



City and County of Broomfield, Colorado

**BROOMFIELD URBAN RENEWAL AUTHORITY
AGENDA MEMORANDUM**

To: Broomfield Urban Renewal Authority
 From: George Di Ciero, Executive Director
 Prepared by: Teri Malies, Principal Planner
 Terrance Ware, Planning Director
 Kevin Standbridge, Assistant City and County Manager for Community Development

Meeting Date	Agenda Category	Agenda Item #
August 9, 2005	Authority Business	14 (a)

Agenda Title:	1. Public Hearing on the Proposed Broomfield Event Center Urban Renewal Site Plan Property Location: South and West of US 36 and East of Wadsworth Parkway Applicant: Wiens Development Group Following and Subject to Results of Public Hearing 2. Consideration of Proposed Resolution No. 2005-103 UR, Regarding the Application
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Summary	
	<ul style="list-style-type: none"> • The application is for a 6,000-seat event center and associated parking. • The proposal includes two parking options: Option A – a permanent parking garage; and Option B – a temporary parking alternative showing all surface parking. • The only key issue is the proposed variance from the Broomfield Municipal Code with regard to signage. • Concerns from the adjacent neighborhood include traffic and parking. • Staff concludes that this proposal is consistent with the Wadsworth Interchange Urban Renewal Plan, the Arista PUD Plan and the Broomfield Interchange Sub-Area Plan. • The Land Use Review Commission’s recommendation is for approval with three conditions. The applicant’s response to those conditions is included below. • Resolution No. 2005-103 UR would approve the proposed Urban Renewal Site Plan.

Prior Council/Authority Action	
	<ul style="list-style-type: none"> • The Broomfield Urban Transit Village – Legacy PUD Plan and Filing No. 3 Plat were approved by Council in 2001 and 2002. • The Arista PUD Plan and Filing No. 4 were approved by City Council on May 24, 2005 and June 28, 2005 respectively. • The Broomfield Interchange Sub-Area Plan was approved in April 2000 and the Wadsworth Interchange Urban Renewal Plan was approved on June 28, 2005.

Financial Considerations	
	The proposal is consistent with Broomfield’s adopted Long Range Financial Plan.

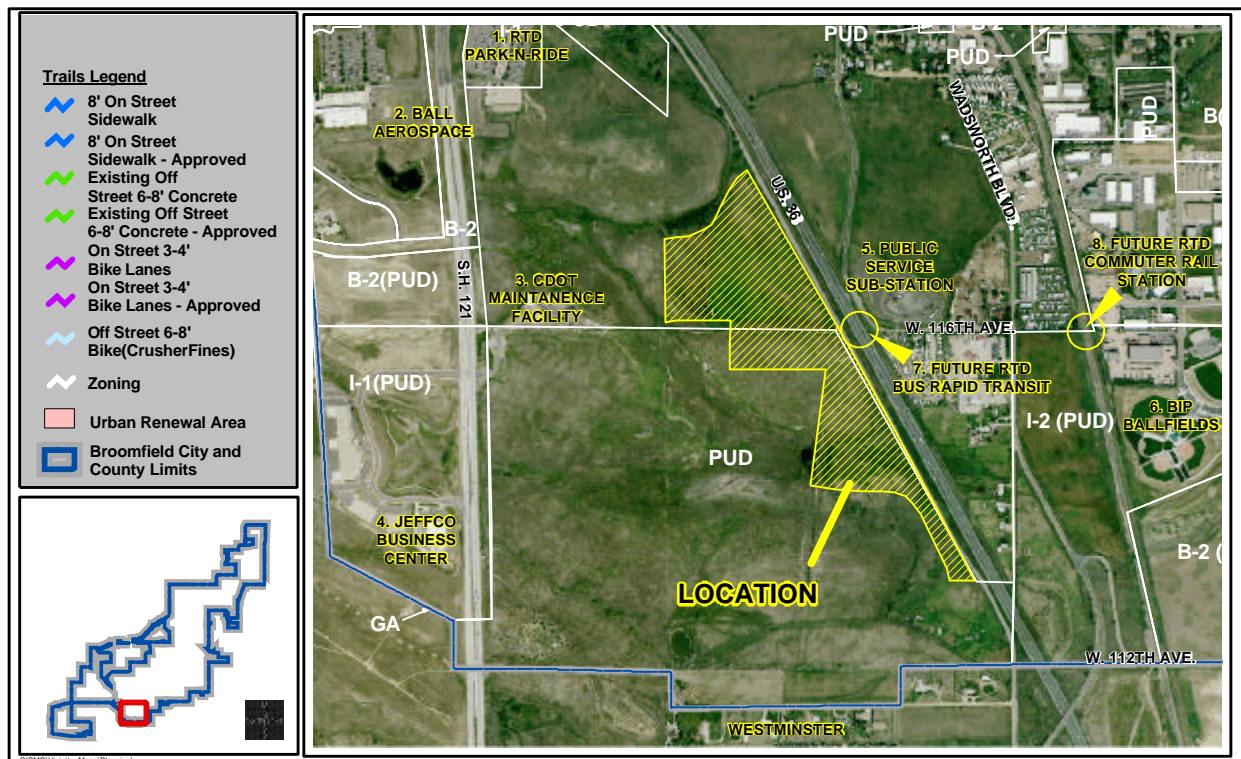
Alternatives	
	Based on the testimony and evidence on the record of the public hearing: <ul style="list-style-type: none"> • If the proposed urban renewal site plan complies with the applicable urban renewal design standards: <ul style="list-style-type: none"> ○ Approval • If adequate testimony and evidence was not presented that the urban renewal site plan complies with the applicable urban renewal plan and urban renewal design standards: <ul style="list-style-type: none"> ○ Refer the matter back to the Land Use Review Commission for additional review and recommendations; ○ Postpone action on the resolution and continue the hearing to a date certain; or ○ Close or continue the public hearing and direct City & County Attorney to draft findings to support denial.

