858		0	1	2	0
8:30 AM	5	11	276	5	11	27	313	41	0	20	8	30	0	38	5	22	812		0	0	2	1
8:45 AM	4	23	265	4	8	26	365	54	0	15	5	24	0	31	4	16	844		1	0	0	6
Count Total	42	122	2,163	48	50	251	2,959	319	0	126	59	263	0	259	48	127	6,836		10	7	6	8
Peak Hour	25	61	1,157	29	17	146	1,572	156	0	69	33	161	0	129	28	70	3,653		9	6	1	1

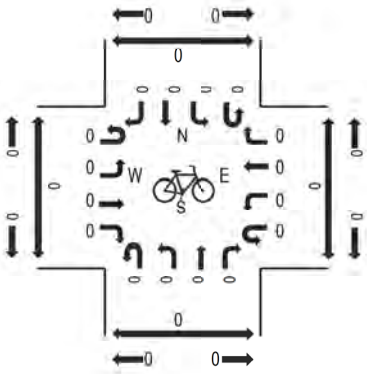
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MARKET PL & 104TH AVE AM
Date: Thursday, October 2, 2025
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

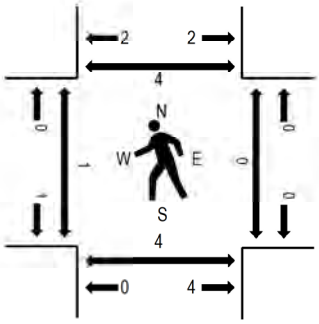
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

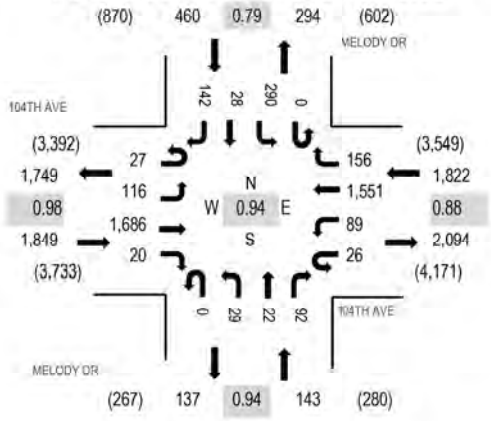
Traffic Counts - Motorized Vehicles

Interval Start Time	104TH AVE Eastbound				104TH AVE Westbound				MARKET PL Northbound				MARKET PL Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	5	262	7	0	0	413	7	0	0	0	4	0	16	0	1	715	3,483	0	0	2	1
7:15 AM	0	6	306	5	0	0	529	7	0	0	0	3	0	5	1	1	863	3,614	0	0	2	2
7:30 AM	0	3	404	10	0	0	477	4	0	0	0	2	0	12	0	1	913	3,609	1	0	2	1
7:45 AM	0	10	423	11	0	0	513	15	0	0	0	2	0	14	0	4	992	3,433	0	0	0	1
8:00 AM	0	15	330	11	0	0	458	5	0	0	0	5	0	15	0	7	846	3,295	0	0	0	0
8:15 AM	1	8	369	6	0	0	439	11	0	0	0	3	0	14	2	5	858		0	0	2	1
8:30 AM	0	5	289	9	0	0	392	13	0	0	0	4	0	21	0	4	737		0	0	0	0
8:45 AM	0	8	292	17	0	0	489	23	0	0	0	5	0	14	0	6	854		2	0	1	1
Count Total	1	60	2,675	76	0	0	3,710	85	0	0	0	28	0	111	3	29	6,778		3	0	9	7
Peak Hour	0	34	1,463	37	0	0	1,977	31	0	0	0	12	0	46	1	13	3,614		1	0	4	4

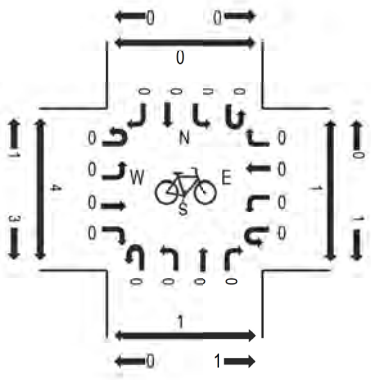
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 MELODY DR & 104TH AVE PM
Date: Thursday, October 2, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

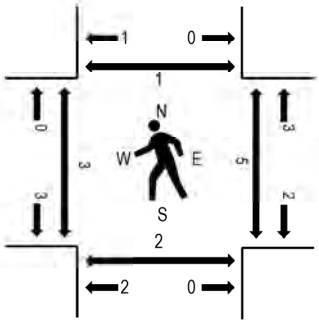
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

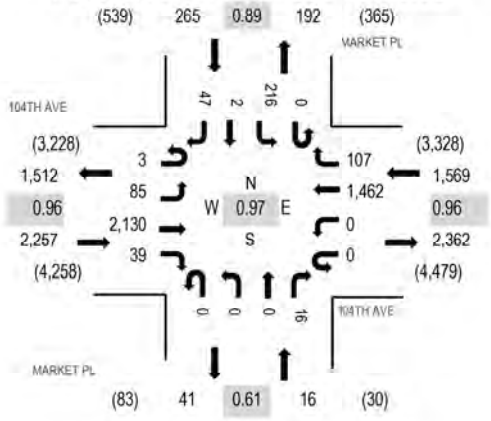
Traffic Counts - Motorized Vehicles

Interval Start Time	104TH AVE Eastbound				104TH AVE Westbound				MELODY DR Northbound				MELODY DR Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	4	37	432	9	6	19	379	45	0	8	5	19	0	67	10	41	1,081	4,158	1	0	0	2
4:15 PM	10	24	427	5	3	21	320	43	0	3	4	27	0	63	6	26	982	4,091	1	0	1	0
4:30 PM	3	35	428	9	5	15	367	32	0	8	6	21	0	58	4	32	1,023	4,240	0	0	1	0
4:45 PM	6	23	425	7	7	19	394	52	0	6	2	28	0	61	6	36	1,072	4,258	0	0	0	0
5:00 PM	7	31	430	9	5	23	293	36	0	8	4	22	0	89	5	52	1,014	4,274	1	0	0	1
5:15 PM	5	24	433	2	6	30	438	43	0	4	6	30	0	67	6	37	1,131		0	3	1	0
5:30 PM	7	29	408	4	9	20	410	26	0	11	8	21	0	59	8	21	1,041		0	2	1	0
5:45 PM	8	32	415	5	6	16	410	51	0	6	4	19	0	75	9	32	1,088		2	0	0	0
Count Total	50	235	3,398	50	47	163	3,011	328	0	54	39	187	0	539	54	277	8,432		5	5	4	3
Peak Hour	27	116	1,686	20	26	89	1,551	156	0	29	22	92	0	290	28	142	4,274		3	5	2	1

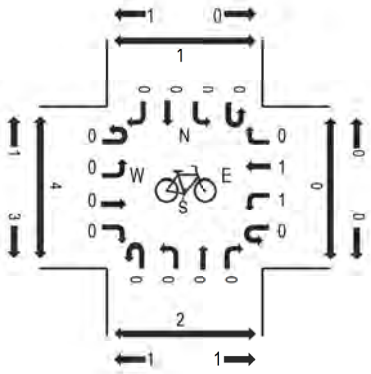
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 MARKET PL & 104TH AVE PM
Date: Thursday, October 2, 2025
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

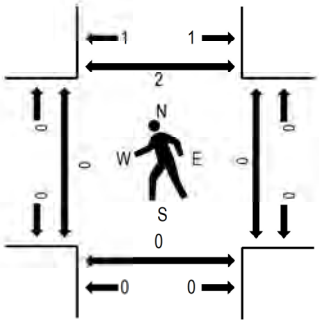
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	104TH AVE Eastbound				104TH AVE Westbound				MARKET PL Northbound				MARKET PL Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	17	502	8	0	0	420	27	0	0	0	5	0	48	2	14	1,043	4,048	0	0	0	0
4:15 PM	1	21	416	8	0	0	414	26	0	0	0	3	0	55	2	11	957	3,999	0	0	0	2
4:30 PM	0	22	466	8	0	0	433	23	0	0	0	3	0	61	2	16	1,034	4,102	0	0	0	0
4:45 PM	3	16	501	12	0	0	395	21	0	0	0	3	0	54	0	9	1,014	4,091	0	0	0	1
5:00 PM	0	15	525	9	0	0	342	24	0	0	0	7	0	61	0	11	994	4,107	0	0	0	1
5:15 PM	0	27	550	8	0	0	383	26	0	0	0	4	0	50	0	12	1,060		0	0	0	1
5:30 PM	2	21	527	11	0	0	371	27	0	0	0	2	0	51	1	10	1,023		0	0	0	0
5:45 PM	1	22	528	11	0	0	366	30	0	0	0	3	0	54	1	14	1,030		0	0	0	0
Count Total	7	161	4,015	75	0	0	3,124	204	0	0	0	30	0	434	8	97	8,155		0	0	0	5
Peak Hour	3	85	2,130	39	0	0	1,462	107	0	0	0	16	0	216	2	47	4,107		0	0	0	2

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Traffic Projections

DRCOG Traffic Projections: 104th Area Plan Northglenn

Location	2020	2050	Growth Factor	Annual Growth
104th Ave W/o Melody Dr	53,000	62,000	1.17	0.52%
104th Ave E/o Melody Dr	59,000	70,000	1.19	0.57%
Melody Dr N/o 104th Ave	13,000	14,000	1.08	0.25%
Melody Dr S/o 104th Ave	1,000	3,000	3.00	3.73%
Total	126,000	149,000	1.18	**0.56%**

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Trip Generation Worksheets

1000 DU and 200k SF Retail Daily Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Subcategory	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(221) Multifamily Housing (Mid-Rise)	Not Close to Rail Transit	ITE 12th Ed	1000	DU	T = 4.46(X)	50%	50%	2,230	2,230	4,460	0.0%	0	2,230	2,230	4,460
2	(820) Shopping Center (>150k)	All Sites	ITE 12th Ed	200	LKSF	T = 36.39(X)	50%	50%	3,639	3,639	7,278	29.0%	2,111	2,584	2,583	5,167
								Total:	5,869	5,869	11,738	18.0%	2,111	4,814	4,813	9,627

1000 DU and 200k SF Retail AM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Subcategory	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(221) Multifamily Housing (Mid-Rise)	Not Close to Rail Transit	ITE 12th Ed	1000	DU	T = 0.42(X) - 7.77	23%	77%	95	317	412	0.0%	0	95	317	412
2	(820) Shopping Center (>150k)	All Sites	ITE 12th Ed	200	LKSF	T = 0.61(X) + 132.89	62%	38%	158	97	255	0.0%	0	158	97	255
								Total:	253	414	667	0.0%	0	253	414	667

1000 DU and 200k SF Retail PM Peak Hour Trip Generation Calculations

	TRIP GENERATION CHARACTERISTICS						DIRECTIONAL DISTRIBUTION		BASELINE TRIPS			PASS-BY CAPTURE		NEW EXTERNAL VEHICLE TRIPS		
	Land Use + Code	Subcategory	Source	Scale	ITE Unit	Equation/Rate	Entering %	Exiting %	In	Out	Total	Rate	PB Trips	In	Out	Total
1	(221) Multifamily Housing (Mid-Rise)	Not Close to Rail Transit	ITE 12th Ed	1000	DU	T = 0.36(X) + 3.07	64%	36%	232	131	363	0.0%	0	232	131	363
2	(820) Shopping Center (>150k)	All Sites	ITE 12th Ed	200	LKSF	Ln(T) = 0.66 Ln(X) + 3.23	49%	51%	409	426	835	29.0%	242	291	302	593
								Total:	641	557	1,198	20.2%	242	523	433	956

Output Summary

ITE LUC	Land Use	Size	Unit	Daily			AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total	In	Out	Total
1000 DU and 200k SF Retail												
221	Multifamily Housing (Mid-Rise)	1000	DU	2,230	2,230	4,460	95	317	412	232	131	363
820	Shopping Center (>150k)	200	LKSF	3,639	3,639	7,278	158	97	255	409	426	835
1000 DU and 200k SF Retail Baseline Trips				**5,869**	**5,869**	**11,738**	**253**	**414**	**667**	**641**	**557**	**1,198**
			Pass-by Trips	1,055	1,055	2,110	0	0	0	118	124	242
			Non Pass-by Trips	4,814	4,814	9,628	253	414	667	523	433	956

Kimley»Horn

Intersection Capacity Analysis Outputs

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	86	1157	163	1572	69	33	161	129	28	70
Future Volume (vph)	86	1157	163	1572	69	33	161	129	28	70
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	1	6	4	4		8	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	18.0	46.0	26.0	54.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	15.0%	38.3%	21.7%	45.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 85
Control Type: Actuated-Coordinated

Splits and Phases: 1: Melody Dr & 104th Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	86	1157	29	163	1572	156	69	33	161	129	28	70
Future Volume (veh/h)	86	1157	29	163	1572	156	69	33	161	129	28	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	90	1205	30	170	1638	162	72	34	126	155	0	54
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	1708	43	544	2399	237	174	183	155	225	0	100
Arrive On Green	0.24	0.33	0.33	0.31	0.40	0.40	0.10	0.10	0.10	0.06	0.00	0.06
Sat Flow, veh/h	1781	5124	128	1781	5996	593	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	90	800	435	170	1318	482	72	34	126	155	0	54
Grp Sat Flow(s),veh/h/ln	1781	1702	1847	1781	1609	1764	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	4.9	24.6	24.6	8.8	27.1	27.1	4.6	2.0	9.3	5.1	0.0	4.0
Cycle Q Clear(g_c), s	4.9	24.6	24.6	8.8	27.1	27.1	4.6	2.0	9.3	5.1	0.0	4.0
Prop In Lane	1.00		0.07	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	1135	616	544	1930	705	174	183	155	225	0	100
V/C Ratio(X)	0.21	0.71	0.71	0.31	0.68	0.68	0.41	0.19	0.81	0.69	0.00	0.54
Avail Cap(c_a), veh/h	425	1135	616	544	1930	705	267	281	238	534	0	238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	34.9	34.9	32.0	29.7	29.7	50.9	49.7	53.0	55.0	0.0	54.5
Incr Delay (d2), s/veh	0.2	3.7	6.7	0.3	1.8	4.8	1.6	0.5	11.6	3.7	0.0	4.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	10.6	12.0	3.8	10.5	12.1	2.1	1.0	4.2	2.4	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	36.9	38.6	41.5	32.3	31.5	34.6	52.4	50.2	64.6	58.8	0.0	58.9
LnGrp LOS	D	D	D	C	C	C	D	D	E	E		E
Approach Vol, veh/h		1325			1970			232			209	
Approach Delay, s/veh		39.4			32.3			58.7			58.8	
Approach LOS		D			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	42.7	46.0		17.8	34.7	54.0		13.6				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	40.0		18.0	12.0	48.0		18.0				
Max Q Clear Time (g_c+I1), s	10.8	26.6		11.3	6.9	29.1		7.1				
Green Ext Time (p_c), s	0.3	6.6		0.4	0.1	12.0		0.5				

Intersection Summary			
HCM 7th Control Delay, s/veh		38.0	
HCM 7th LOS		D	

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	143	1686	115	1551	29	22	92	292	28	142
Future Volume (vph)	143	1686	115	1551	29	22	92	292	28	142
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	1	6	4	4		8	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	20.0	55.0	17.0	52.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	16.7%	45.8%	14.2%	43.3%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 1: Melody Dr & 104th Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	143	1686	20	115	1551	156	29	22	92	292	28	142
Future Volume (veh/h)	143	1686	20	115	1551	156	29	22	92	292	28	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	152	1794	21	122	1650	166	31	23	74	332	0	113
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	425	2124	25	381	2294	231	114	119	101	407	0	181
Arrive On Green	0.24	0.41	0.41	0.14	0.26	0.26	0.06	0.06	0.06	0.11	0.00	0.11
Sat Flow, veh/h	1781	5203	61	1781	5985	602	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	152	1174	641	122	1330	486	31	23	74	332	0	113
Grp Sat Flow(s),veh/h/ln	1781	1702	1859	1781	1609	1762	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	8.5	37.4	37.4	7.4	30.2	30.2	2.0	1.4	5.5	10.9	0.0	8.2
Cycle Q Clear(g_c), s	8.5	37.4	37.4	7.4	30.2	30.2	2.0	1.4	5.5	10.9	0.0	8.2
Prop In Lane	1.00		0.03	1.00		0.34	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	425	1390	759	381	1850	675	114	119	101	407	0	181
V/C Ratio(X)	0.36	0.84	0.84	0.32	0.72	0.72	0.27	0.19	0.73	0.82	0.00	0.62
Avail Cap(c_a), veh/h	425	1390	759	381	1850	675	267	281	238	534	0	238
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	38.0	32.1	32.1	43.6	38.7	38.7	53.5	53.2	55.2	51.9	0.0	50.7
Incr Delay (d2), s/veh	0.5	6.4	11.1	0.4	2.3	6.1	1.3	0.8	9.7	7.3	0.0	3.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	16.1	18.6	3.4	12.7	14.7	0.9	0.7	2.5	5.3	0.0	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	38.5	38.5	43.2	44.0	41.0	44.8	54.8	54.0	64.9	59.3	0.0	54.2
LnGrp LOS	D	D	D	D	D	D	D	D	E	E		D
Approach Vol, veh/h		1967			1938			128			445	
Approach Delay, s/veh		40.0			42.1			60.5			58.0	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	31.7	55.0		13.6	34.7	52.0		19.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	49.0		18.0	14.0	46.0		18.0				
Max Q Clear Time (g_c+I1), s	9.4	39.4		7.5	10.5	32.2		12.9				
Green Ext Time (p_c), s	0.0	7.3		0.3	0.1	9.6		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			43.3									
HCM 7th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	116	1286	180	1766	73	43	175	177	42	115
Future Volume (vph)	116	1286	180	1766	73	43	175	177	42	115
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	1	6	4	4		8	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	18.0	46.0	26.0	54.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	15.0%	38.3%	21.7%	45.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 95
Control Type: Actuated-Coordinated

