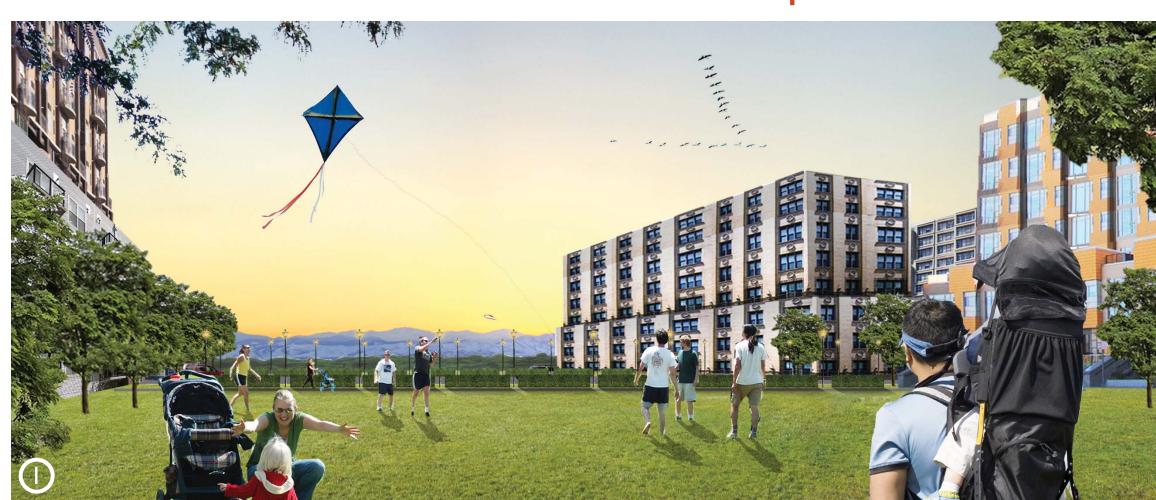
Panorama Park | View-Oriented Public Space



Objectives

- Provide View-Oriented Public Space Maximize visibility of the mountain landscape to the West of the site.
- Support a Fifteen Minute Car-Free Lifestyle
 Enable residents to access all amenities and services within a fifteen-minute travel time.
- Create a Sense of Place
- Establish a vital urban center that serves surrounding neighborhoods.

assets, making life within 15 minutes complete!

 Anticipate Flexible Future Uses for Big Box Spaces Improve streetscapes by internalizing big boxes and parking, allowing for future repurposing.

Fifteen Minute Car-Free Lifestyle

An analysis across modes of currently accessible amenities provides a framework for identifying

what is required of the new development. The plan for Panorama Station builds upon existing

Integrate Water Conserving Landscapes
 Utilize "Sage Green" native plants and introduce rainwater retention infrastructure.





connections to:

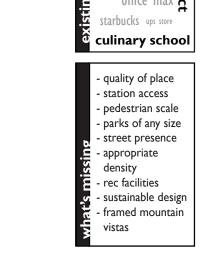
- parkway network

Just needs improved access

and more mixed-

use development that can take

advantage of it all



On-site; approx. 5 minutes

15 minutes walking

15 minutes biking

I5 minutes via transit

- outdoor performance area festival space The plan for Panorama Station builds upon existing assets by: l. Improving access to the site across modes and orienting development around the RTD station Integrating existing retail tenants and adding new shops and cafés to create an urban mainstreet with a pedestrian scale and a unique sense of place B. Relocating the Denver Design District and Art Institute Culinary School along the arterial edge, thereby improving street presence and in-filling gaps in the urban fabric

what is perhaps the greatest asset Denver has to offer - the Rocky Mountains! the provided assumptions, resulting in maximum 15 minute travel radii of r 2 1/3 mile on bike. RTD travel times are as provided on official schedule. Expected wait /inconvenience: none l min 3 min

4. Creating a mixed-use community, with a diversity of housing that takes advantage of the site's

5. Building a number of new parks and recreation spaces positioned to provide stunning vistas of

improved access, making the 15 minute car-free lifestyle possible for thousands of new residents