Proposed Actions/Recommendations	
	<ul style="list-style-type: none"> • Hold the scheduled public hearing. • Following and subject to the results of the public hearing if the Authority wishes to approve the application, it is recommended... <p style="text-align: center;">That Resolution No. 2005-103 UR be adopted.</p>

SUMMARY

Property Location

The site comprises 45 acres and is located south of W. 120th Avenue, west of US 36 and east of Wadsworth Parkway. The proposed Urban Renewal Site Plan covers property within the newly adopted Broomfield Urban Transit Village - Arista (Arista) PUD Plan and within the Broomfield Urban Transit Village – Legacy (Legacy) PUD Plan. The following vicinity map shows the property's location.



- | | |
|-------------------------------|--|
| 1. RTD park-n-Ride - existing | 5. Public Service Sub-Station |
| 2. Ball Aerospace | 6. Broomfield Industrial Park (BIP) Ballfields |
| 3. CDOT Maintenance Facility | 7. Future RTD Bus Rapid Transit |
| 4. Jeffco Business Center | 8. Future RTD Commuter Rail Station |

In addition to the vicinity map, the following detail map shows the proposed development boundary over an aerial photograph.



Relationship to the Wadsworth Interchange Urban Renewal Plan

This Wadsworth Interchange Urban Renewal Plan was adopted by the City Council on June 28, 2005. The Plan was adopted to achieve the following goals in the urban renewal area:

- a. The Plan will implement those provisions of the Master Plan and the Broomfield Interchange Sub-Area Plan as they apply to the Urban Renewal Area and insure the orderly growth and development of the Urban Renewal Area.
- b. The Plan will create a quality “gateway image” that conveys a desirable vision for the City and the region.

- c. The Plan will promote a balance of complementary land uses in the Area.
- d. Implementation of the Plan will eliminate and prevent conditions of blight in the Urban Renewal Area.
- e. Through the maximum possible participation of private enterprise and the cooperative efforts of the public sector, implementation of the Plan will eliminate and prevent economic deterioration in the Urban Renewal Area and the community at large. The Plan will promote creation of value in the Area.
- f. The Plan will upgrade public facilities and infrastructure, access, traffic, pedestrian and bicycle circulation, public utilities, public amenities, recreation and drainage in the Urban Renewal Area.
- g. The Plan will help attract capital investment and new retail businesses, retention and development of a competitive regional retail market, thereby providing employment and strengthening the City's economic base.
- h. The Plan will expand retail opportunities for the citizens of Broomfield and the surrounding area and create a stable sales tax base for the City.
- i. The Plan will promote the construction of multi-purpose sports and entertainment facilities to serve the region and the City.