Splits and Phases: 1: Melody Dr & 104th Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	116	1286	31	180	1766	190	73	43	175	177	42	115
Future Volume (veh/h)	116	1286	31	180	1766	190	73	43	175	177	42	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	121	1340	32	188	1840	198	76	45	140	114	142	101
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	348	1710	41	467	2377	256	190	200	169	174	183	155
Arrive On Green	0.20	0.33	0.33	0.26	0.40	0.40	0.11	0.11	0.11	0.10	0.10	0.10
Sat Flow, veh/h	1781	5130	123	1781	5942	639	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	121	889	483	188	1494	544	76	45	140	114	142	101
Grp Sat Flow(s),veh/h/ln	1781	1702	1848	1781	1609	1755	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	7.0	28.3	28.3	10.4	32.3	32.3	4.8	2.6	10.4	7.4	8.9	7.4
Cycle Q Clear(g_c), s	7.0	28.3	28.3	10.4	32.3	32.3	4.8	2.6	10.4	7.4	8.9	7.4
Prop In Lane	1.00		0.07	1.00		0.36	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	348	1135	616	467	1930	702	190	200	169	174	183	155
V/C Ratio(X)	0.35	0.78	0.78	0.40	0.77	0.77	0.40	0.23	0.83	0.65	0.78	0.65
Avail Cap(c_a), veh/h	348	1135	616	467	1930	702	267	281	238	267	281	238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	36.1	36.1	36.5	31.3	31.3	50.0	49.0	52.5	52.2	52.8	52.2
Incr Delay (d2), s/veh	0.6	5.4	9.6	0.5	2.5	6.7	1.4	0.6	15.1	4.1	7.2	4.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	12.4	14.1	4.6	12.6	14.6	2.2	1.3	4.8	3.5	4.5	3.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.3	41.5	45.7	37.0	33.8	38.0	51.4	49.6	67.6	56.3	60.0	56.7
LnGrp LOS	D	D	D	D	C	D	D	D	E	E	E	E
Approach Vol, veh/h		1493			2226			261			357	
Approach Delay, s/veh		43.0			35.1			59.8			57.9	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	37.4	46.0		18.8	29.4	54.0		17.7				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	20.0	40.0		18.0	12.0	48.0		18.0				
Max Q Clear Time (g_c+I1), s	12.4	30.3		12.4	9.0	34.3		10.9				
Green Ext Time (p_c), s	0.3	5.9		0.4	0.1	10.4		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			41.2									
HCM 7th LOS			D									

Notes

User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										
Traffic Volume (vph)	227	1890	131	1736	31	39	107	377	43	205
Future Volume (vph)	227	1890	131	1736	31	39	107	377	43	205
Turn Type	Prot	NA	Prot	NA	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2	1	6	4	4		8	8	
Permitted Phases							4			8
Detector Phase	5	2	1	6	4	4	4	8	8	8
Switch Phase										
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	24.0	11.0	24.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (s)	20.0	55.0	17.0	52.0	24.0	24.0	24.0	24.0	24.0	24.0
Total Split (%)	16.7%	45.8%	14.2%	43.3%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lead	Lag	Lead						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes						
Recall Mode	None	C-Max	None	C-Max	None	None	None	None	None	None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBT, Start of Green, Master Intersection
Natural Cycle: 115
Control Type: Actuated-Coordinated

Splits and Phases: 1: Melody Dr & 104th Ave



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	1890	21	131	1736	229	31	39	107	377	43	205
Future Volume (veh/h)	227	1890	21	131	1736	229	31	39	107	377	43	205
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	241	2011	22	139	1847	244	33	41	90	434	0	180
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	360	2126	23	315	2221	293	133	140	119	498	0	222
Arrive On Green	0.20	0.41	0.41	0.18	0.38	0.38	0.07	0.07	0.07	0.14	0.00	0.14
Sat Flow, veh/h	1781	5207	57	1781	5793	765	1781	1870	1585	3563	0	1585
Grp Volume(v), veh/h	241	1314	719	139	1538	553	33	41	90	434	0	180
Grp Sat Flow(s),veh/h/ln	1781	1702	1860	1781	1609	1733	1781	1870	1585	1781	0	1585
Q Serve(g_s), s	15.0	44.7	44.7	8.4	34.6	34.7	2.1	2.5	6.7	14.3	0.0	13.2
Cycle Q Clear(g_c), s	15.0	44.7	44.7	8.4	34.6	34.7	2.1	2.5	6.7	14.3	0.0	13.2
Prop In Lane	1.00		0.03	1.00		0.44	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	360	1390	760	315	1850	664	133	140	119	498	0	222
V/C Ratio(X)	0.67	0.95	0.95	0.44	0.83	0.83	0.25	0.29	0.76	0.87	0.00	0.81
Avail Cap(c_a), veh/h	360	1390	760	315	1850	664	267	281	238	534	0	238
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.2	34.2	34.2	44.1	33.5	33.5	52.3	52.5	54.4	50.6	0.0	50.1
Incr Delay (d2), s/veh	4.8	14.2	21.9	0.8	3.9	10.1	1.0	1.1	9.4	13.9	0.0	17.9
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	20.5	24.1	3.7	13.8	16.0	1.0	1.2	3.0	7.3	0.0	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.0	48.4	56.1	44.9	37.4	43.6	53.3	53.6	63.9	64.5	0.0	68.0
LnGrp LOS	D	D	E	D	D	D	D	D	E	E		E
Approach Vol, veh/h		2274			2230			164			614	
Approach Delay, s/veh		50.9			39.4			59.2			65.5	
Approach LOS		D			D			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	27.2	55.0		15.0	30.2	52.0		22.8				
Change Period (Y+Rc), s	6.0	6.0		6.0	6.0	6.0		6.0				
Max Green Setting (Gmax), s	11.0	49.0		18.0	14.0	46.0		18.0				
Max Q Clear Time (g_c+I1), s	10.4	46.7		8.7	17.0	36.7		16.3				
Green Ext Time (p_c), s	0.0	2.1		0.3	0.0	7.7		0.5				

Intersection Summary		
HCM 7th Control Delay, s/veh	48.0	
HCM 7th LOS	D	

Notes

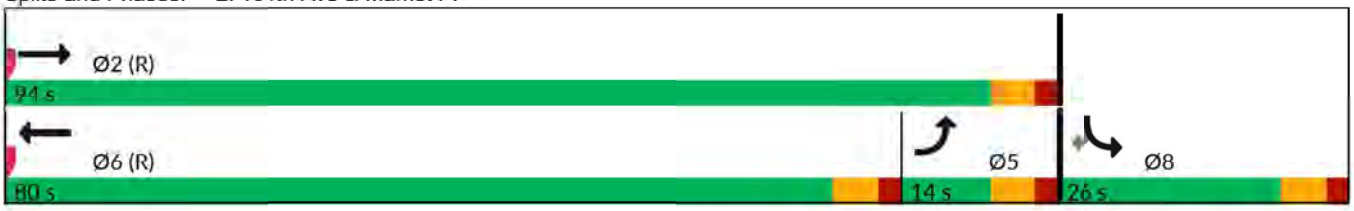
User approved volume balancing among the lanes for turning movement.

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	34	1463	1977	46	0	13
Future Volume (vph)	34	1463	1977	46	0	13
Turn Type	Prot	NA	NA	Prot		Perm
Protected Phases	5	2	6	8		
Permitted Phases						8
Detector Phase	5	2	6	8		8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.0	24.0	24.0	24.0		24.0
Total Split (s)	14.0	94.0	80.0	26.0		26.0
Total Split (%)	11.7%	78.3%	66.7%	21.7%		21.7%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None		None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 97 (81%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: 104th Ave & Market Pl



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	1463	37	0	1977	31	0	0	0	46	0	13
Future Volume (veh/h)	34	1463	37	0	1977	31	0	0	0	46	0	13
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	37	1608	41	0	2173	34				51	0	14
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	679	4419	113	0	4054	63				127	0	58
Arrive On Green	0.39	1.00	1.00	0.00	0.62	0.62				0.04	0.00	0.04
Sat Flow, veh/h	3456	5120	131	0	6836	103				3456	0	1585
Grp Volume(v), veh/h	37	1069	580	0	1595	612				51	0	14
Grp Sat Flow(s),veh/h/ln	1728	1702	1847	0	1609	1852				1728	0	1585
Q Serve(g_s), s	0.8	0.0	0.0	0.0	22.7	22.7				1.7	0.0	1.0
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.0	22.7	22.7				1.7	0.0	1.0
Prop In Lane	1.00		0.07	0.00		0.06				1.00		1.00
Lane Grp Cap(c), veh/h	679	2938	1594	0	2976	1142				127	0	58
V/C Ratio(X)	0.05	0.36	0.36	0.00	0.54	0.54				0.40	0.00	0.24
Avail Cap(c_a), veh/h	679	2938	1594	0	2976	1142				576	0	264
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	29.5	0.0	0.0	0.0	13.2	13.2				56.5	0.0	56.2
Incr Delay (d2), s/veh	0.0	0.3	0.5	0.0	0.7	1.8				2.0	0.0	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.1	0.2	0.0	7.9	9.4				0.8	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	29.5	0.3	0.5	0.0	13.9	15.0				58.5	0.0	58.2
LnGrp LOS	C	A	A		B	B				E		E
Approach Vol, veh/h		1686			2207						65	
Approach Delay, s/veh		1.0			14.2						58.4	
Approach LOS		A			B						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		109.6			29.6	80.0		10.4				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		88.0			8.0	74.0		20.0				
Max Q Clear Time (g_c+I1), s		2.0			2.8	24.7		3.7				
Green Ext Time (p_c), s		19.0			0.0	27.0		0.1				

Intersection Summary												
HCM 7th Control Delay, s/veh			9.3									
HCM 7th LOS			A									

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	88	2130	1462	216	0	47
Future Volume (vph)	88	2130	1462	216	0	47
Turn Type	Prot	NA	NA	Prot		Perm
Protected Phases	5	2	6	8		
Permitted Phases						8
Detector Phase	5	2	6	8		8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.0	24.0	24.0	24.0		24.0
Total Split (s)	17.0	92.0	75.0	28.0		28.0
Total Split (%)	14.2%	76.7%	62.5%	23.3%		23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None		None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 98 (82%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: 104th Ave & Market Pl



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	2130	39	0	1462	107	0	0	0	216	0	47
Future Volume (veh/h)	88	2130	39	0	1462	107	0	0	0	216	0	47
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	91	2196	40	0	1507	110				223	0	48
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	654	4205	76	0	3545	259				296	0	136
Arrive On Green	0.38	1.00	1.00	0.00	0.57	0.57				0.09	0.00	0.09
Sat Flow, veh/h	3456	5164	94	0	6427	450				3456	0	1585
Grp Volume(v), veh/h	91	1446	790	0	1179	438				223	0	48
Grp Sat Flow(s),veh/h/ln	1728	1702	1853	0	1609	1789				1728	0	1585
Q Serve(g_s), s	2.1	0.0	0.0	0.0	16.5	16.5				7.6	0.0	3.4
Cycle Q Clear(g_c), s	2.1	0.0	0.0	0.0	16.5	16.5				7.6	0.0	3.4
Prop In Lane	1.00		0.05	0.00		0.25				1.00		1.00
Lane Grp Cap(c), veh/h	654	2772	1509	0	2775	1029				296	0	136
V/C Ratio(X)	0.14	0.52	0.52	0.00	0.42	0.43				0.75	0.00	0.35
Avail Cap(c_a), veh/h	654	2772	1509	0	2775	1029				634	0	291
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	30.9	0.0	0.0	0.0	14.3	14.3				53.6	0.0	51.7
Incr Delay (d2), s/veh	0.1	0.5	0.8	0.0	0.5	1.3				3.9	0.0	1.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.2	0.4	0.0	5.9	6.8				3.4	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	30.9	0.5	0.8	0.0	14.8	15.6				57.5	0.0	53.3
LnGrp LOS	C	A	A		B	B				E		D
Approach Vol, veh/h		2327			1617						271	
Approach Delay, s/veh		1.8			15.0						56.7	
Approach LOS		A			B						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		103.7			28.7	75.0		16.3				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		86.0			11.0	69.0		22.0				
Max Q Clear Time (g_c+I1), s		2.0			4.1	18.5		9.6				
Green Ext Time (p_c), s		36.6			0.1	16.7		0.7				

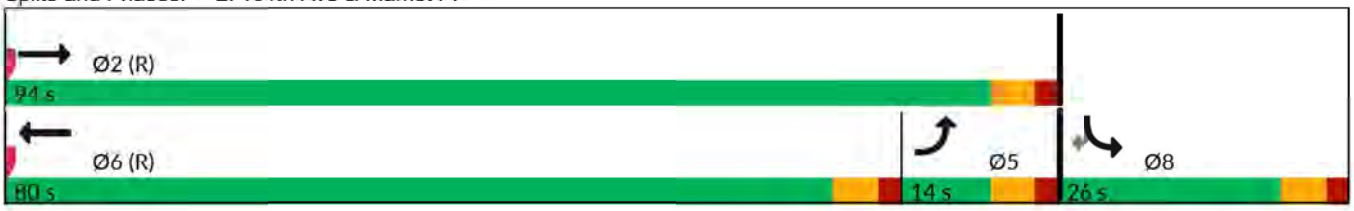
Intersection Summary												
HCM 7th Control Delay, s/veh			10.4									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	102	1588	2116	191	0	125
Future Volume (vph)	102	1588	2116	191	0	125
Turn Type	Prot	NA	NA	Prot		Perm
Protected Phases	5	2	6	8		
Permitted Phases						8
Detector Phase	5	2	6	8		8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.0	24.0	24.0	24.0		24.0
Total Split (s)	14.0	94.0	80.0	26.0		26.0
Total Split (%)	11.7%	78.3%	66.7%	21.7%		21.7%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None		None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 97 (81%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 65
Control Type: Actuated-Coordinated

Splits and Phases: 2: 104th Ave & Market Pl



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	102	1588	37	0	2116	120	0	0	0	191	0	125
Future Volume (veh/h)	102	1588	37	0	2116	120	0	0	0	191	0	125
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	112	1745	41	0	2325	132				210	0	137
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.91	0.91	0.91
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	435	4068	96	0	3870	219				371	0	170
Arrive On Green	0.25	1.00	1.00	0.00	0.62	0.62				0.11	0.00	0.11
Sat Flow, veh/h	3456	5132	121	0	6538	356				3456	0	1585
Grp Volume(v), veh/h	112	1157	629	0	1787	670				210	0	137
Grp Sat Flow(s),veh/h/ln	1728	1702	1849	0	1609	1806				1728	0	1585
Q Serve(g_s), s	3.1	0.0	0.0	0.0	27.0	27.1				6.9	0.0	10.1
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.0	27.0	27.1				6.9	0.0	10.1
Prop In Lane	1.00		0.07	0.00		0.20				1.00		1.00
Lane Grp Cap(c), veh/h	435	2698	1465	0	2976	1114				371	0	170
V/C Ratio(X)	0.26	0.43	0.43	0.00	0.60	0.60				0.57	0.00	0.80
Avail Cap(c_a), veh/h	435	2698	1465	0	2976	1114				576	0	264
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	40.4	0.0	0.0	0.0	14.0	14.0				50.9	0.0	52.3
Incr Delay (d2), s/veh	0.2	0.4	0.7	0.0	0.9	2.4				1.4	0.0	9.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.1	0.3	0.0	9.4	11.0				3.1	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	40.6	0.4	0.7	0.0	14.9	16.4				52.3	0.0	62.0
LnGrp LOS	D	A	A		B	B				D		E
Approach Vol, veh/h		1898			2457						347	
Approach Delay, s/veh		2.9			15.3						56.1	
Approach LOS		A			B						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		101.1			21.1	80.0		18.9				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		88.0			8.0	74.0		20.0				
Max Q Clear Time (g_c+I1), s		2.0			5.1	29.1		12.1				
Green Ext Time (p_c), s		22.5			0.1	29.8		0.8				

Intersection Summary												
HCM 7th Control Delay, s/veh			13.3									
HCM 7th LOS			B									

Lane Group	EBL	EBT	WBT	SBL	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	270	2254	1557	411	0	207
Future Volume (vph)	270	2254	1557	411	0	207
Turn Type	Prot	NA	NA	Prot		Perm
Protected Phases	5	2	6	8		
Permitted Phases						8
Detector Phase	5	2	6	8		8
Switch Phase						
Minimum Initial (s)	5.0	5.0	5.0	5.0		5.0
Minimum Split (s)	11.0	24.0	24.0	24.0		24.0
Total Split (s)	17.0	92.0	75.0	28.0		28.0
Total Split (%)	14.2%	76.7%	62.5%	23.3%		23.3%
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0
Lead/Lag	Lag		Lead			
Lead-Lag Optimize?	Yes		Yes			
Recall Mode	None	C-Max	C-Max	None		None

Intersection Summary

Cycle Length: 120
Actuated Cycle Length: 120
Offset: 99 (83%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 60
Control Type: Actuated-Coordinated

Splits and Phases: 2: 104th Ave & Market Pl



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	270	2254	39	0	1557	331	0	0	0	411	0	207
Future Volume (veh/h)	270	2254	39	0	1557	331	0	0	0	411	0	207
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870				1870	0	1870
Adj Flow Rate, veh/h	278	2324	40	0	1605	341				424	0	213
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	0	2	2				2	0	2
Cap, veh/h	410	3845	66	0	3078	654				540	0	248
Arrive On Green	0.16	0.99	0.99	0.00	0.57	0.57				0.16	0.00	0.16
Sat Flow, veh/h	3456	5170	89	0	5616	1137				3456	0	1585
Grp Volume(v), veh/h	278	1529	835	0	1447	499				424	0	213
Grp Sat Flow(s),veh/h/ln	1728	1702	1854	0	1609	1666				1728	0	1585
Q Serve(g_s), s	9.1	1.5	1.5	0.0	21.8	21.8				14.2	0.0	15.7
Cycle Q Clear(g_c), s	9.1	1.5	1.5	0.0	21.8	21.8				14.2	0.0	15.7
Prop In Lane	1.00		0.05	0.00		0.68				1.00		1.00
Lane Grp Cap(c), veh/h	410	2532	1379	0	2775	958				540	0	248
V/C Ratio(X)	0.68	0.60	0.61	0.00	0.52	0.52				0.78	0.00	0.86
Avail Cap(c_a), veh/h	410	2532	1379	0	2775	958				634	0	291
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.00	1.00	1.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	48.4	0.2	0.2	0.0	15.5	15.5				48.7	0.0	49.3
Incr Delay (d2), s/veh	1.9	0.4	0.8	0.0	0.7	2.0				5.5	0.0	19.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.3	0.5	0.0	7.8	8.4				6.5	0.0	7.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	50.2	0.6	1.0	0.0	16.2	17.5				54.2	0.0	69.0
LnGrp LOS	D	A	A		B	B				D		E
Approach Vol, veh/h		2642			1946						637	
Approach Delay, s/veh		6.0			16.5						59.2	
Approach LOS		A			B						E	

Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		95.2			20.2	75.0		24.8				
Change Period (Y+Rc), s		6.0			6.0	6.0		6.0				
Max Green Setting (Gmax), s		86.0			11.0	69.0		22.0				
Max Q Clear Time (g_c+I1), s		3.5			11.1	23.8		17.7				
Green Ext Time (p_c), s		41.0			0.0	21.9		1.0				

Intersection Summary												
HCM 7th Control Delay, s/veh			16.4									
HCM 7th LOS			B									

Kimley»Horn

Vehicle Queuing Analysis



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	121	1372	188	2038	76	45	182	112	116	120
v/c Ratio	0.73	0.62	0.66	0.64	0.48	0.27	0.58	0.59	0.60	0.34
Control Delay (s/veh)	77.4	28.9	48.4	14.6	61.5	53.7	13.8	62.5	62.7	3.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.4	28.9	48.4	14.6	61.5	53.7	13.8	62.5	62.7	3.1
Queue Length 50th (ft)	92	295	138	325	57	33	0	88	91	0
Queue Length 95th (ft)	#177	407	219	441	104	69	60	145	149	4
Internal Link Dist (ft)		809		683		298			306	
Turn Bay Length (ft)	575		275		75		75	150		
Base Capacity (vph)	177	2219	295	3194	265	279	399	256	261	402
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.68	0.62	0.64	0.64	0.29	0.16	0.46	0.44	0.44	0.30

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	241	2033	139	2091	33	41	114	221	226	218
v/c Ratio	1.17	0.89	0.86	0.77	0.28	0.33	0.49	0.69	0.70	0.46
Control Delay (s/veh)	162.4	36.9	87.0	22.9	58.2	59.5	12.8	57.0	57.3	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	162.4	36.9	87.0	22.9	58.2	59.5	12.8	57.0	57.3	8.5
Queue Length 50th (ft)	~222	531	111	404	25	31	0	166	170	0
Queue Length 95th (ft)	#386	#684	#230	478	58	67	39	256	261	64
Internal Link Dist (ft)		809		683		298			306	
Turn Bay Length (ft)	575		275		75		75	150		
Base Capacity (vph)	206	2292	162	2702	265	279	353	324	328	481
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	1.17	0.89	0.86	0.77	0.12	0.15	0.32	0.68	0.69	0.45

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Lane Group	EBL	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	112	1786	2457	189	21	137
v/c Ratio	0.49	0.44	0.56	0.56	no cap	0.53
Control Delay (s/veh)	48.9	0.8	10.5	57.5		21.4
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)	48.9	0.8	10.5	57.5	Error	21.4
Queue Length 50th (ft)	47	16	256	73	0	18
Queue Length 95th (ft)	m77	20	313	108	0	79
Internal Link Dist (ft)		683	487		353	
Turn Bay Length (ft)	325					250
Base Capacity (vph)	228	4061	4354	572	1	357
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.49	0.44	0.56	0.33	21.00	0.38

Intersection Summary

m Volume for 95th percentile queue is metered by upstream signal.