west of I-25

- dog park

accessible parks

and open space

- walkable retail

public gardens

Proposal



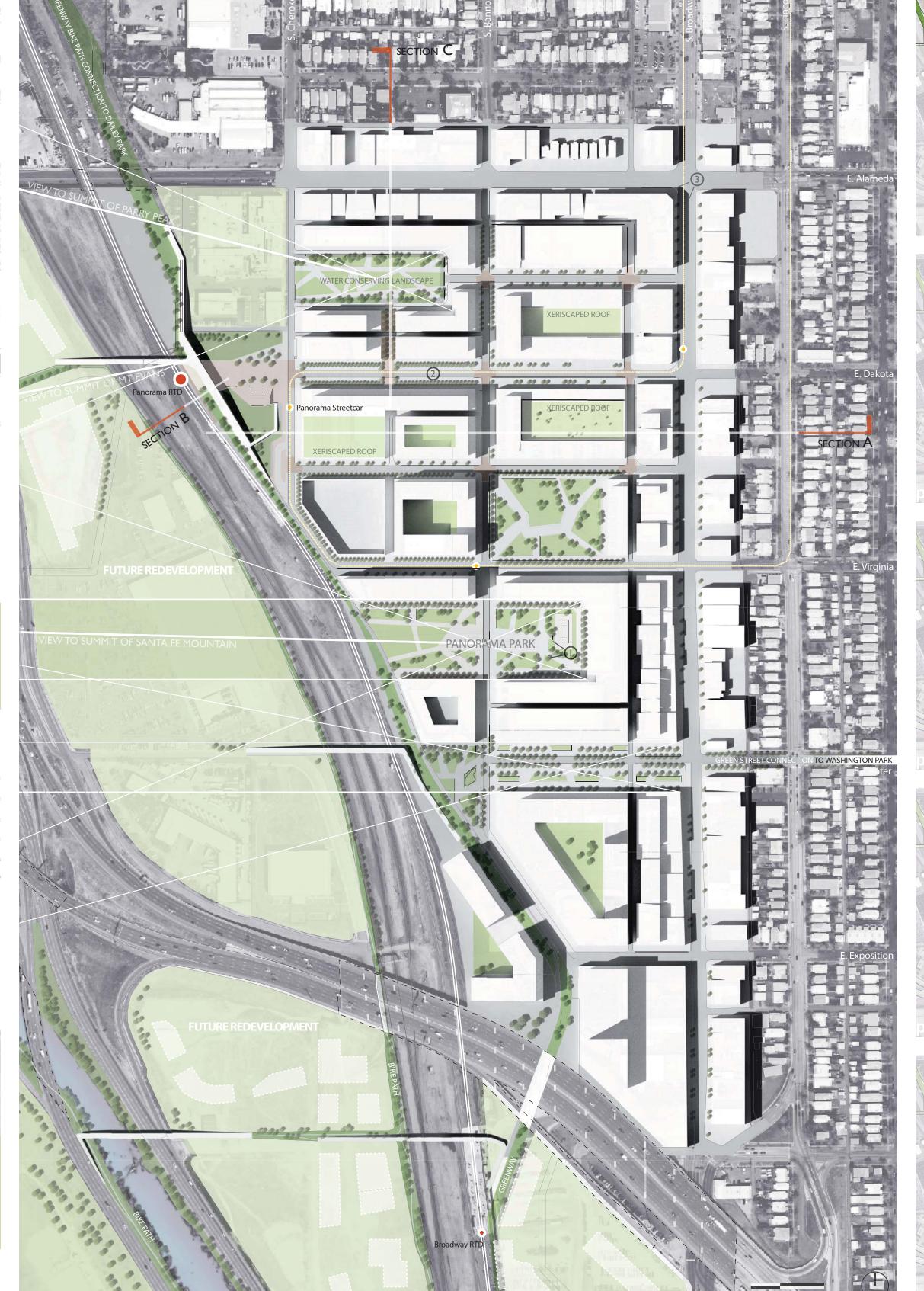




Proximity to Existing Amenities



Site Plan



Project Phasing

Phase One totals:

Phase One transforms Alameda Station by improving pedestrian access and introducing

a pedestrian scaled environment. This phase • a bike & pedestrian bridge connecting the greenway network to the Platte River • a greenway plaza overpass designed to provide a a new Albertsons and Office Max integrated into Dakota Street, a mixed-use main street that includes existing Broadway Marketplace tenants and new neighborhood retail stores

 retail: 131,957 sf • office/comm: 141,416 sf • housing: 258,130 sf (21% affordable) parking: I79 on-street / 606 structured Tenants relocated; ready for demolition: Albertsons: est. 52,910 sf

Office Max: est. 21,670 sf

Phase Two extends development along Dakota Street east to Broadway, incorporating flexible bigbox space and more housing, while the Broadway street presence is redefined by the new location of the Denver Design Center. This phase includes: • a new Sam's Club and Kmart at garden level with entrances on Dakota Street • the Denver Design Center's new streetfront location on Broadway • the introduction of a new SoBo Streetcar

Phase Two totals: • retail: 817,681 sf • office/comm: 275,200 sf housing: 470,461 sf (15% affordable)

 parking: 276 on-street / 1,690 structured Tenants relocated; ready for demolition: • Sam's Club: est. 116,060 sf Kmart: est. 111,290 sf • Marketplace strip center: est. 31,660 sf • Denver Design Center: est. 233,300 sf

Phase Three completes the build-out of the northern half of the site, adding significant amounts of new housing and open space. This

