

BUTTERBALL PROPERTIES CONCEPT PLAN COMPLIANCE WITH PLANS

PLAN GOALS/POLICIES	PROJECTS	
	301 1 ST AVENUE	121 MAIN STREET
1ST & MAIN STATION AREA PLAN		
<ul style="list-style-type: none"> Be Pedestrian-Oriented and Bike-Friendly: The pedestrian walking focus should be between ¼ and ½ mile from the core of the development – usually a transit station... 	0.27 miles	0.05 miles
<ul style="list-style-type: none"> Include a Mix of People-Intensive Uses: incorporate the types of uses that people want and need, including housing... 	Residents	Residents/businesses
<ul style="list-style-type: none"> Compactness: projects should be established within a quarter-mile radius of the development core (usually a transit center), promoting a compact, walkable village. 	Sidewalks on internal street sections and improvements to 1 st Avenue; 0.27 miles to transit station	Sidewalks on Main St. and Coffman St.; 0.05 miles to transit station
<ul style="list-style-type: none"> Manage Parking and Access: Parking should be on-street and/or at the center of blocks, using liner buildings to mask the lots or structures. 	Surface parking internal to project hidden behind buildings and limited visibility from public streets	Structured parking wrapped by development
<ul style="list-style-type: none"> Be Successful Without Transit: A new development should be able to succeed - ‘pencil out’ for developers – on its own. 	Less costly surface parking	Costly structured parking
DOWNTOWN MASTER PLAN		
<ul style="list-style-type: none"> Increase foot traffic along retail corridors 	Could increase residential foot traffic to downtown and transit station	Could increase residential foot traffic to downtown and transit station
<ul style="list-style-type: none"> Build a loyal customer base that is age & culturally diverse 	New base of residential customers	New base of residential customers
<ul style="list-style-type: none"> Add housing to increase number of residents and the diversity of demographics in downtown 	Appx. 375 new households	Appx. 165 new households
<ul style="list-style-type: none"> Support development projects that add tax-paying uses 	Increase in property tax collections and prospective retail customers	Increase in property tax collections and prospective retail customers
<ul style="list-style-type: none"> Encourage appropriate & creative development at the full entitled land use intensity 	High density residential in 3-4 story buildings	High density and 5 story building
<ul style="list-style-type: none"> Ensure public spaces are incorporated into redevelopment efforts in the area south of 3rd Avenue 	Small public spaces to be incorporated; immediate proximity to Dicken’s Farm Nature Area	Public space within adjacent utility easement
<ul style="list-style-type: none"> Extend streetscape improvements throughout downtown as joint public-private projects 	Improvements to 1 st Avenue and Boston Avenue	Improvements to Main and Coffman
<ul style="list-style-type: none"> Promote continuation of street grid where connectivity is interrupted or lacking, such as south of 3rd Avenue 	Internal north-south street to be constructed in alignment with Collyer Street.	Built on existing grid
<ul style="list-style-type: none"> Improve pedestrian connectivity and wayfinding throughout and between downtown and major surrounding destinations/ neighborhoods 	Sidewalk improvements to 1 st Avenue and planned Collyer Street	Sidewalk enhancements to Main Street

<ul style="list-style-type: none"> Support and encourage building and site design that enhances safety through attention to visibility, access, lighting, etc. 	Internal circulation through site with Collyer construction and vehicular corridors	Built between two major streets
<ul style="list-style-type: none"> Optimize the safety and effectiveness of on-street parking design. 	Collyer to provide on-street parking	Main Street and Coffman on-street parking
<ul style="list-style-type: none"> Advance redevelopment efforts south of 3rd Avenue as an opportunity to add uses that are missing or underrepresented in the desired mix 	Brings housing that is lacking in area	Brings housing that is lacking in area
<ul style="list-style-type: none"> Encourage and prioritize projects that deliver a mix of uses or that fill a gap in the use mix such as housing, modern office, retail, a trade or higher education institution, a community market, a hotel or a larger event venue 	Brings housing that fills a gap	Brings housing that fills a gap
<ul style="list-style-type: none"> Encourage greater development intensity and vertical mixed use, especially of surface parking and other underutilized land. 	Brings higher density and intensity, but lacks ground floor commercial; Not prime location for successful commercial	Brings higher density incorporating housing and ground floor commercial
<ul style="list-style-type: none"> Design new development to activate the street while screening parking by locating it underground, on upper floors, or in areas toward the interior or rear 	Housing units at ground level face streets; surface parking hidden behind buildings	Commercial space to face out onto Main Street
<ul style="list-style-type: none"> Encourage development of infill housing to achieve a mix of housing types at a range of price points, including higher density residential buildings and upper story residential uses. 	Provides new housing	Provides new housing
<ul style="list-style-type: none"> Prioritize redevelopment along and south of 3rd Avenue and along Coffman Street. 	Development south of 3 rd	Development south of 3 rd
<ul style="list-style-type: none"> Support and coordinate with redevelopment efforts extending south to St. Vrain Creek 	Development south of 3 rd	Development south of 3 rd
MAIN STREET CORRIDOR PLAN		
<ul style="list-style-type: none"> Consider additional residential development throughout: townhomes, apartments, and condos could be built above active ground floor uses and on the backside of blocks. Include a mix of for-sale and for lease products, including affordable options. 	Exclusively residential development	Mixed use providing residential and small amount of ground floor commercial space
<ul style="list-style-type: none"> Provide multimodal connections to nearby regional open space areas and planned development. 	Collyer Street to be built	Main and Coffman frontage
<ul style="list-style-type: none"> Consider the need for shared parking structures to serve demand over time. 	A portion of surface parking may be converted in time with eventual development of adjoining property	Includes structured parking
<ul style="list-style-type: none"> Increase density across the area especially near TOD opportunities and along Main south of 3rd Avenue. 	High density	High density
<ul style="list-style-type: none"> Provide connections between Main Street and the 1st and Main TOD site 	Includes improvements along 1 st and new internal Collyer St.	Includes sidewalk enhancements along Coffman and Main

through well-connected sidewalks and pathways (both on-street and off-street) as well as linear parks and well-connected open spaces.		
<ul style="list-style-type: none"> • Provide safe, convenient connections to better connect Downtown to the Dickens Farm Nature Area and greenways south of Downtown. 	Includes improvements along 1 st and new internal Collyer St. Collyer to provide connection from 1 st to DFNA	Includes sidewalk enhancements along Coffman and Main improving access to downtown and transit station
STEAM VISION		
<ul style="list-style-type: none"> • Buildings 3 stories or higher per visioning development scenario plan 	Minimum building height 3 stories	5 story building
<ul style="list-style-type: none"> • Embrace density -- increase building height/max height possible with community support 	32 units per acre	100+ units per acre
<ul style="list-style-type: none"> • Reduction in surface parking 	Proposed parking below City requirement	Structured parking
<ul style="list-style-type: none"> • Structured parking when viable 	Some of surface parking may be converted to structure with time	Proposed structured parking
<ul style="list-style-type: none"> • Integrate affordable housing throughout 	To meet Inclusionary Housing requirement	To meet Inclusionary Housing requirement
<ul style="list-style-type: none"> • Build infrastructure first 	Roadway/sidewalk improvements at cost to developer	Sidewalk improvements at cost to developer