Lane Group	EBL	EBT	WBT	SBL	SBT	SBR
Lane Group Flow (vph)	278	2364	1946	382	42	213
v/c Ratio	0.89	0.62	0.51	0.73	no cap	0.55
Control Delay (s/veh)	53.9	1.1	13.7	57.0		16.9
Queue Delay	0.0	0.0	0.0	0.0		0.0
Total Delay (s/veh)	53.9	1.1	13.7	57.0	Error	16.9
Queue Length 50th (ft)	113	13	226	146	0	29
Queue Length 95th (ft)	m#142	23	278	193	0	102
Internal Link Dist (ft)		683	487		353	
Turn Bay Length (ft)	325					250
Base Capacity (vph)	314	3792	3812	629	1	429
Starvation Cap Reductn	0	138	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.89	0.65	0.51	0.61	42.00	0.50

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

APPENDIX C



NORTHGLENN MARKETPLACE

CIVIL ENGINEERING PRELIMINARY STUDY

City of Northglenn, Adams County

July 17, 2026

Prepared for:

Becky Smith, AICP
Planning Manager, City of Northglenn
11701 Community Center Drive
Northglenn, CO 80233

Prepared by:

Kimley-Horn and Associates, Inc.
6200 S Syracuse Way
Suite 300
Greenwood Village, CO 80111

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Kimley»Horn

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SECTION 1. EXECUTIVE SUMMARY

1.1 SUMMARY

The content of this report is based on the current Northglenn Marketplace located within the City of Northglenn, Colorado. The primary overall site is bound by Huron Street to the west, Interstate-25 (I-25) to the east, 104th Avenue to the south and Kennedy Drive to the north. There is an additional site to the south of 104th Avenue that is considered as part of the study. The additional site is generally bound by Melody Drive to the west, I-25 to the east, 104th Avenue to the north and adjacent residential to the south. The area of the primary site is ± 137.60 acres, the additional site is ± 44.02 acres, with current land uses primarily being multi-family residential units and commercial retail.

Kimley-Horn has reviewed previous reports prepared by other consultants and generally anticipate that the project area will require the following utility improvements to serve the development. Further details of the improvements can be found within this report. The anticipated improvements listed below are based upon graphical review of the information provided only, no engineering design has been completed as part of this Project; however, will be required prior to development. Kimley-Horn would recommend specific engineering studies be completed by the City of Northglenn after the conclusion of this preliminary planning project.

- The abandonment and/or removal of current storm sewer, sanitary sewer and potable water segments or systems.
- The realignment and construction of new storm sewer, sanitary sewer and potable water segments or systems.
    - Off-site sanitary sewer improvements are likely to be required as part of the project.
- Construction and maintenance of stormwater detention and water quality facility(s).

1.2 LIST OF DOCUMENTS REVIEWED

NAME OF DOCUMENT	PREPARED BY	DATE OF DOCUMENT
16-08 Citywide Sustainability Assessment – Final Report	Economic & Planning Systems, Inc	April 2016
City of Northglenn 20-Year Comprehensive Plan	City of Northglenn	March 2023
Drainage Study for Market Place Development	JR Engineering, LLC	April 2017
Flood Hazard Area Delineation Grange Hall Creek and Tributaries	RESPEC Consulting & Services	June 2018
City of Northglenn Marketplace Utility Study RFP 2016-007	JR Engineering, LLC	May 2016

Market Place Redevelopment Drainage Study	JR Engineering, LLC	March 2017
Water & Sanitary Utility Study for Market Place Development Area	JR Engineering, LLC	March 2017
Marketplace at Northglenn Subdivision	Rocky Mountain Consultants, Inc	Sept. 2001
Integrated Water Resources Plan	ELEMENT Water Consulting & WaterDM	July 2020
Northglenn Collection System Modeling Report	Integra Engineering	March 2007
Northglenn Treated Water System Modeling Evaluation	Integra Engineering	August 2008

SECTION 2. UTILITY FEASIBILITY STUDY

2.1 DRAINAGE AND STORMWATER MANAGEMENT

A Regional Basin Study conducted by JR Engineering for the Marketplace development area dated March 2017 analyzed the current existing stormwater conditions within the project site. Using various computational systems, rainfall data was modeled to demonstrate the existing capacity of underground storm sewer systems to determine the necessity of future improvements. Existing pipes with known capacity issues within and surrounding the existing storm sewer are highlighted in yellow in Exhibit A. In order to comply with the City of Northglenn's Design Criteria for storm sewers, it is anticipated, at a minimum, the yellow pipes within Exhibit A will need to be upsized.

A second study provided from the City of Northglenn to Kimley Horn titled "Marketplace Redevelopment Drainage Study" prepared by JR Engineering further analyzes a proposed development based within the project site and the effects of the development on the storm sewer system. This analysis is based on the "Northglenn Citywide Sustainability Assessment", which presents a previous concept for the development vision for the Marketplace area, illustrated on Figure 25 of Appendix B. This development vision includes the redevelopment of approximately ±192 existing residential units and ±180,000 square feet of existing commercial space in order to accommodate the plan. The proposed redevelopment was analyzed for ±125 townhomes, ±750 multifamily units, ±10,000 square feet of industrial space, ±275,000 square feet of commercial retail and ±120,000 square feet of office. Using modeling software, the study proposed two solutions that both achieve the same goal – meeting detention and water quality standards as outlined in the City of Northglenn's Design Criteria. Both solutions involve the demolition of existing storm sewer infrastructure to construct new pipes, manholes and inlets to meet the demands of the site, the primary difference between the two solutions listed in the study involves the number of proposed ponds. The first solution divides the site up into individual basins, each with their own acreage and detention/water quality ponds. This solution provides flexibility in where the ponds can be placed, rather than locating an area for one large pond as proposed in the second solution. The singular large pond outlined within the study's second solution provides an opportunity for the development to manage all its detention/water

quality requirements within one area, reducing the maintenance and construction effort and increasing the viability for future pad lot development. An Engineer's Cost Estimate was provided within the original study's appendix, which provides additional perspective on the costs associated with each proposed solution. While the cost estimate does demonstrate that the split basins with individual ponds have a lower initial construction cost, the estimate does not consider the price of excavation. The use of separate ponds per the first solution may incur additional costs that may not be realized until sizing of the individual ponds has been completed.

Per the solutions outlined in the "Marketplace Redevelopment Drainage Study", the ultimate outflow is anticipated to remain the same as the current existing condition – the 60" concrete pipe under Interstate 25, which eventually transitions to Grange Hall Creek. These proposed improvements will serve to bring the Northglenn Marketplace site up to current stormwater requirements and mitigate the overall environmental impact of the developed site. Approval is required from Mile High Flood District (MHFD) for these improvements.

Based upon the review of the studies listed above, the anticipated improvements below are likely to be required upon development of the Property, a full drainage study will be required and recommended to be completed once a master plan is identified.

- Likely upsizing and/or reconstructing the storm sewer pipes shown in yellow on Exhibit A.
- Construction of either one (1) singular regional water quality and detention pond for the area to the north of 104th Avenue and one (1) singular regional water quality and detention pond for the area to the south of 104th Avenue, or the construction of multiple water quality and detention facilities for the project area.
    - The entire area disturbed as part of future development will be required to be tributary to a new water quality and detention pond. Current stormwater treatment does not comply with MHFD Requirements.
        - Sizing of the facility will be required to be completed as part of a future phase once a maximum imperviousness is established for each project area.
    - It appears that the existing pipes underneath I-25 are generally adequately sized for development of the property; however, engineering design will be required to confirm sizing. It is unknown whether Grange Hall Creek has adequate capacity and is recommended to be studied further.

2.2 SANITARY SEWER MANAGEMENT

To conform to the City of Northglenn Standards and Specifications for sanitary sewer management and design, flows for the system are divided into three broad categories of future development which are: residential and commercial/office development, each with their own peak flows varying based on average demand, peak factor and volumetric inflows. Per the report titled "Water & Sanitary Utility Study for Main Fork of Grange Hall Creek + the Market Place Development Area", conducted by JR Engineering in March of 2016, the existing sanitary infrastructure within the Northglenn Marketplace area was analyzed to obtain a better understanding of the current demands placed on the system. Within the report, the sanitary

system was evaluated to ensure the following standards outlined in Chapter 7 of the City of Northglenn Public Right-of-Way Standards & Specifications:

- Each main was at least 8" in size
- The slope of the main provided flow velocities that were within an acceptable range
- Peak flows which did not exceed 80% of the pipe's capacity

The City of Northglenn provided flow test data that was compared to onsite data, specifically at manhole locations where flows from outside the Marketplace development were combined with and routed through the development and eventually under I-25, towards Lift Station A (located south of Jaycee Park). Ultimately, the majority of the existing system within the Northglenn Marketplace site appears to demonstrate general compliance with the City standards – other than one short segment of pipe outlined in Appendix C. This compliance is generally carried through to the proposed redeveloped condition as well, with the entire sanitary system (except for the one short segment of pipe) being in general compliance. Depending on the final vision of the site's redevelopment, the alignment of the sanitary system will likely need to be updated to accommodate new building footprints and remain within future right of way.

While the Northglenn Marketplace's existing sanitary system immediately adjacent to the site generally demonstrates acceptable levels of capacity with the additional flows produced from the redevelopment, the larger effect of the redevelopment can be seen downstream (east of I-25), where pipe capacities east of Washington street (Appendix C) are likely to exceed maximum capacity per the City of Northglenn's standards. The lack of capacity in these downstream pipes can cause the sanitary system to backup and flows to slow down, which in turn may cause solids to settle out – further clogging the system and requiring additional maintenance.

Based upon the review of the studies listed above, the currently proposed land use plan proposes a 90% increase in commercial/office/industrial and a 14% increase in residential units above what the JR study evaluated. The anticipated improvements are likely to be required upon development of the Property:

- Sanitary Sewer Main realignment based upon the final property site plan.
- Upsizing of portions of the sanitary sewer main immediately adjacent to the Site based upon final site layout, unit count, and demands.
- Based upon information reviewed, significant downstream improvements are likely anticipated, pending final design of the site.
    - Off-site & downstream improvements are likely to be required as noted in Appendix C.

2.3 POTABLE WATER MANAGEMENT

The existing potable water infrastructure within the Marketplace Development area involves a series of lines varying in size from 6" to 30" in diameter as well as three pressure reducing stations per the "Northglenn Treat Water System Modeling Evaluation" study and the "Northglenn Treated Water System Modeling" study completed by Integra in November of 2008 and August 2008, respectively. The primary connections for the water circulating throughout the site are northwest,

from the water treatment plant located south of 112th Ave and southwest, from the water tower south of 104th St. Theses flows then continue under I-25 to serve the neighboring subdivision. It should be noted that the study completed by Integra recommended commercial fire flow improvements along 104th Avenue to the east of the Property. It is unknown if the property has sufficient fire flow based on the pressure zones.

With the proposed additional demands required to serve the Marketplace redevelopment, a study was conducted by JR Engineering in March 2016 titled, "Water & Sanitary Utility Study for Main Fork of Grange Hall Creek + the Market Place Development Area", to analyze any updates required of the potable water system. Within JR Engineering's report, demand flows were calculated based on the City of Northglenn's Standard and Specifications (Table 8.1 & 8.2, Chapter 8, page 100.360). The standards for these calculations have not been revised since the study was completed. Therefore, the conclusions reached generally remain applicable for present day evaluation, pending final design and demand layout.

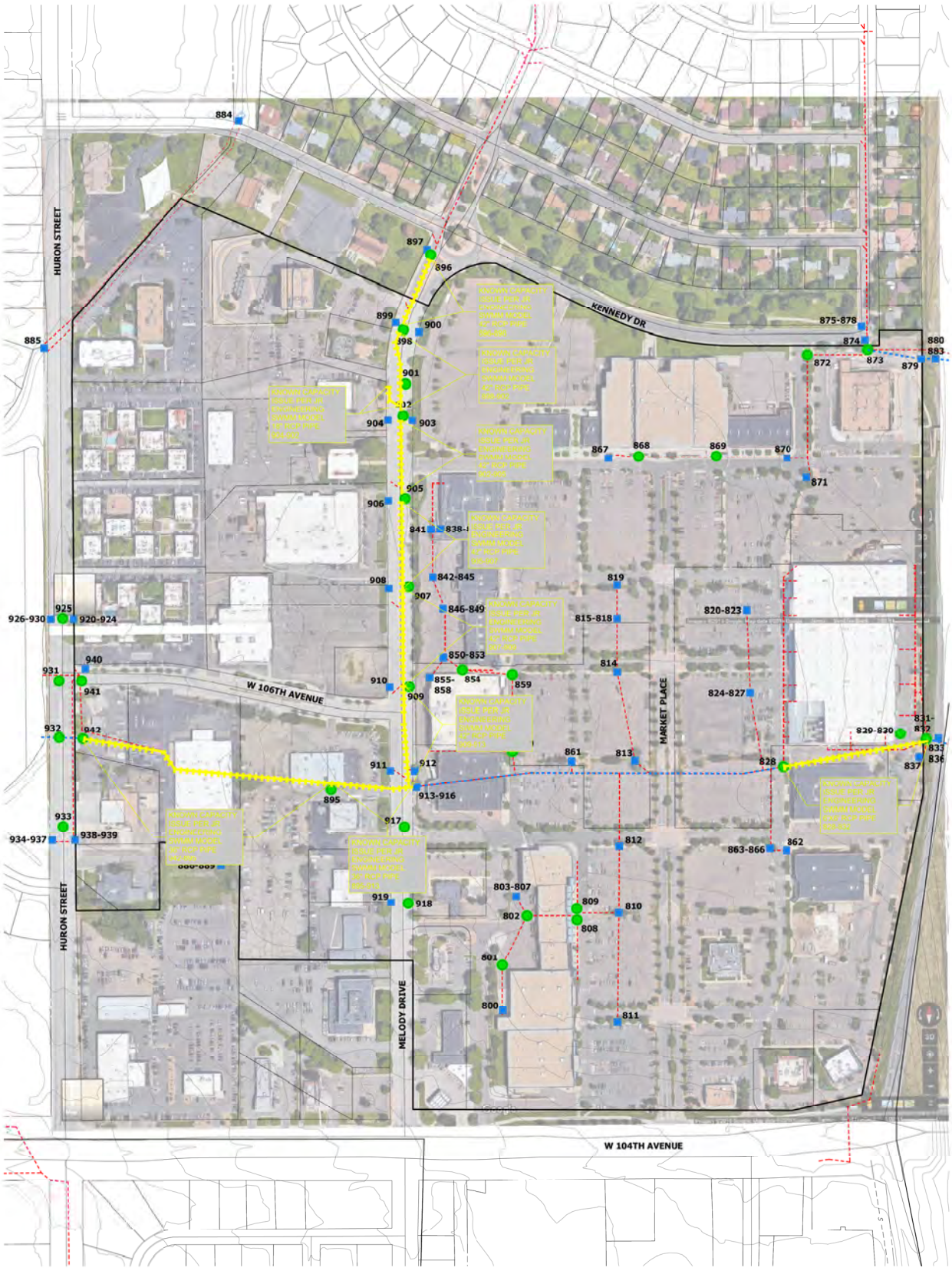
The criteria for evaluation within the utility study include Peak Hour Demand, Max Day Demand, Max Day Plus Fire Demand and the pipe velocities/pressures to meet these demands. Within the models created for Peak Hour Demand, Max Day Demand and Max Day Plus Fire Demand, the existing conditions showed locations of higher than maximum and lower than minimum required pressures, but these conditions were all present outside the Marketplace area, with the exception of one pipe at the entry to the marketplace. In the proposed redeveloped condition, this case was the same. In particular instances within the redeveloped condition, velocities in these demand scenarios exceeded the maximums provided in the City of Northglenn's Standard and Specifications. Precautionary design and installation of supporting infrastructure can mitigate these concerns for the water system.

Based upon the review of the studies listed above, the anticipated improvements are likely to be required upon development of the Property:

- A full water network analysis is recommended to be completed.
- Water Main realignment based upon the final property site plan.
- Upsizing of minor portions of the water main based upon final site layout, unit count, and demands.