• a new dog park (Denver residents have some of Culinary School relocation of remaining tenants at The Collection to new space

Phase Three totals: retail: 107,210 sf office/comm: 53,605 sf housing: 802,540 sf (34% affordable) parking: 213 on-street / 991 structured Tenants relocated; ready for demolition: • The Collection: 251,000 sf

Phase Four

portion of site

Phase Four centers around the development's featured open space - Panorama Park - and completes the Center Street connection to Washington Park . This phase includes: • the 3.5 acre, view-oriented Panorama Park • the greening of Center Street with designated bike and pedestrian infrastructure providing convenient access to Washington Park and the rest of Denver's recreational network • a bike & pedestrian bridge serving the southern

Phase Four totals: • housing: 1,486,304 sf (12% affordable) • parking: 173 on-street / 1,692 structured

Phase Five completes the development mix with commercial office space adjacent to I-25, designed for energy efficiency, highway noise mitigation, and easy access to Broadway Station. This phase

• the completion of street frontage along • flexible office space suitable for multiple tenants or a corporate campus

Phase Five totals: retail: 87,406 sf office/comm: 1,936,028 sf housing: 78,100 sf (10% affordable) parking: 133 on-street / 1,563 structured

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Dakota Street | Creating a Sense of Place

"Back-in" diagonal parking, allowing for greater driver and residential Sam's Club beneath main street retail and parking garage linked underground to Kmart Denver Design District along Broadway Albertsons and Office Max and Linear Pedestrian Park

Big Box Retail

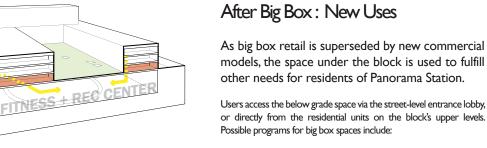
Flexible Futures for Big Box

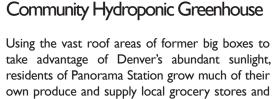
The site's current tenants utilize the homogeneous space beneath the block for "big box" format retail. Street frontage is made available to small retailers, while retaining street-level access to the big box via an escalator and elevator lobby at grade. The expansive, low-intensity green roof at the block's center functions as a courtyard, overlooked by residential units on the upper

Evolution of Big Box

The function of big box retail evolves to become both more convenient and far less automobile

Customers arrive via public transit, on bikes, or on foot. The delivery fleet, consisting entirely of cargo bikes, provides same-day local home



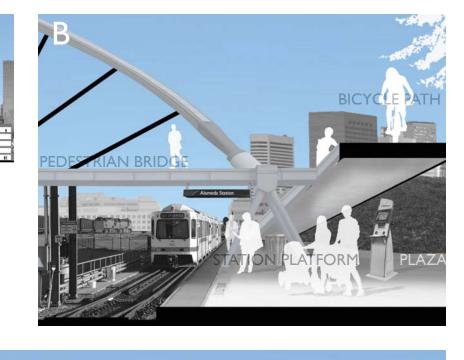


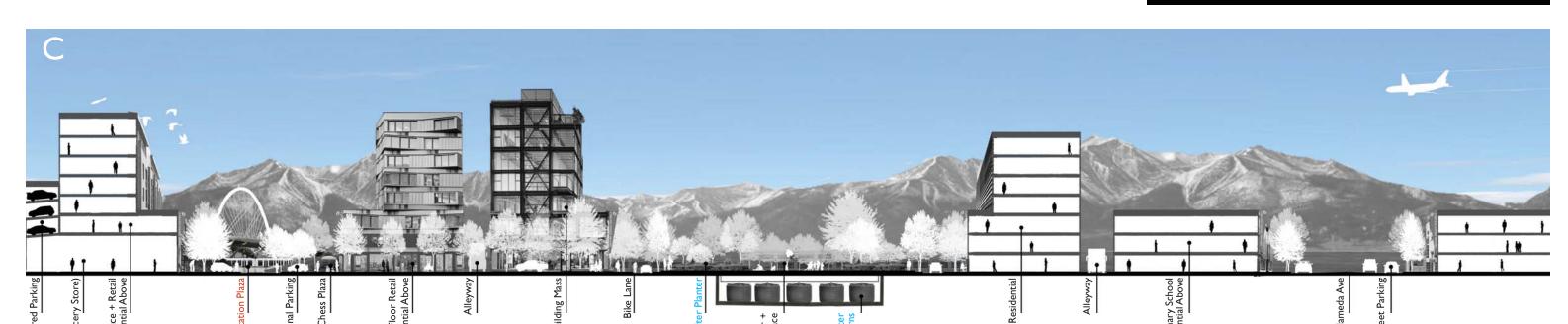
restaurants via an extensive cargo bike network.

Sections | Water-Conserving Landscape

Denver Design Center

RTD Platform Flyover





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