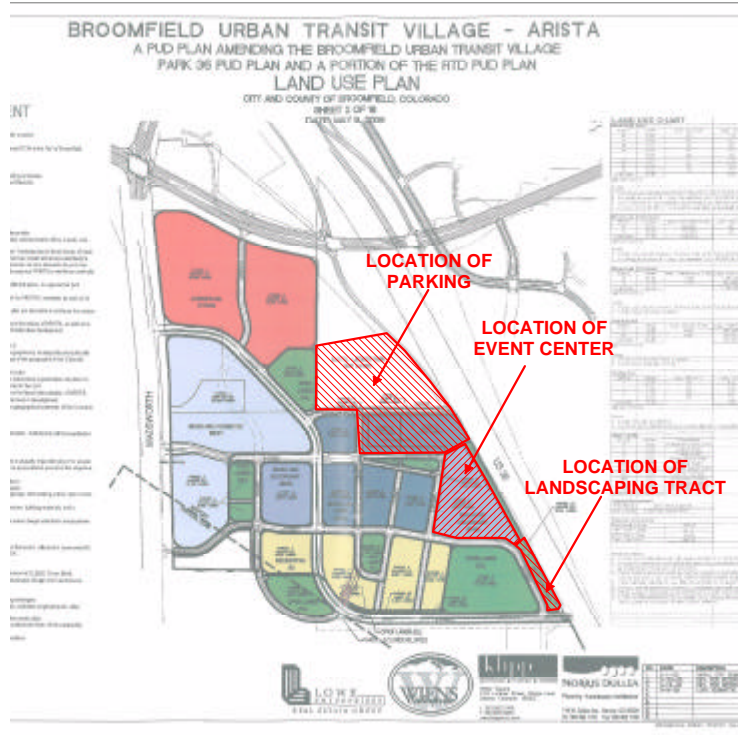
The proposed Broomfield Event Center Urban Renewal Site Plan meets the above goals and is consistent with the intent of the Wadsworth Urban Renewal Plan.

Relationship to Master Plan, Strategic Plan, and Financial Plan

Master Plan and Broomfield Interchange Sub-Area Plan

Broomfield's 1995 Master Plan was amended by the Broomfield Interchange Sub-Area Plan in April 2000. The proposed Urban Renewal Site Plan and overall Arista PUD plan are consistent with the Sub-Area Plan. The Sub-Area Plan calls for the establishment of a transit center with adjacent transit oriented development along US 36 with a mixture of land uses and high quality design. The proposed event center is generally consistent with the Sub-Area Plan and meets the plan's overall intent. Land use designations for the overall Arista project in the Sub-Area Plan include Transit Oriented Development, Mixed Use Commercial, Employment, Retail, and Open Lands. The following map is a portion of the Master Plan land use plan that covers the subject property and surrounding area.

the Arista project. Some of the proposed surface parking of this development is within the Legacy PUD Plan (north of the event center building). The location of the project in the context of the approved Arista PUD Plan is shown below.



Concept Review

The concept plan for the project was reviewed at a City Council study session on May 17, 2005.

Status of Development

Overlot grading of the larger, Arista site and construction of an off-site water line connection to Allison Street (east of US 36) has commenced. The grading and water line construction activity is consistent with the approved final plat, PUD Plan and Subdivision Agreement for the overall Arista development.

PROJECT DESCRIPTION

Proposed Public Hearing

This memorandum and public hearing addresses the Event Center project under the requirements of the Wadsworth Interchange Urban Renewal Plan. The requirements for the development under the Broomfield Municipal Code for site development plans are reviewed under a separate memorandum to the City Council (proposed for Council

review the same evening). Resolution No. 2005-103 UR would approve the proposed Urban Renewal Site Plan.