APPENDIX A – EXISTING STORM INVENTORY

MARKET PLACE STORM SEWER INVENTORY MAP



STORM INLET

STORM MANHOLE

STORM PIPE

MAIN STORM PIPE

123 INSPECTION ITEM NUMBER

STORM SEWER INSPECTION ITEMS
MARKET PLACE UTILITY STUDY
JOB NO. 1590100
03/20/17
SHEET 1 OF 1

J·R ENGINEERING
A Westrian Company

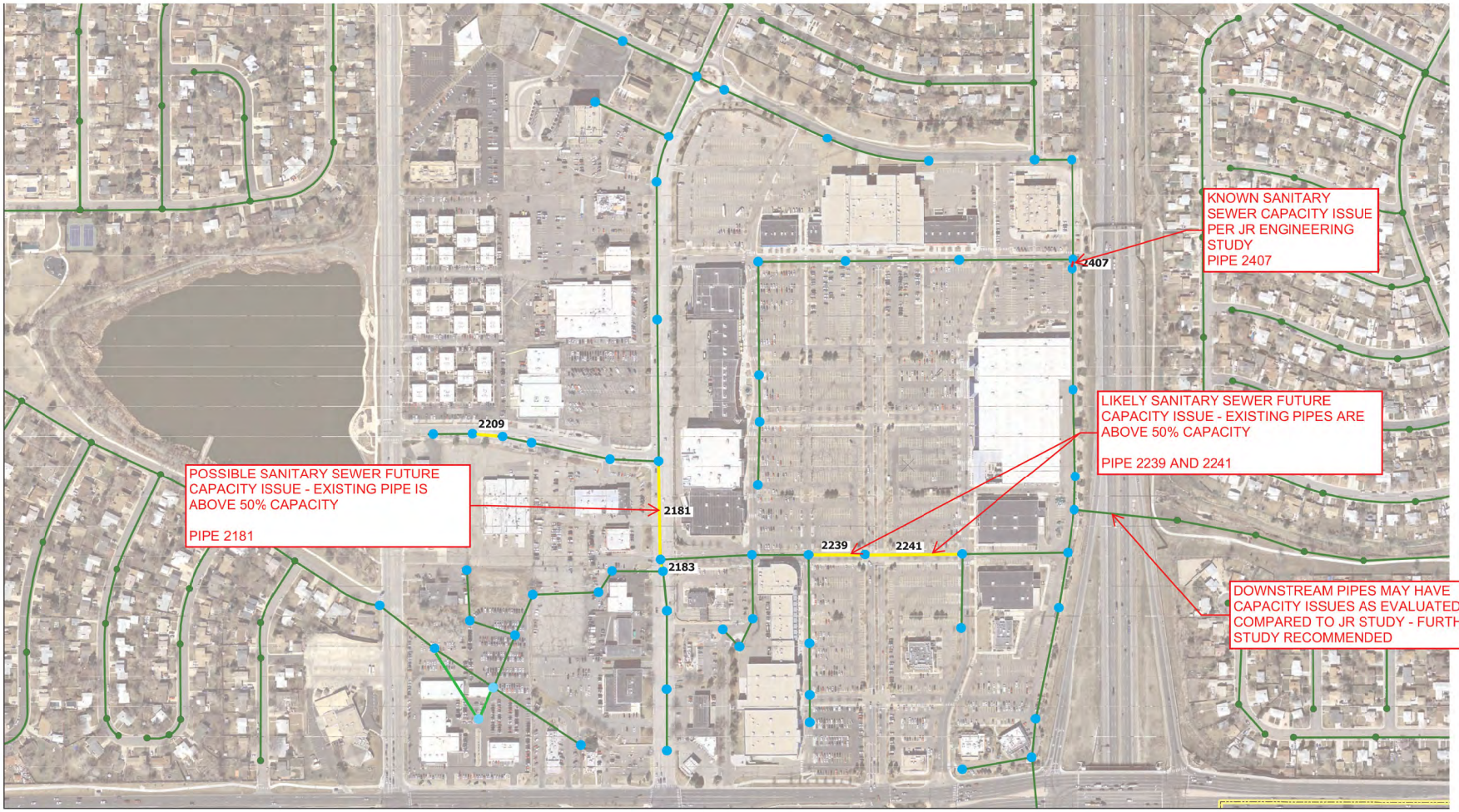
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APPENDIX B – NORTHGLENN DEVELOPMENT VISION

Figure 25
Marketplace Development Vision



APPENDIX C – NORTHGLENN SANITARY SEWER CAPACITY ANAYSIS



LEGEND

- SANITARY LINES UNDER 50% CAPACITY
- SANITARY LINES EXCEEDING 50% CAPACITY
- SANITARY LINES EXCEEDING 80% CAPACITY
- XXXX PIPE I.D.
- MANHOLES WITHIN STUDY AREA
- MANHOLES OUTSIDE STUDY AREA

NOTE

- ACCORDING TO THE CITY OF NORTHGLENN STANDARDS AND SPECIFICATIONS, CHAPTER 4, SECTION 2.4.1:

"AT PEAK FLOW IN SANITARY SEWER MAIN MUST NOT EXCEED 80% OF PIPE CAPACITY."

- NO PIPES OUTSIDE OF THE STUDY AREA WERE EVALUATED FOR CAPACITY.

UNTIL SUCH TIME AS THESE DRAWINGS ARE APPROVED BY THE APPROPRIATE REVIEWING AUTHORITIES, ENGINEER APPROVES THEIR USE ONLY FOR THE PURPOSES PROVIDED BY WRITTEN AUTHORIZATION.

PREPARED FOR
CITY OF NORTHGLENN
GREGORY YANKEY
COMMUNITY DEVELOPMENT DIRECTOR
11701 COMMUNITY CENTER DRIVE
NORTHGLENN, CO 80233
303-450-8780
GYANKEY@NORTHGLENN.ORG

J.R. ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

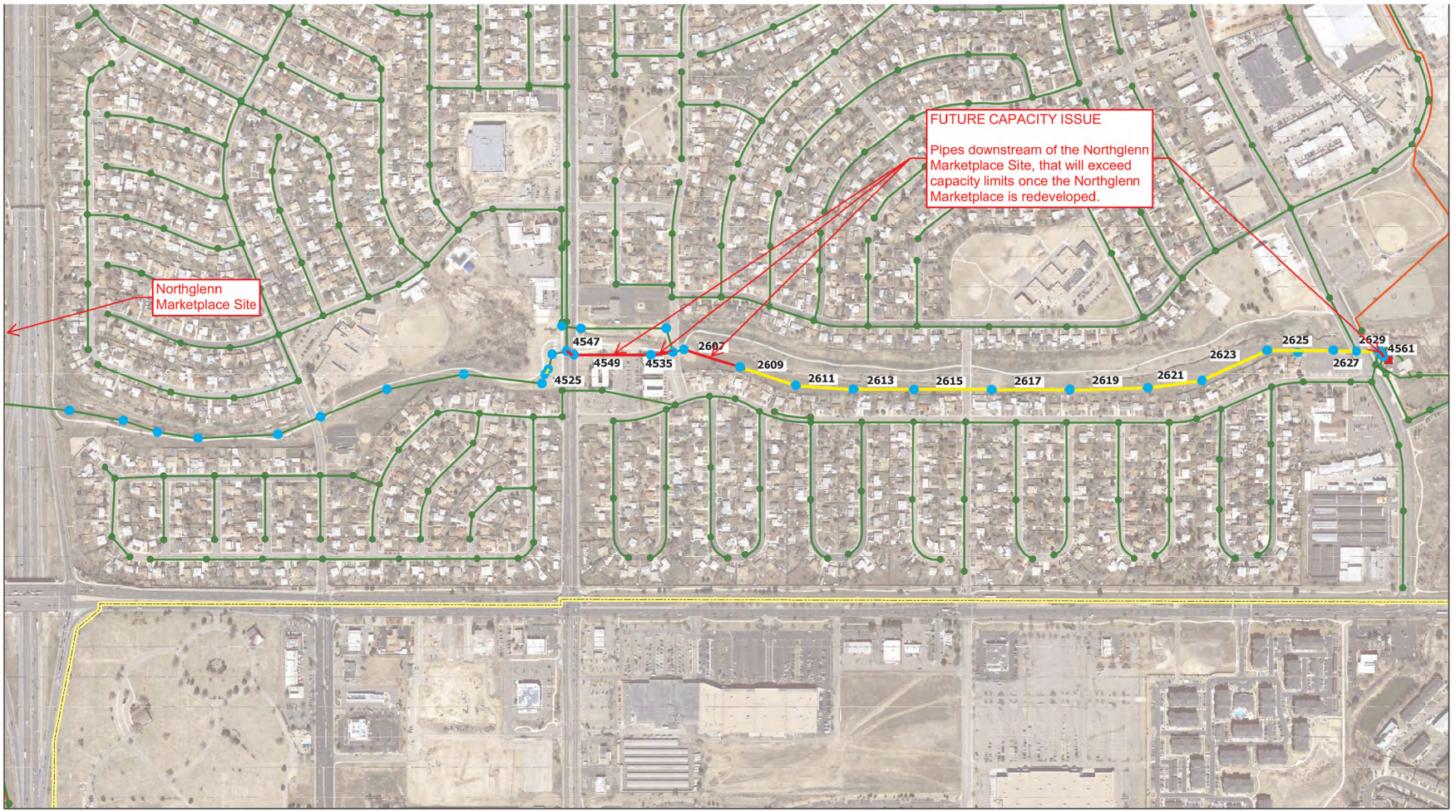
NO.	REVISION	BY	DATE

H-SCALE	NTS
V-SCALE	N/A
DATE	4/14/17
DESIGNED BY	A.H.
DRAWN BY	A.H.
CHECKED BY	

MARKETPLACE UTILITY STUDY

SANITARY PIPE CAPACITY RESULTS

JOB NO. 15901.00



LEGEND

- SANITARY LINES UNDER 50% CAPACITY
- SANITARY LINES EXCEEDING 50% CAPACITY
- SANITARY LINES EXCEEDING 80% CAPACITY
- XXXX PIPE I.D.
- MANHOLES WITHIN STUDY AREA
- MANHOLES OUTSIDE STUDY AREA

NOTE

- ACCORDING TO THE CITY OF NORTHGLENN STANDARDS AND SPECIFICATIONS, CHAPTER 4, SECTION 2.4.1:

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PREPARED FOR
CITY OF NORTHGLENN
GREGORY YANNEY
11701 COMMUNITY CENTER DRIVE
NORTHGLENN, CO 80233
303-450-8780
GYANNEY@NORTHGLENN.ORG

J.R. ENGINEERING
A Westrian Company
Centennial 303-740-9393 • Colorado Springs 719-593-2593
Fort Collins 970-491-9888 • www.jrengineering.com

NO.	REVISION	BY	DATE

H-SCALE	NTS		
V-SCALE	N/A		
DATE	4/14/17		
DESIGNED BY	A-H		
DRAWN BY	A-H		
CHECKED BY			

MARKETPLACE UTILITY STUDY

SANITARY PIPE CAPACITY RESULTS

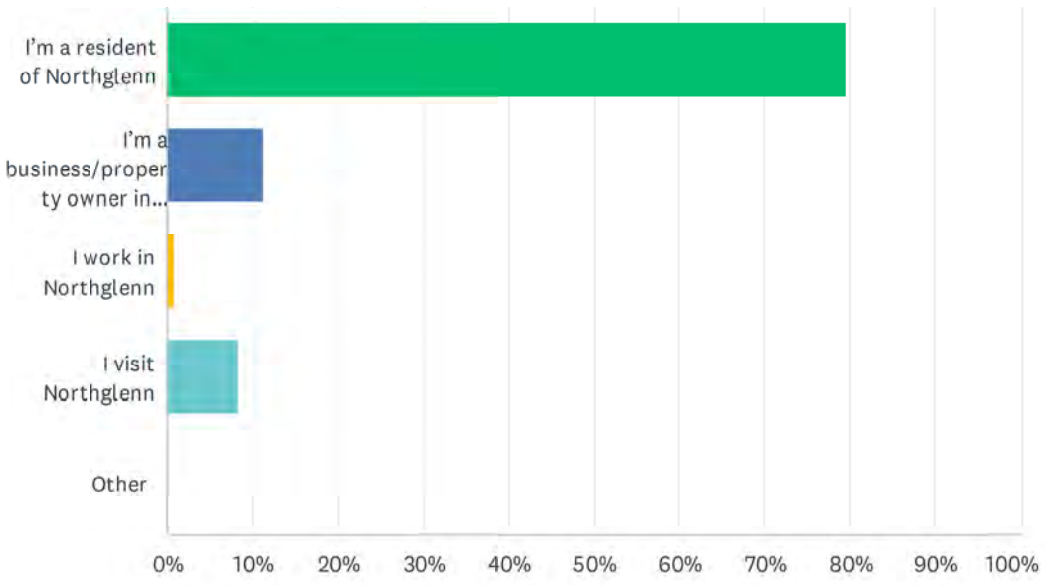
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APPENDIX D



Q1 Please select all that apply to you.

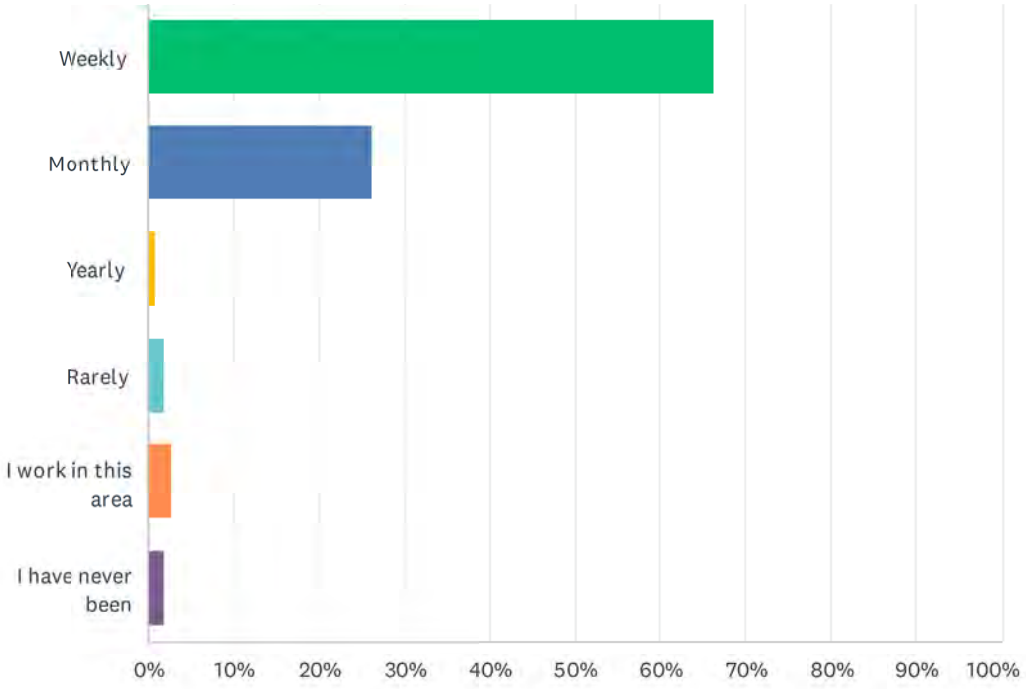
Answered: 107 Skipped: 0



ANSWER CHOICES	RESPONSES	
I'm a resident of Northglenn	79.44%	85
I'm a business/property owner in Northglenn	11.21%	12
I work in Northglenn	0.93%	1
I visit Northglenn	8.41%	9
Other	0.00%	0
TOTAL		107

Q2 How often do you visit the project area?

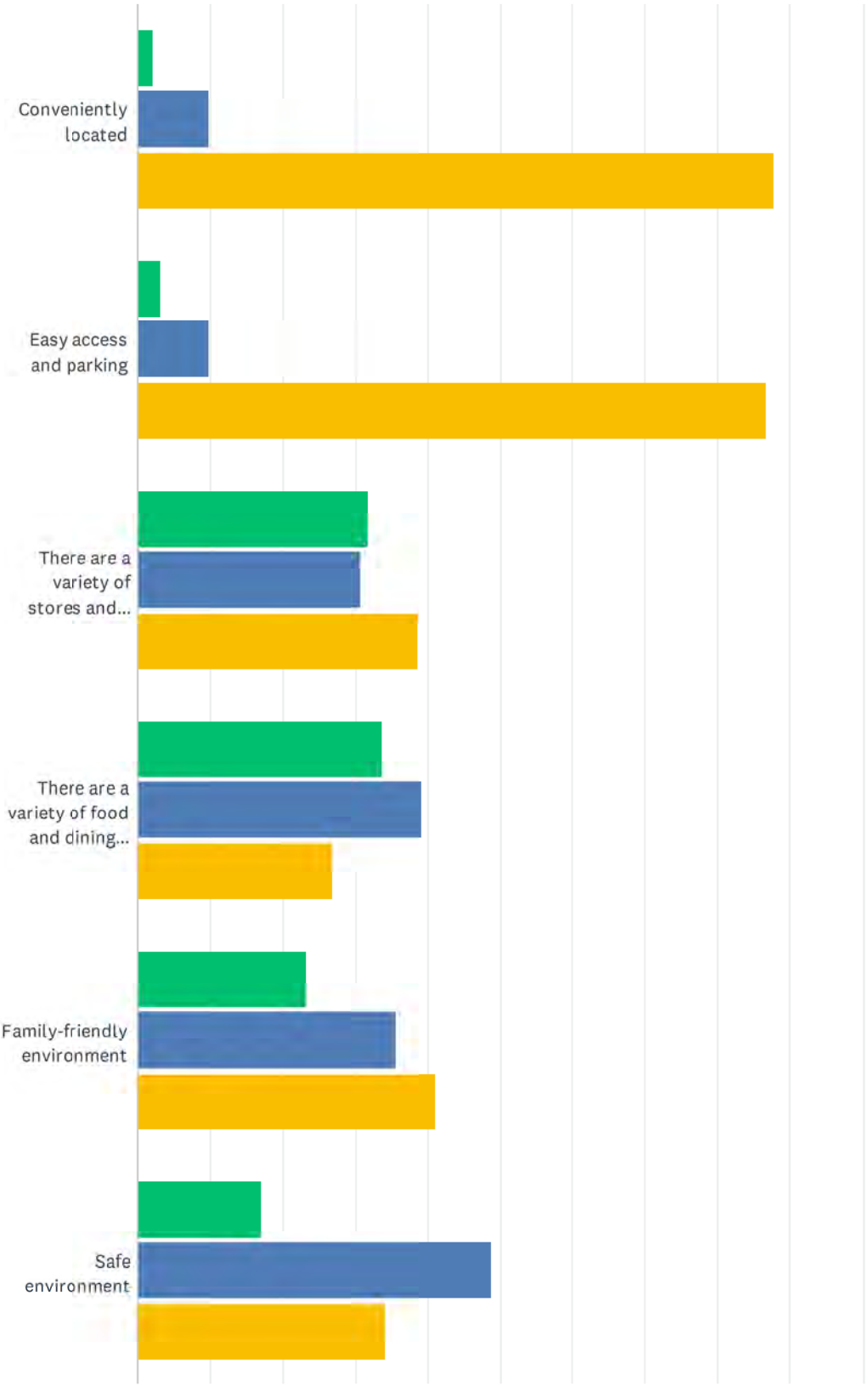
Answered: 107 Skipped: 0

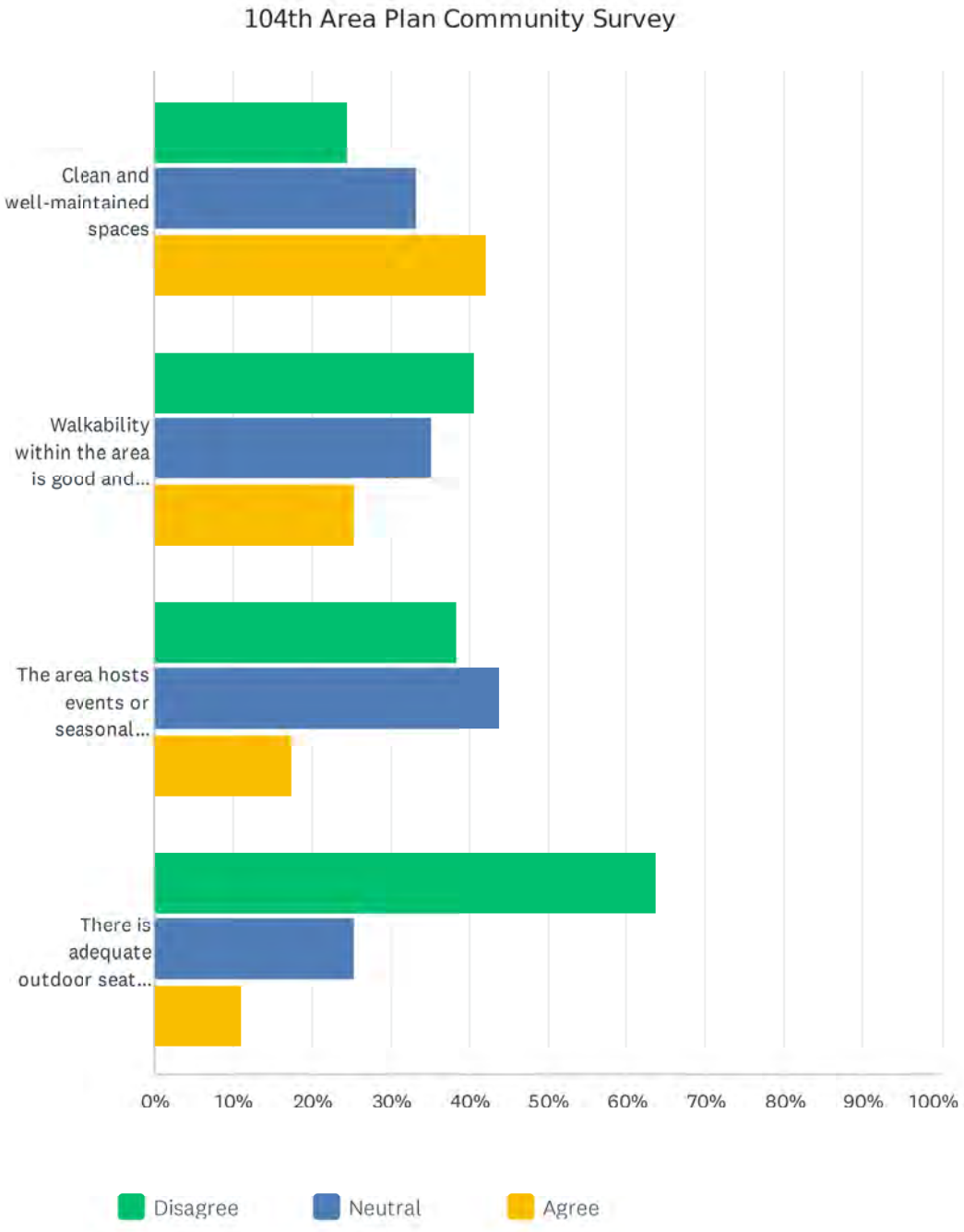


ANSWER CHOICES	RESPONSES	
Weekly	66.36%	71
Monthly	26.17%	28
Yearly	0.93%	1
Rarely	1.87%	2
I work in this area	2.80%	3
I have never been	1.87%	2
TOTAL		107

Q3 Do you agree or disagree with each of the following statements about the project area as it currently exists?

Answered: 91 Skipped: 16

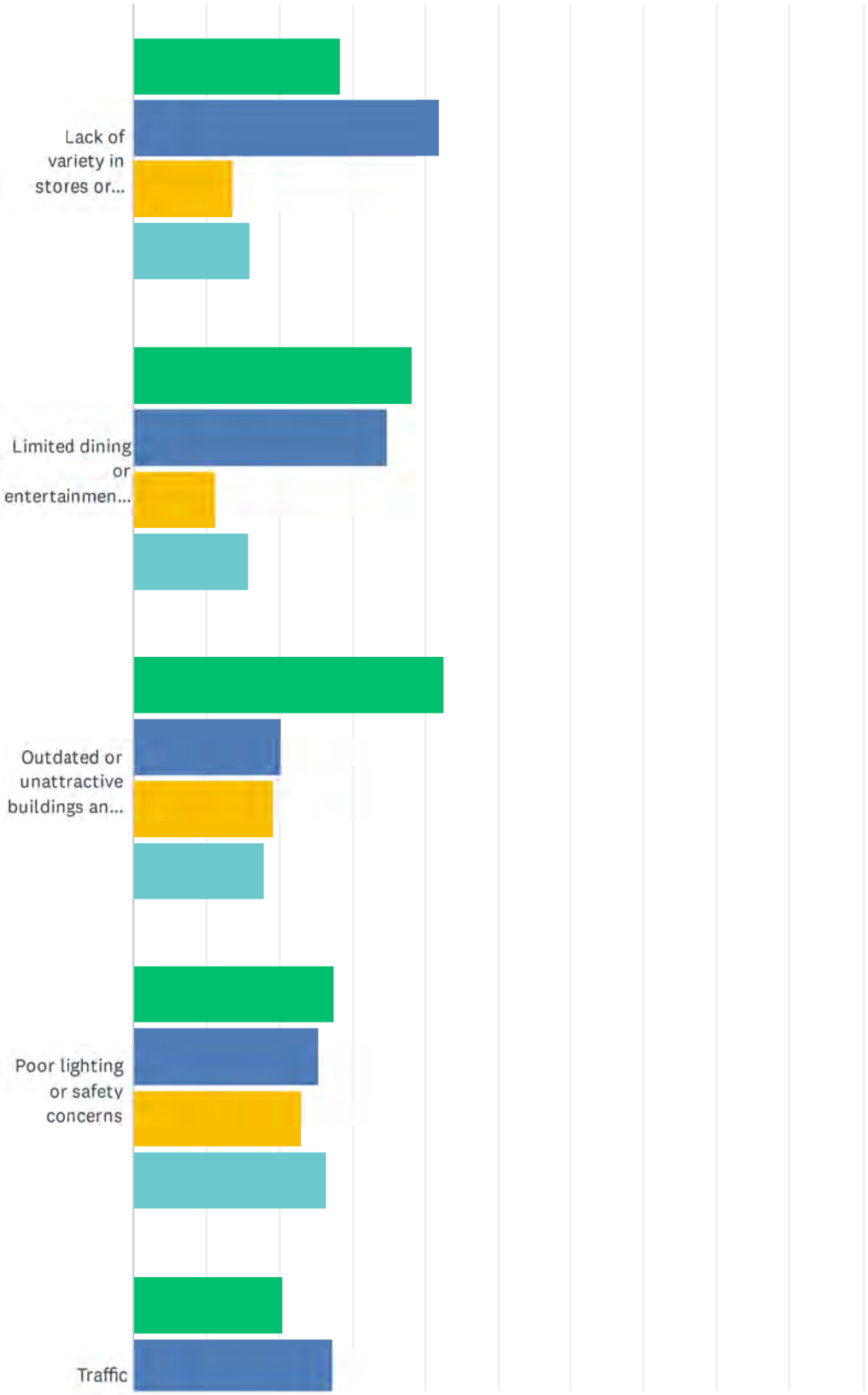


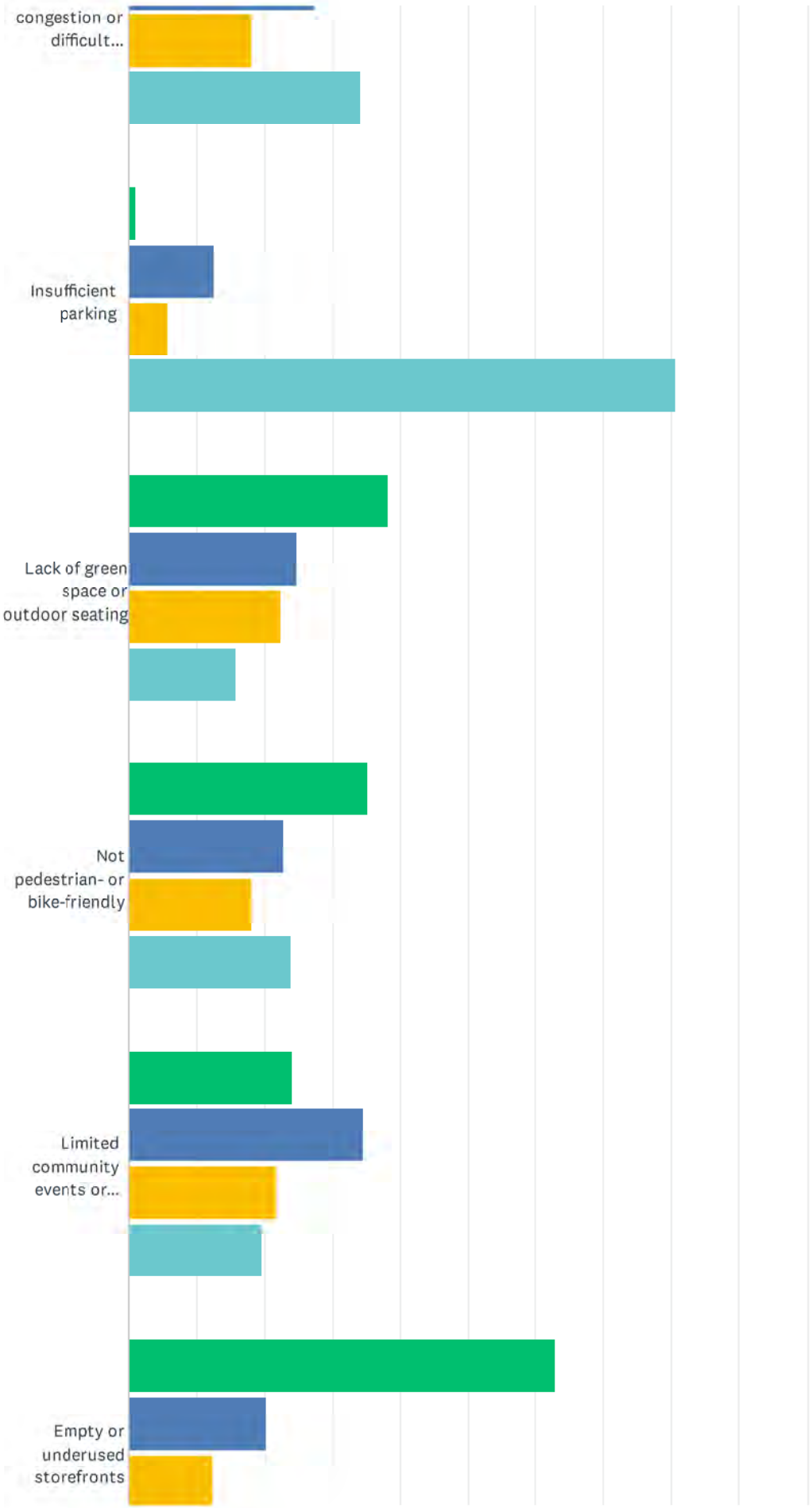

104th Area Plan Community Survey
Clean and well-maintained spaces
Walkability within the area is good and...
The area hosts events or seasonal...
There is adequate outdoor seat...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Disagree
Neutral
Agree

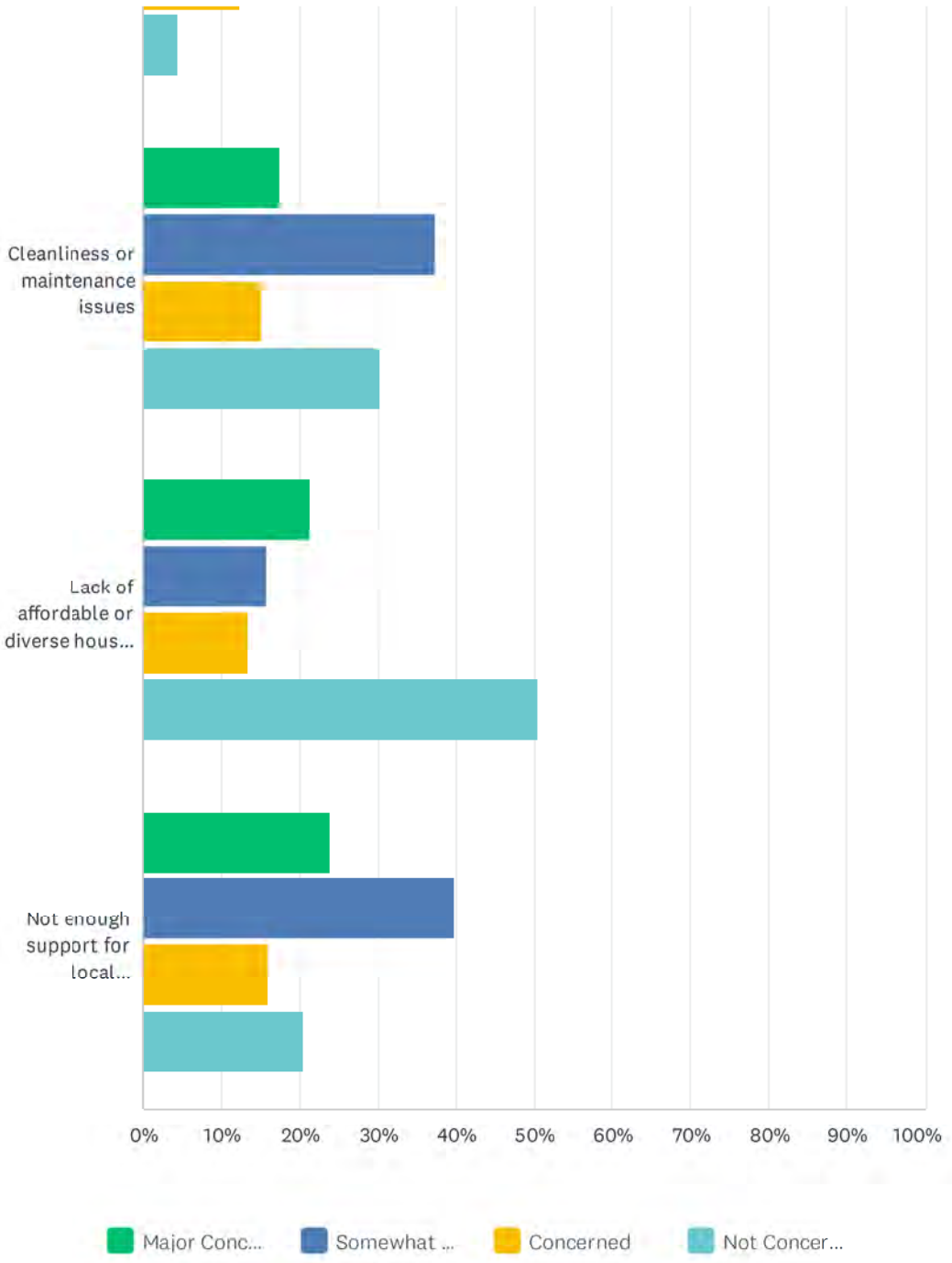
	DISAGREE	NEUTRAL	AGREE	TOTAL RESPONDENTS
Conveniently located	2.20% 2	9.89% 9	87.91% 80	91
Easy access and parking	3.30% 3	9.89% 9	86.81% 79	91
There are a variety of stores and services	31.82% 28	30.68% 27	38.64% 34	88
There are a variety of food and dining options	33.71% 30	39.33% 35	26.97% 24	89
Family-friendly environment	23.33% 21	35.56% 32	41.11% 37	90
Safe environment	17.05% 15	48.86% 43	34.09% 30	88
Clean and well-maintained spaces	24.44% 22	33.33% 30	42.22% 38	90
Walkability within the area is good and enjoyable	40.66% 37	35.16% 32	25.27% 23	91
The area hosts events or seasonal activities	38.46% 35	43.96% 40	17.58% 16	91
There is adequate outdoor seating or green space	63.74% 58	25.27% 23	10.99% 10	91

Q4 Rank the concerns you have with the project area that you would like to see improved.

Answered: 89 Skipped: 18




congestion or difficult...
Insufficient parking
Lack of green space or outdoor seating
Not pedestrian- or bike-friendly
Limited community events or...
Empty or underused storefronts


Cleanliness or maintenance issues
Lack of affordable or diverse hous...
Not enough support for local...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Major Conc...
Somewhat ...
Concerned
Not Concer...

	MAJOR CONCERN	SOMEWHAT CONCERNED	CONCERNED	NOT CONCERNED AT ALL	TOTAL RESPONDENTS
Lack of variety in stores or services	28.41% 25	42.05% 37	13.64% 12	15.91% 14	88
Limited dining or entertainment options	38.20% 34	34.83% 31	11.24% 10	15.73% 14	89
Outdated or unattractive buildings and storefronts	42.70% 38	20.22% 18	19.10% 17	17.98% 16	89
Poor lighting or safety concerns	27.59% 24	25.29% 22	22.99% 20	26.44% 23	87
Traffic congestion or difficult access	20.45% 18	27.27% 24	18.18% 16	34.09% 30	88
Insufficient parking	1.14% 1	12.50% 11	5.68% 5	80.68% 71	88
Lack of green space or outdoor seating	38.20% 34	24.72% 22	22.47% 20	15.73% 14	89
Not pedestrian- or bike-friendly	35.23% 31	22.73% 20	18.18% 16	23.86% 21	88
Limited community events or gathering spaces	24.14% 21	34.48% 30	21.84% 19	19.54% 17	87
Empty or underused storefronts	62.92% 56	20.22% 18	12.36% 11	4.49% 4	89
Cleanliness or maintenance issues	17.44% 15	37.21% 32	15.12% 13	30.23% 26	86
Lack of affordable or diverse housing options nearby	21.35% 19	15.73% 14	13.48% 12	50.56% 45	89
Not enough support for local businesses	23.86% 21	39.77% 35	15.91% 14	20.45% 18	88

Q5 In one word, how would you currently describe the project area?

Answered: 69 Skipped: 38

#	RESPONSES	DATE
1	Traffic	8/26/2025 12:33 AM
2	On the right track, Just slow.	8/24/2025 12:17 PM
3	Dead	8/24/2025 10:02 AM
4	Needs more police presence	8/23/2025 9:35 PM
5	Someoneelsesproblem	8/23/2025 6:51 PM
6	This area lacks an anchor to attract more shoppers. It also looks empty and outdated. Not everyone goes to the Lowe's. Painted Tree is left out to the other side which looks like a low quality strip mall. And Emory stores make it look as if nothing worthwhile is there.	8/23/2025 6:04 PM
7	Boring	8/23/2025 5:24 PM
8	Ran down	8/23/2025 5:21 PM
9	Outdated	8/23/2025 4:57 PM
10	Ghetto	8/23/2025 4:48 PM
11	Could use some refreshing and renovation to compete with similar areas in other cities	8/23/2025 4:15 PM
12	Deserted	8/23/2025 2:52 PM
13	Potential	8/23/2025 2:28 PM
14	Dingy	8/23/2025 9:58 AM
15	Decreasing	8/23/2025 9:41 AM
16	nice-ish	8/23/2025 8:49 AM
17	A traffic nightmare.	8/23/2025 8:21 AM
18	Tolerable for Northglenn, sad, run-down, unappealing, scary people lingering about.	8/23/2025 7:35 AM
19	Just walk into Ross. It's like shopping in a 3rd world country. The only people that shop that mall are not from here. Everyone goes to the Orchard for this reason. You cater to them. If you look at nextdoor neighber app. there is a post about that Ross and over 100 people agreed not to shop at that mall..	8/23/2025 6:41 AM
20	Lacking	8/23/2025 12:00 AM
21	Has potential	8/22/2025 11:03 PM
22	Outdated	8/22/2025 9:40 PM
23	Undeserved	8/22/2025 9:05 PM
24	Filthy and bum infested	8/22/2025 6:49 PM
25	Quiet	8/22/2025 2:45 PM
26	Empty	8/22/2025 12:57 PM
27	empty	8/22/2025 8:43 AM
28	Lacking	8/22/2025 7:11 AM
29	Outdated	8/22/2025 5:32 AM
30	Cramped with excess lighting at night. It's too bright!	8/22/2025 4:18 AM

31	Outdated	8/21/2025 5:29 PM
32	Outdated. Too much cheap retail	8/21/2025 2:48 PM
33	Outdated	8/21/2025 2:21 PM
34	Rundown	8/21/2025 11:36 AM
35	Ok	8/21/2025 11:27 AM
36	very good, easy to get around in, but as any place be aware of surroundings with so much crime everywhere	8/21/2025 11:26 AM
37	Rundown.	8/21/2025 10:53 AM
38	Sad	8/21/2025 10:45 AM
39	Car-centric	8/21/2025 10:17 AM
40	Up and coming but still had work to do. Lots of empty stores and chains. I would like to see more local businesses and food options	8/21/2025 9:29 AM
41	challenging	8/21/2025 9:26 AM
42	Not a transit oriented hub. It lacks mixed use development- which is needed to create a diverse living/working space. Building up not out would be helpful in that space.	8/21/2025 9:13 AM
43	Needed	8/17/2025 7:14 PM
44	Potential	8/13/2025 2:00 PM
45	example of carcentric urban planning. Not viable for walking or cycling, should be more accesible with less parking.	8/11/2025 10:54 AM
46	dead and concrete	8/11/2025 10:47 AM
47	pavement	8/11/2025 10:35 AM
48	sad	8/11/2025 10:32 AM
49	Empty	8/11/2025 10:29 AM
50	Treeless	8/9/2025 11:37 AM
51	Improving	8/9/2025 10:22 AM
52	Ready	8/8/2025 6:33 PM
53	Too auto-oriented with underutilized lots and not engaging for pedestrians.	8/7/2025 7:44 PM
54	Empty with a few anchor stores and many outdated ones with too many furniture stores	8/2/2025 7:37 AM
55	Diamond in a ruff	8/1/2025 5:17 PM
56	Bland.	8/1/2025 4:59 PM
57	Outdated	8/1/2025 6:59 AM
58	Underutilized	7/31/2025 11:37 AM
59	Progressing	7/31/2025 11:14 AM
60	potential	7/30/2025 1:13 PM
61	Adequate	7/30/2025 11:58 AM
62	corporate	7/26/2025 1:41 PM
63	Uninteresting	7/25/2025 8:22 AM
64	Outdated	7/25/2025 8:19 AM
65	Commercial	7/25/2025 8:16 AM
66	lifeless and boring	7/25/2025 8:11 AM

67	Boring	7/21/2025 2:51 PM
68	Potential	7/21/2025 2:48 PM
69	Struggling	7/21/2025 2:43 PM

Q6 In one word, what is your vision for the future of the project area?

Answered: 74 Skipped: 33

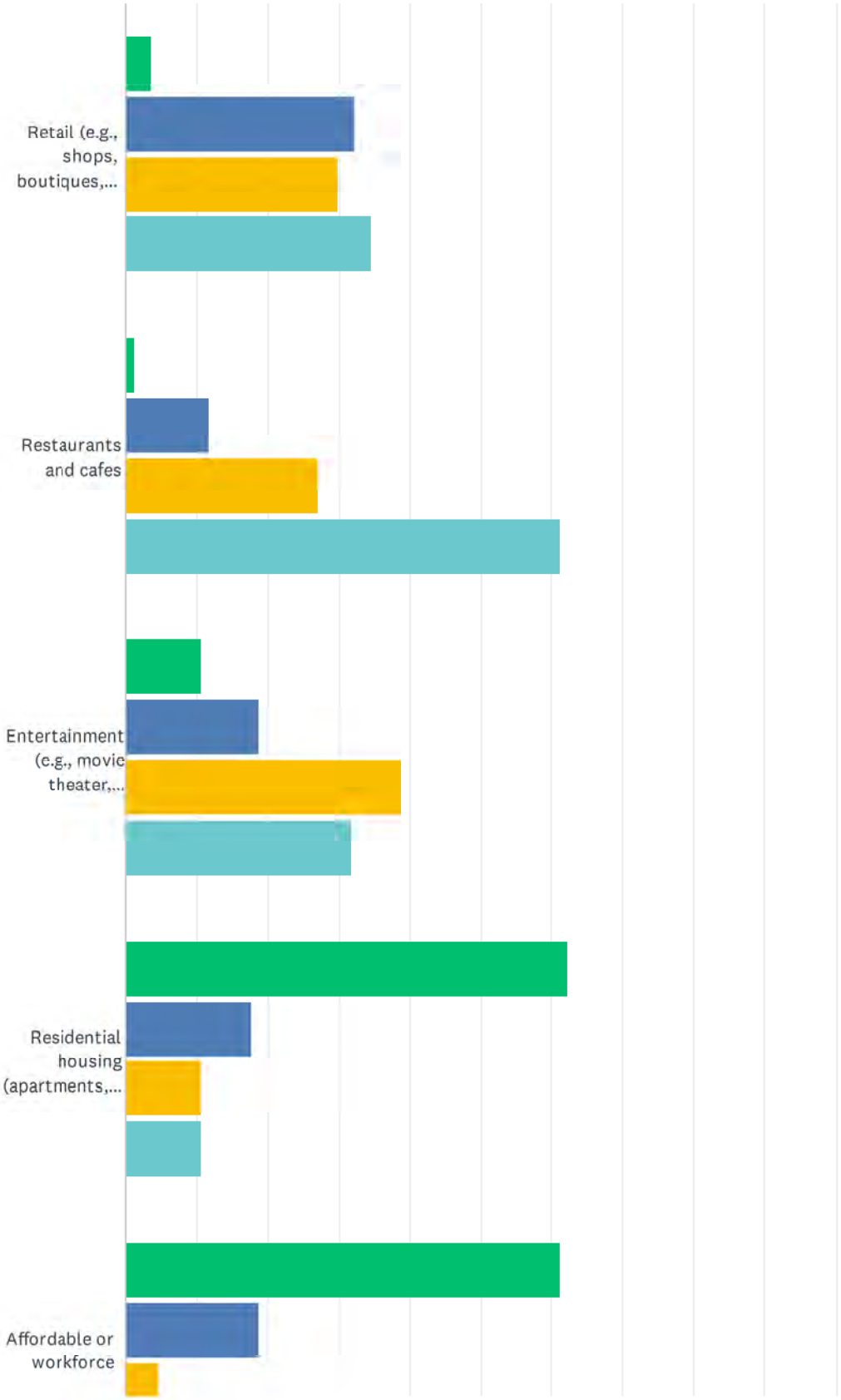
#	RESPONSES	DATE
1	Safe	8/26/2025 12:39 AM
2	Poplular	8/24/2025 1:51 PM
3	Destination	8/24/2025 12:19 PM
4	Attraction	8/24/2025 10:08 AM
5	N/a	8/23/2025 9:36 PM
6	Eventful	8/23/2025 6:54 PM
7	Updated store fronts in the strip mall. Another anchor store other than a n Lowe's. More dining options as well. And more landscaping.	8/23/2025 6:09 PM
8	More shopping traffic from other areas of the Northern Denver area	8/23/2025 5:24 PM
9	Vibrant	8/23/2025 5:04 PM
10	Safe	8/23/2025 4:55 PM
11	Modern	8/23/2025 4:17 PM
12	Vibrant	8/23/2025 2:55 PM
13	Bustling	8/23/2025 2:37 PM
14	Vibrant	8/23/2025 10:01 AM
15	Family-friendly	8/23/2025 9:42 AM
16	variety	8/23/2025 8:51 AM
17	Safe, clean, planned	8/23/2025 7:39 AM
18	Better shopping	8/23/2025 6:44 AM
19	Safety	8/23/2025 12:03 AM
20	Lively	8/22/2025 11:07 PM
21	Lively	8/22/2025 9:42 PM
22	Groceries	8/22/2025 9:08 PM
23	Safety	8/22/2025 2:56 PM
24	Shopping	8/22/2025 12:58 PM
25	Exciting	8/22/2025 8:46 AM
26	More trees and native flowers	8/22/2025 7:35 AM
27	Destination	8/22/2025 7:14 AM
28	Vibrant	8/22/2025 5:36 AM
29	Welcoming	8/22/2025 4:23 AM
30	vibrant	8/21/2025 5:34 PM
31	Better shoping options. Including grocery	8/21/2025 2:51 PM
32	Green space	8/21/2025 2:25 PM

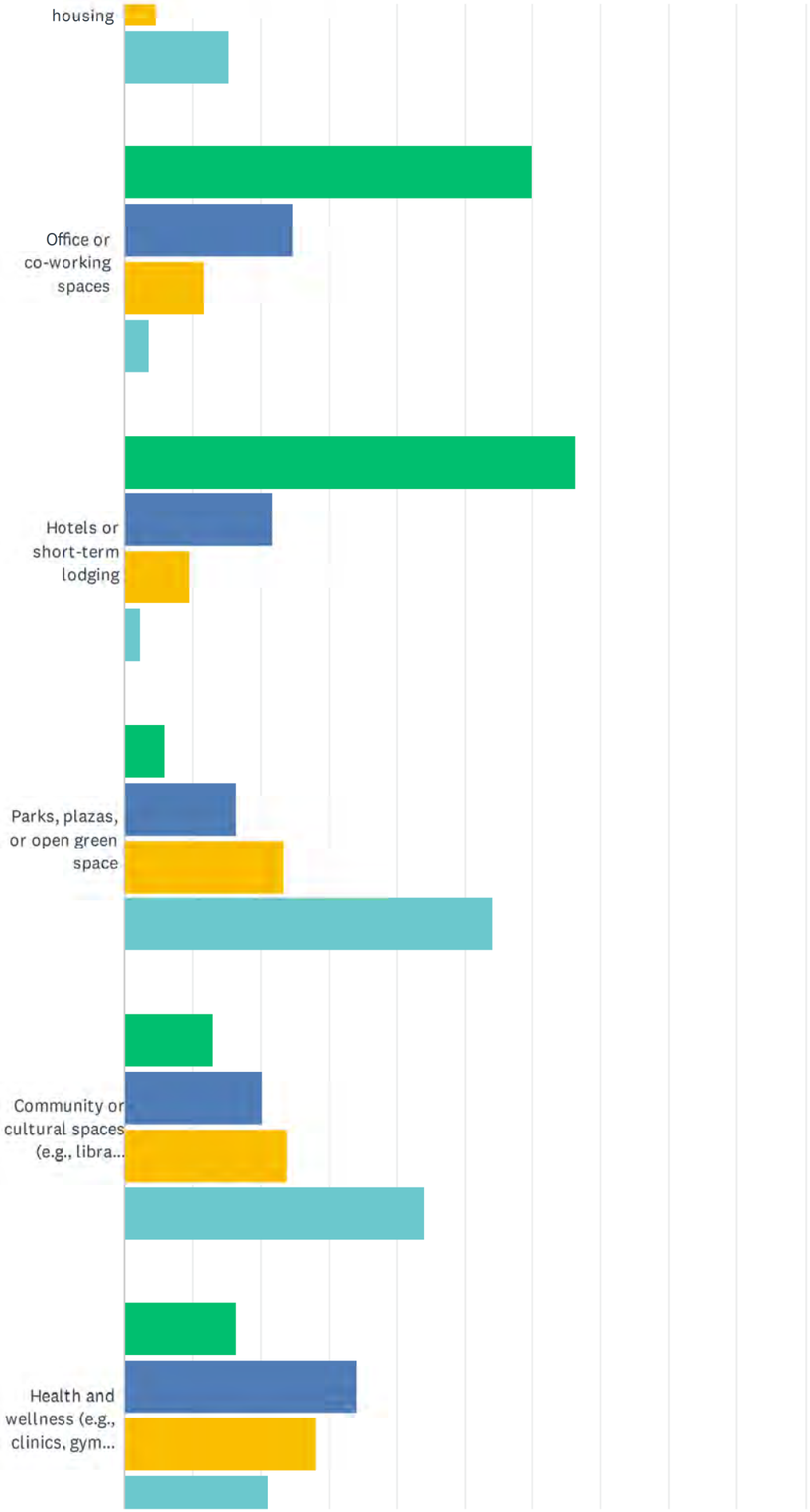
33	home	8/21/2025 11:38 AM
34	Closed shops open, and center stays same	8/21/2025 11:29 AM
35	Hub	8/21/2025 11:28 AM
36	Rejuvenated.	8/21/2025 10:58 AM
37	Vibrant	8/21/2025 10:46 AM
38	People-centric	8/21/2025 10:19 AM
39	Community	8/21/2025 9:30 AM
40	Inviting	8/21/2025 9:27 AM
41	Welcoming	8/21/2025 9:16 AM
42	Improvements	8/17/2025 7:17 PM
43	pedestrian friendly and accessible	8/11/2025 10:55 AM
44	shelters	8/11/2025 10:51 AM
45	transit friendly	8/11/2025 10:49 AM
46	welcoming	8/11/2025 10:37 AM
47	density	8/11/2025 10:34 AM
48	Integrated	8/11/2025 10:31 AM
49	Food	8/9/2025 12:06 PM
50	Trees	8/9/2025 10:30 AM
51	Vibrant	8/8/2025 6:36 PM
52	Vibrant	8/7/2025 7:48 PM
53	convenient	8/5/2025 11:02 AM
54	Outdoor mall	8/2/2025 7:42 AM
55	Innovation	8/1/2025 5:19 PM
56	Community focused	8/1/2025 5:02 PM
57	Family	8/1/2025 7:01 AM
58	Community	7/31/2025 11:40 AM
59	Lively	7/31/2025 11:19 AM
60	A coffee shop	7/30/2025 5:58 PM
61	city central	7/30/2025 1:17 PM
62	Spacious	7/30/2025 12:03 PM
63	local	7/26/2025 1:42 PM
64	Fun	7/25/2025 8:23 AM
65	Family friendly	7/25/2025 8:20 AM
66	Family-oriented	7/25/2025 8:17 AM
67	Downtown	7/25/2025 8:15 AM
68	true community centered space	7/25/2025 8:12 AM
69	Enjoyable	7/21/2025 2:54 PM
70	Exciting	7/21/2025 2:52 PM

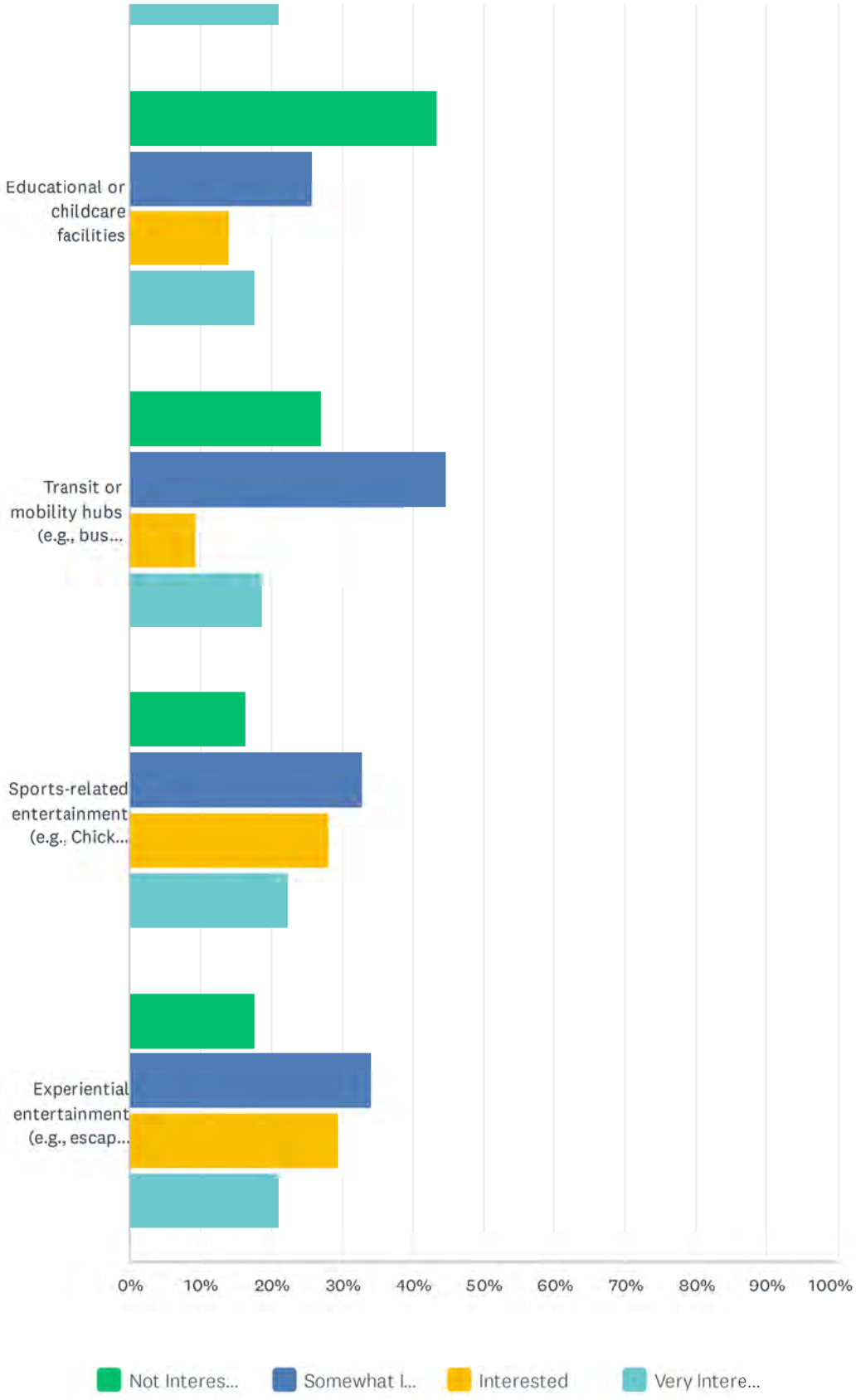
71	Thriving	7/21/2025 2:50 PM
72	family friendly	7/21/2025 2:45 PM
73	Family friendly, community unity events, green areas	7/21/2025 1:59 PM
74	Environmentally Conscious Open/Family areas	7/21/2025 1:55 PM

Q7 Rank the land uses you would like to see in the project area.

Answered: 85 Skipped: 22



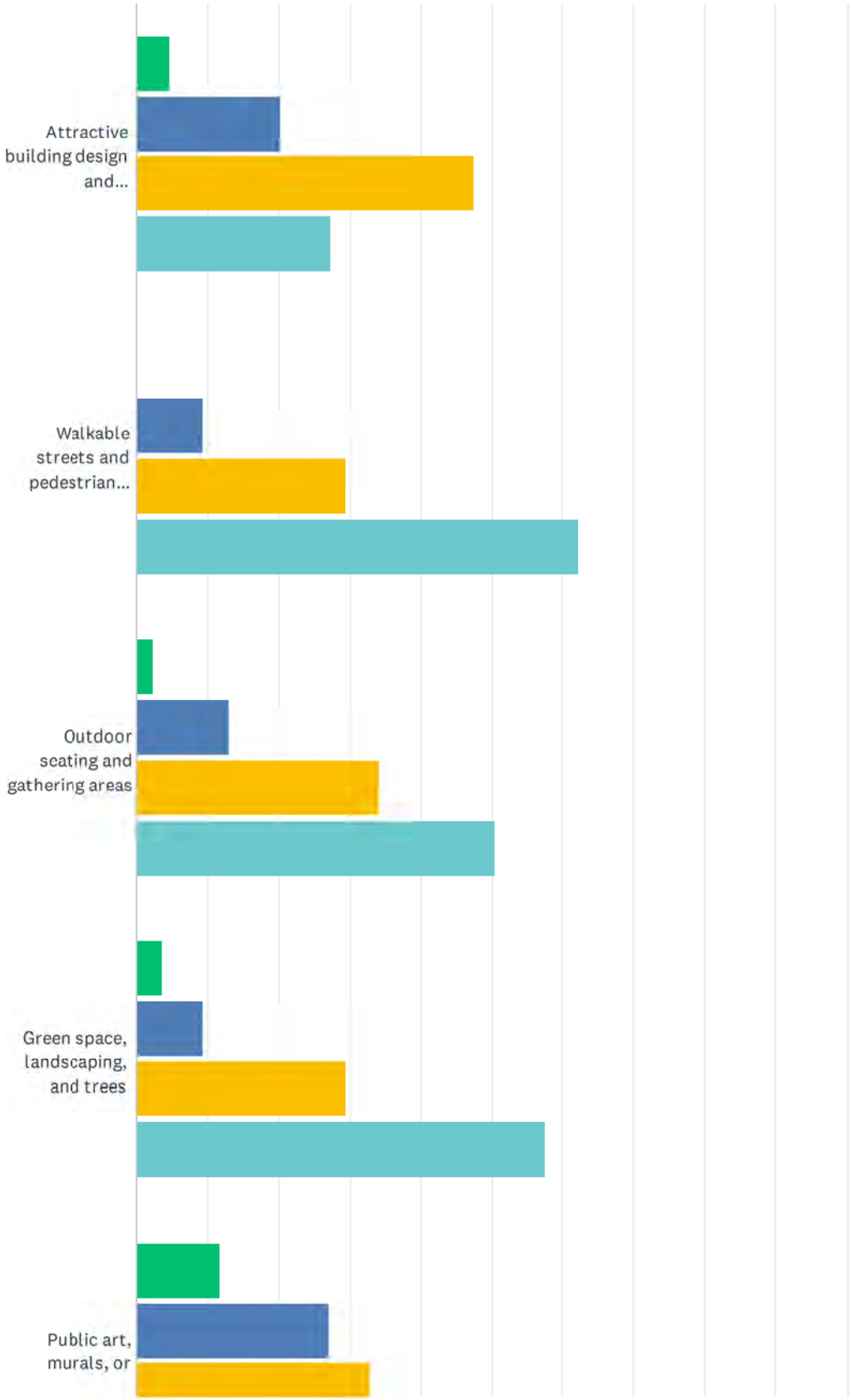

housing
Office or co-working spaces
Hotels or short-term lodging
Parks, plazas, or open green space
Community or cultural spaces (e.g., libra...
Health and wellness (e.g., clinics, gym...

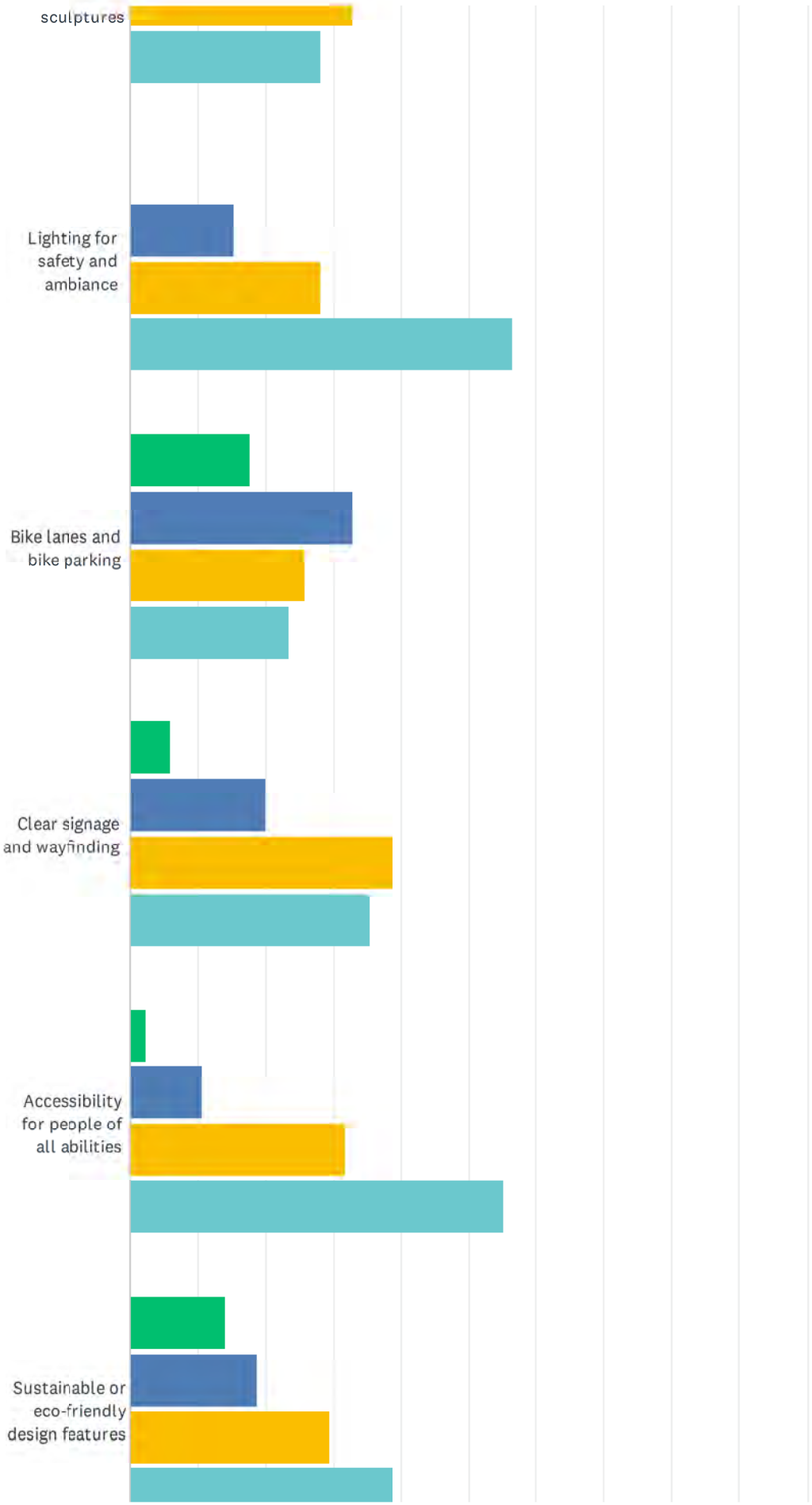

Educational or childcare facilities
Transit or mobility hubs (e.g., bus...
Sports-related entertainment (e.g., Chick...
Experiential entertainment (e.g., escap...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Not Interes...
Somewhat I...
Interested
Very Intere...

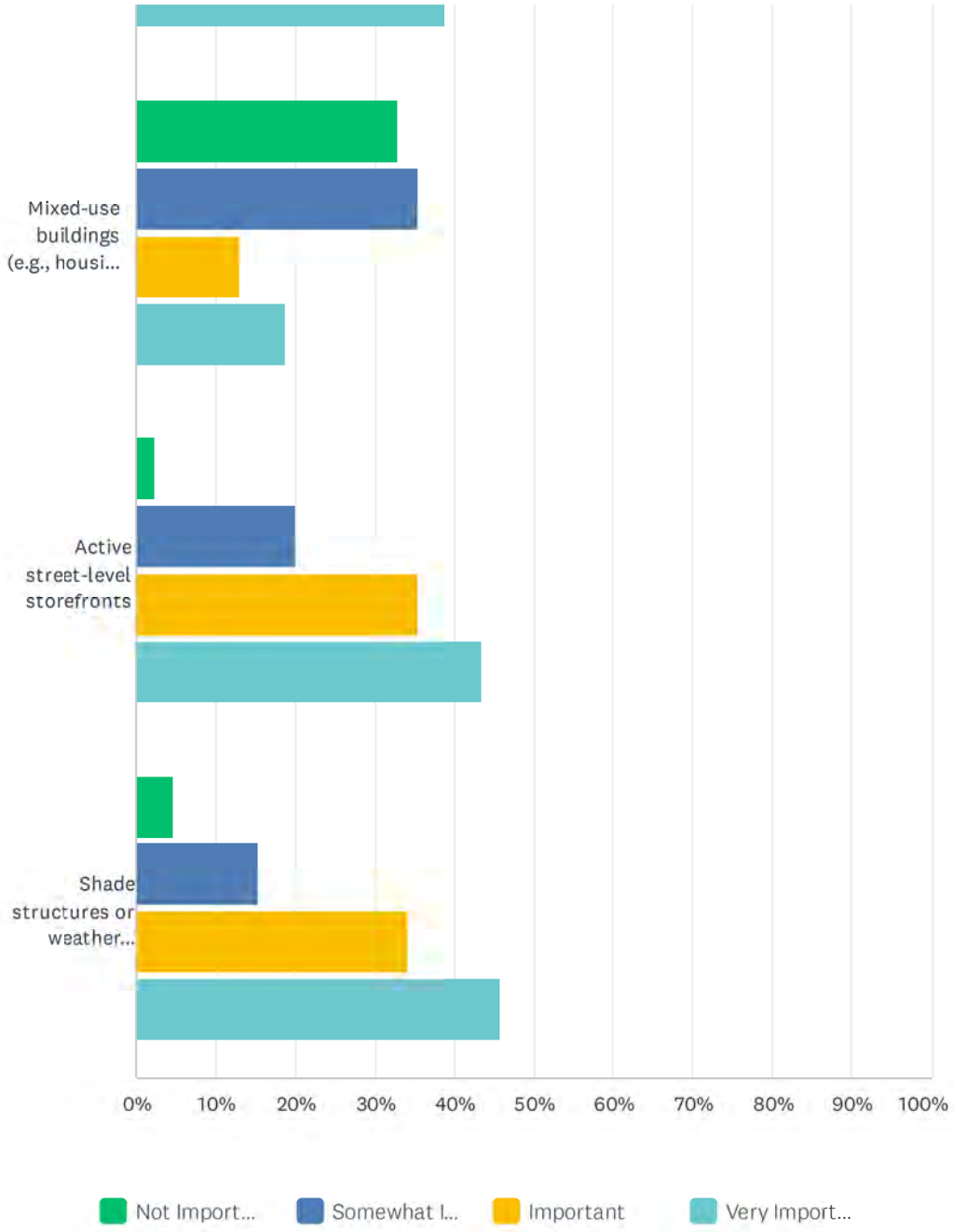
	NOT INTERESTED	SOMEWHAT INTERESTED	INTERESTED	VERY INTERESTED	TOTAL RESPONDENTS
Retail (e.g., shops, boutiques, services)	3.57% 3	32.14% 27	29.76% 25	34.52% 29	84
Restaurants and cafes	1.18% 1	11.76% 10	27.06% 23	61.18% 52	85
Entertainment (e.g., movie theater, arcade, live music)	10.59% 9	18.82% 16	38.82% 33	31.76% 27	85
Residential housing (apartments, condos, townhomes)	62.35% 53	17.65% 15	10.59% 9	10.59% 9	85
Affordable or workforce housing	61.18% 52	18.82% 16	4.71% 4	15.29% 13	85
Office or co-working spaces	60.00% 51	24.71% 21	11.76% 10	3.53% 3	85
Hotels or short-term lodging	66.27% 55	21.69% 18	9.64% 8	2.41% 2	83
Parks, plazas, or open green space	5.88% 5	16.47% 14	23.53% 20	54.12% 46	85
Community or cultural spaces (e.g., library, art center)	13.10% 11	20.24% 17	23.81% 20	44.05% 37	84
Health and wellness (e.g., clinics, gyms, yoga studios)	16.47% 14	34.12% 29	28.24% 24	21.18% 18	85
Educational or childcare facilities	43.53% 37	25.88% 22	14.12% 12	17.65% 15	85
Transit or mobility hubs (e.g., bus stops, bike share)	27.06% 23	44.71% 38	9.41% 8	18.82% 16	85
Sports-related entertainment (e.g., Chicken N Pickle, TopGolf, minigolf, axe throwing)	16.47% 14	32.94% 28	28.24% 24	22.35% 19	85
Experiential entertainment (e.g., escape rooms, interactive museums, virtual and augmented reality)	17.65% 15	34.12% 29	29.41% 25	21.18% 18	85

Q8 Rank the urban design elements that are important to you.

Answered: 85 Skipped: 22




sculptures
Lighting for safety and ambiance
Bike lanes and bike parking
Clear signage and wayfinding
Accessibility for people of all abilities
Sustainable or eco-friendly design features


Mixed-use buildings (e.g., housi...
Active street-level storefronts
Shade structures or weather...
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Not Import...
Somewhat I...
Important
Very Import...

	NOT IMPORTANT	SOMEWHAT IMPORTANT	IMPORTANT	VERY IMPORTANT	TOTAL RESPONDENTS
Attractive building design and architecture	4.76% 4	20.24% 17	47.62% 40	27.38% 23	84
Walkable streets and pedestrian pathways	0.00% 0	9.41% 8	29.41% 25	62.35% 53	85
Outdoor seating and gathering areas	2.35% 2	12.94% 11	34.12% 29	50.59% 43	85
Green space, landscaping, and trees	3.53% 3	9.41% 8	29.41% 25	57.65% 49	85
Public art, murals, or sculptures	11.76% 10	27.06% 23	32.94% 28	28.24% 24	85
Lighting for safety and ambiance	0.00% 0	15.29% 13	28.24% 24	56.47% 48	85
Bike lanes and bike parking	17.65% 15	32.94% 28	25.88% 22	23.53% 20	85
Clear signage and wayfinding	5.88% 5	20.00% 17	38.82% 33	35.29% 30	85
Accessibility for people of all abilities	2.35% 2	10.59% 9	31.76% 27	55.29% 47	85
Sustainable or eco-friendly design features	14.12% 12	18.82% 16	29.41% 25	38.82% 33	85
Mixed-use buildings (e.g., housing above retail)	32.94% 28	35.29% 30	12.94% 11	18.82% 16	85
Active street-level storefronts	2.35% 2	20.00% 17	35.29% 30	43.53% 37	85
Shade structures or weather protection	4.71% 4	15.29% 13	34.12% 29	45.88% 39	85

Q9 Provide more details on your thoughts for the future of the project area.

Answered: 47 Skipped: 60

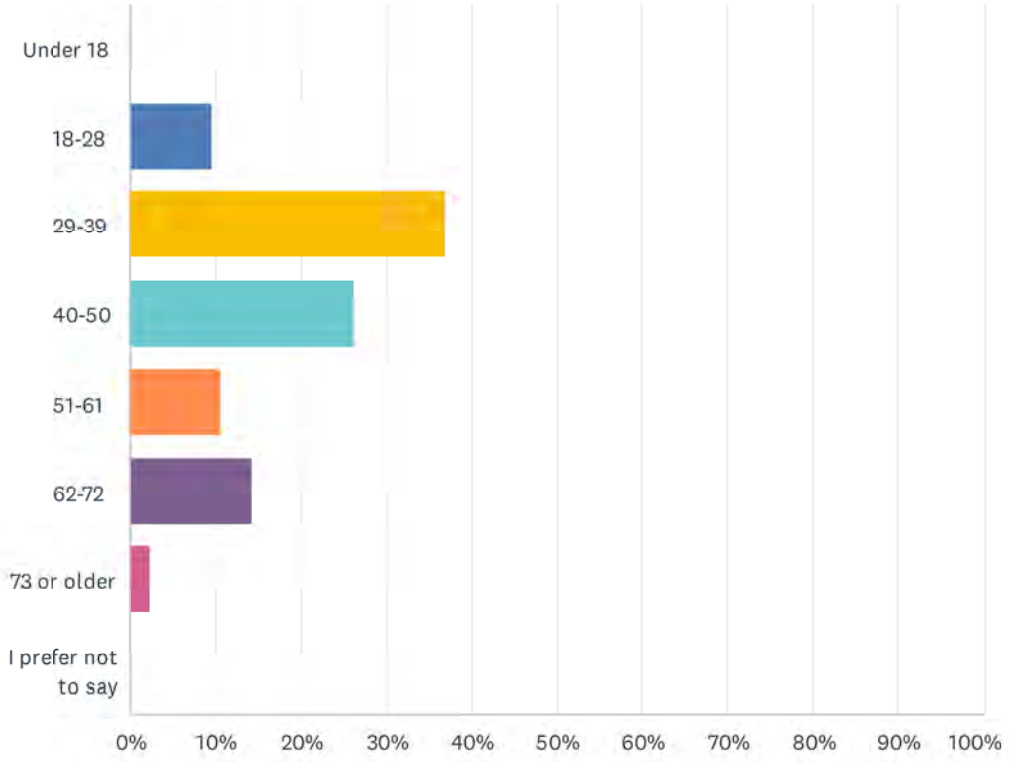
#	RESPONSES	DATE
1	An outdoor mall like Orchard or Belmar. Right now the stores are too far apart and there's no flow.	8/26/2025 12:39 AM
2	Looks to the Westminster city center around Alamo Drafthouse for inspiration	8/24/2025 12:19 PM
3	I think it needs to become a family friendly area with areas for walking and maybe a park as well as coffee, shops and entertainment that is family friendly and beautiful structures and Retail environments that invite people to stay and dine and shop and walk around.	8/24/2025 10:08 AM
4	More engaging for the local community and bringing in surrounding communities and cities	8/23/2025 6:54 PM
5	A vibrant area that is easily accessible with more trees and landscaping. Areas with benches. Update storefronts and more dining choices.	8/23/2025 6:09 PM
6	We need to fill the vacancies in the complex and deter theft from the retail stores that are there.	8/23/2025 5:04 PM
7	Please no more apartments, there are so many already being built right around there. The apartments that are already there aren't safe, they bring in higher crime problems to the area, and deter a lot of nicer businesses from coming in. We do not need more apartments! The mixed retail and apartment buildings that Westminster put up at the old mall are failing miserably, and if they aren't working out in Westminster, they certainly aren't going to work in Northglenn. We need something attractive to businesses, something that is appealing, and something that won't just be another unsafe ghetto area in 5 years. We have more than enough of those in Northglenn already. Please don't bring in more low rent apartments and ruin more of the city.	8/23/2025 4:55 PM
8	The Marketplace needs to utilize unused parking for a more walkable friendly destination from one side to the other to help keep quality stores open. Maybe an Art walk or benches with shade. Maybe a fountian gathering place in the middle. It really is a challenging area, I can't wait to see plans and ideas for the project are.	8/23/2025 2:37 PM
9	Safe, clean, free of scary people.	8/23/2025 7:39 AM
10	Northglenn has enough apartments. Stop already!!!	8/23/2025 6:44 AM
11	Safe, family friendly, fun space.	8/23/2025 12:03 AM
12	I think bringing more entertainment, shops, restaurants, etc would attract more people to Northglenn! As a resident, I'd love to have these things close by.	8/22/2025 11:07 PM
13	A grocery store would be great. This area could use a trader Joe's.	8/22/2025 9:08 PM
14	I think we have enough adult stuff, Northglenn should target uses for children like a library or learning center or something family oriented. Or maybe a pool hall where teenagers can go to unwind, there used to be one at that Bingo center years ago, and I spent time there with friends. Regarding safety- stop sign violations and speed through those lots need a lot better protection and policing though. I also think another affordable venue for residents to rent for events would be nice. And I'll always like the idea of more green open space for walking and wildlife.	8/22/2025 2:56 PM
15	No more apartments!	8/22/2025 12:58 PM
16	We would love more family friendly activities, especially for young kids(under 3)	8/22/2025 8:46 AM
17	Easy to access from the walking bridge over I25.	8/22/2025 5:36 AM
18	Dark sky friendly lighting needs to be incorporated please.	8/22/2025 4:23 AM
19	Bookstore cafe	8/21/2025 2:51 PM

20	More parks and green space with trails and sidewalks for pedestrian friendly access, more businesses that we can walk to.	8/21/2025 2:25 PM
21	I would like a place where the family could spend the day.	8/21/2025 11:38 AM
22	Put in Einstein's bagel shop where the Seoul Korean BBQ was - plenty of room for a drive through.	8/21/2025 10:58 AM
23	I think the biggest issue is the layout, with the parking lot being the center point of the entire area. 104th is already so car centric, this does not help. How can we break up where people park and where the physical shops are located? Similar to the orchard or the new downtown Westminster? How can we make walking and shopping and hanging out the focal point? Replace the middle of the parking lot with a large green space and more small shops?	8/21/2025 10:19 AM
24	A family friendly area that is safe and welcoming to all	8/21/2025 9:30 AM
25	The neighborhood in North Denver 32nd and Lowel is a good example for this projects. Storefronts from local vendors, restaurants, with apartments above the storefronts. Dairyblock is another good example for project scope.	8/21/2025 9:16 AM
26	Improve the intersection is 104th/Bannock St/Market Pl	8/17/2025 7:17 PM
27	Seems like there is lots of opportunity for the empty storefronts north of 104th. An Aldi and/or coffee shop would be nice. Or other places that can help create community. Unfortunately it seems like a lot of trash in being thrown into the spaces around Northglenn Marketplace as I'm picking up cabs there everyday and isnt an attractive look for those stores. Prost frequently has an open roll off that has trash fly away off into other spaces.	8/13/2025 2:05 PM
28	Provide better solution for long term planning while providing better urban planning for everyone. Incorpate more walking elemnts, trees, shrubs, greenspace, less parking, and reduce heat island	8/11/2025 10:55 AM
29	prioritize mixed income and mized use spaces with 3rd space access, multiple transit points, and no hostil architecture	8/11/2025 10:49 AM
30	I grew up in Northglenn and always had to leave he city to do many activities. I would love to see the city liven up in the way I know it is able to.	8/11/2025 10:37 AM
31	This place has the potential for long term activation but requires having an attractive presence	8/11/2025 10:34 AM
32	The intersections along 104th leading to I-25 need to be redesigned. Always lots of traffic in that corridor making it difficult to access the shopping center.	8/11/2025 10:31 AM
33	Northglenn Marketplace used to have a lot of trees which made it very enjoyable to go for walks around the mall. Now that majority of the trees cut down it is not an enjoyable walk. There is not really a place to sit on any of the numerous benches and enjoy the shade and just relax and cool off. We definitely need more places to eat would be nice. We DO NOT need any more housing around here. There is plenty of that. If you put in some kind of health and wellness have something that offers massages, not another studio thing that we already have. We need variety. This mall has been around for years so you know what works and what doesn't in this area. You don't want to bring something in that's set up to fail. But also please be considerate of the residents that live here, we don't need another Prost that blares the music so loud we can't enjoy sitting outside our own house without listening to them and also hearing them in the house to.	8/9/2025 12:06 PM
34	The project area has always been a very functional space but is definitely in need of some improvements. It is a shame that most of the trees have been cut down so it makes the area less walkable because of urban heat effect. There is also a lack of diversity of food options. In the future we would love to see the green spaces utilized more as well as trees put back into help revitalize the tree canopy and a variety of restaurants and entertainment options. This would make the area more of a stay and play area rather than a just shopping for a quick second and leaving.	8/9/2025 10:30 AM
35	Infill development that has small building footprints that are more affordable for local businesses and housing.	8/7/2025 7:48 PM
36	The area needs a gym, an Ice cream shop a yoga studio and Chinese takeout place At the very least, use the south side of 104th and the space along huron for housing if you want but the surrounding neighborhoods need community businesses they can walk to	8/2/2025 7:42 AM

37	I would like to see this area activated and have more housing and retail mix. Something similar to a Belmar area activating the shopping center with green spaces such as a park or community can hold events is important. In addition, I would like to see the marketplace have more Options if it is activated into a shop with cafés. Currently it seems like a vehicle is the only way to access the shopping center.	8/1/2025 5:02 PM
38	Northglenn needs more open dining with bike/walking accessiblity, more open space, and less corporate storefronts.	7/31/2025 11:40 AM
39	I would love to see this space be more like the Orchard, Promenade, or Belmar areas.	7/31/2025 11:19 AM
40	As someone who visits this area daily, it would be nice to have more green space and a library, in addition to a fancy restaurant and a movie theater	7/30/2025 12:03 PM
41	Diverse local businesses and outdoor activities	7/25/2025 8:23 AM
42	I like the idea of sport/active event space, movie theaters, coffee shops, and family friendly	7/25/2025 8:20 AM
43	More access to family oriented spaces that are walkable and feel like a downtown	7/25/2025 8:17 AM
44	Would love a vibrant downtown, similar to Arvada or Erie	7/25/2025 8:15 AM
45	Would love a variety of different family owned restaurants, some that may be fast food or chain related	7/25/2025 8:12 AM
46	I'd love diverse locations, food, fun, and family friendly	7/21/2025 2:50 PM
47	Don't want highrise housing or multi family	7/21/2025 2:45 PM

Q10 How old are you?

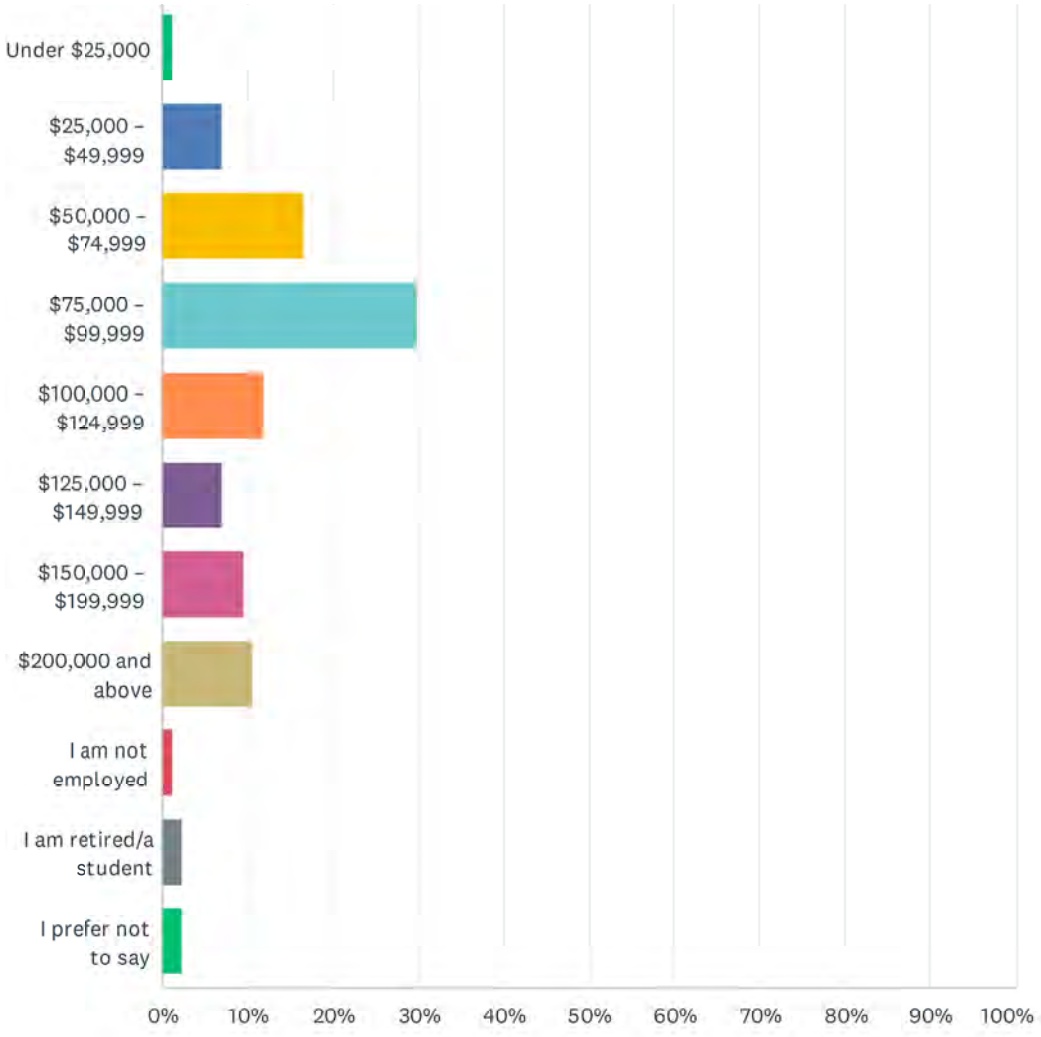
Answered: 84 Skipped: 23



ANSWER CHOICES	RESPONSES	
Under 18	0.00%	0
18-28	9.52%	8
29-39	36.90%	31
40-50	26.19%	22
51-61	10.71%	9
62-72	14.29%	12
73 or older	2.38%	2
I prefer not to say	0.00%	0
TOTAL		84

Q11 What is your income range?

Answered: 84 Skipped: 23



ANSWER CHOICES	RESPONSES	
Under $25,000	1.19%	1
$25,000 – $49,999	7.14%	6
$50,000 – $74,999	16.67%	14
$75,000 – $99,999	29.76%	25
$100,000 – $124,999	11.90%	10
$125,000 – $149,999	7.14%	6
$150,000 – $199,999	9.52%	8
$200,000 and above	10.71%	9
I am not employed	1.19%	1
I am retired/a student	2.38%	2
I prefer not to say	2.38%	2
TOTAL		84

Planning & Development
11701 Community Center Drive
Northglenn, CO 80233
P: 303-450-8739
F: 303-450-8708
northglenn.org

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

DATE: September 15, 2026

TO: Northglenn Planning Commission

FROM: Becky Smith, AICP, Interim Planning & Development Director

SUBJECT: Northglenn 104th Area Plan – Amendment to the City's Comprehensive Plan

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PURPOSE

To present to the Planning Commission the draft of the Northglenn 104th Area Plan for consideration as an Amendment to Looking Up! A Vision for Northglenn's Future - the City's Comprehensive Plan.

RECOMMENDATION

Staff Recommendation:

Staff recommends that the Planning Commission adopt the Northglenn 104th Area Plan as an amendment to the Comprehensive Plan in accordance with the prepared Commission resolution.

Recommended Motion:

"Move to approve the 104th Area Plan as a Comprehensive Plan Amendment to Looking Up! A Vision for Northglenn's Future based on the findings of fact outlined in this staff report and the corresponding resolution 2026-05."

DISCUSSION

Background:

The 104th Area Plan comprises 159 acres with a unique regional destination along the I-25 corridor.

In April 2023, City Council ratified the Planning Commission's decision to adopt the citywide Comprehensive Plan—Looking Up! A Vision for Northglenn's Future. The plan prioritizes 11 Areas of Focus for additional study to guide the City in developing specific neighborhood or subarea plans. The 104th Area consolidates four of these prioritized areas—the Marketplace, Marketplace Annex, Bannock St. South of O'Meara Ford (Vacant Property), and Bannock St. and 104th Ave. Area—due to their proximity to one another.

A subarea plan provides a long-range vision for a small geographic area. These could include neighborhoods, corridors, commercial and mixed-use centers, and other types of special districts with cohesive characteristics. They focus on the vision, goals, and policies and cover land use, environmental protection, and transportation.

Kimley-Horn, the project consultant, will present an overview of the plan, engagement efforts, and plan recommendations. Input from NURA and the Planning Commission will be forwarded to City Council.

Notification Requirements:
Notification of this Public Hearing was printed in the Northglenn Sentinel.

ADMINISTRATION

Applicable Code Provisions:
The following sections of the code should be considered with review of this application.

- 11-6-8(c)(3)(A)

Criteria Analysis:

Pursuant to Section 11-6-8(c)(3)(A) of the UDO, copied below, the Planning Commission may adopt any amendments, extensions or additions to the Comprehensive Plan. An attested copy of the Plan or part thereof shall be certified to the City Council and shall be filed with the Clerk and Recorder of Adams County after their approval.

> *11-6-8(c)(3)(A) - In accordance with the provisions contained in Colorado Revised Statutes § 31-23-206 et seq., the Planning Commission is directed to make and adopt a comprehensive plan for the physical development of the City of Northglenn. The Planning Commission may adopt the Plan as a whole by a single resolution or by successive resolutions, adopt successive parts of the Plan, said parts corresponding with major geographical sections or division of the subject matter of the Plan, and may adopt any amendments or extensions thereof or addition thereto. All proposed comprehensive plans shall be referred to the Planning Commission for study, consideration, and adoption. The Planning Commission's adoption of the Plan, in whole or part, shall then ratified by the Northglenn City Council.*

ADMINISTRATION

Possible Actions by the Planning Commission.

As required by the City's UDO Section 11-6-8(c)(4)(A), Any decision requiring an amendment or extension of, or addition to, the Comprehensive Plan of the City shall be carried by the affirmative votes of not less than two-thirds of the voting members of the Planning Commission.

The Commission's options are as follows:

1. Approve the request, with or without conditions or stipulations;

2. Deny the request for reasons stated; or
3. Table the request for further consideration.

Next Steps.

The City Council will hold a study session on October 19, 2026 and a hearing on November 9, 2026 regarding the proposed resolution to adopt Northglenn 104th Area Plan as a Comprehensive Plan amendment.

ATTACHMENTS

Attachment 1	Presentation
Attachment 2	Northglenn 104th Area Plan

RESOLUTION 2026-05
NORTHGLENN PLANNING COMMISSION

REGARDING ADOPTION OF THE NORTHGLENN 104th AREA PLAN AS AN AMENDMENT TO LOOKING UP! A VISION FOR NORTHGLNEN'S FUTURE - THE CITY'S COMPREHENSIVE PLAN

WHEREAS, the City of Northglenn adopted Looking Up! A Vision for Northglenn's Future - the City's Comprehensive Plan in April 2024; and

WHEREAS, the plan prioritizes 11 Areas of Focus for additional study to guide the City in developing specific neighborhood or subarea plans for each area; and

WHEREAS, 104th was chosen as an Area of Focus to conduct a subarea plan; and

WHEREAS, the City hired consultant team, Kimley Hom, to support the creations of "Northglenn 104th Area Plan", that aims a detailed, localized planning document that focuses on the area and addresses its unique needs, challenges, and opportunities;

WHEREAS, the Planning Commission has reviewed the Northglenn 104th Area Plan, attached hereto, being Exhibit A to this resolution, and has determined that it is in the public interest that the plan be adopted as an amendment to Looking Up! A Vision for Northglenn's Future - the City's Comprehensive Plan for the purpose of guiding new development proposed on this site.

WHEREAS, in accordance with the provisions contained in Section 11-6-8(c)(3)(A) of the Municipal Code of the City of Northglenn, the Planning Commission is directed to make and adopt a master plan for the physical development of the City of Northglenn; and

WHEREAS, the Northglenn Planning Commission may adopt the Plan as a whole by a single resolution or by successive resolutions adopt successive parts of the Plan, said parts corresponding with major geographical sections or division of the subject matter of the Plan, and may adopt any amendments or extensions thereof or addition thereto.

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING COMMISSION OF THE CITY OF NORTHGLENN, COLORADO, THAT:

The Planning Commission of the City of Northglenn hereby adopts "Northglenn 104th Area Plan" as an amendment to "Looking Up! A Vision for Northglenn's Future" the City's Comprehensive Plan in accordance with Section ll-6-8-(4)(A) of the Municipal Code of the City of Northglenn; and

BE IT FURTHER RESOLVED that the Chairman and Secretary of the Planning Commission shall sign said Exhibit A which shall then be certified to the City Council for its approval.

DATED 15th day of September 2026

Sonia Di Carlo
Planning Commission Chair

ATTEST:

Collette Cook
Secretary