Property Ownership and Developer

The current property owner for this project is Park 36 Development, Inc. Construction of the event center is proposed to be managed by the Wiens Frew Management, which is a joint venture between Wiens Capital Management, LLC and Frew Management Group LLC. The facility, if approved, would be owned by the Broomfield Urban Renewal Authority and managed under a separate contract to the Wiens Frew Management Group. Agreements regarding financing, ownership and operations of the facility are being presented to the Broomfield Urban Renewal Authority for its consideration. These agreements address the range of ownership and operational issues involving the proposed facility.

Project Description

The proposed project is for a 6,000-seat, 185,700 square foot, multi-purpose indoor event center at the Arista/Broomfield Urban Transit Village - Arista project along US 36. The complex is proposed to host over 100 events per year, including concerts, trade shows, rodeos, sporting events, family-oriented entertainment, and community sponsored events.

The black and white portions of the attached plans (Attachment 5 – See SDP) include 23 condominium units wrapping the third level of the event center. Through further study, it was determined that the residential units are not economically feasible and the applicant is therefore proposing to eliminate the condo units and associated 53 underground parking spaces. The color architectural renderings have been updated to show the event center without the residential units. Resolution No. 2005-103UR as proposed states that Broomfield Event Center Urban Renewal Site Plan be approved with the following condition:

That the Broomfield Event Center Urban Renewal Site Plan be amended to eliminate the 23 condominium units and associated 53 underground parking spaces, and all appropriate references to the condominium units and associated parking be deleted from the Urban Renewal Plan prior to recordation.

The larger Broomfield Urban Transit Village - Arista project is a 189-acre mixed-use, transit and pedestrian-oriented urban development. The Arista project allows up to a total of 1,814 dwelling units and may ultimately include up to approximately 1,400,000 square feet of commercial, retail and entertainment uses (not including the Legacy PUD property).

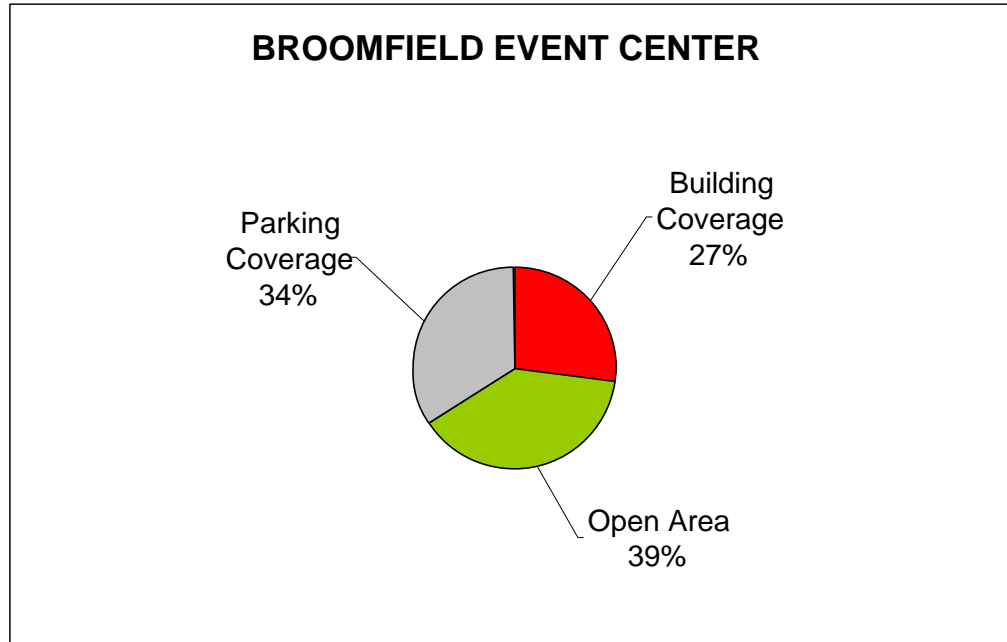
The Broomfield Interchange Sub-Area Plan for this site proposes an urban village concept adjacent to an RTD park-n-Ride. The existing RTD park-n-Ride facility is proposed to be relocated to the southeast along US 36 directly north of the proposed event center. The proposed event center site is highlighted on the overall Arista

illustrative map on sheet C of the submittal packet (Attachment 5) included with the Broomfield Event Center Site Development Plan memorandum.

Land Use Summary

The following is a summary land use composite for the property where the event center building is located. A summary table of building, parking/drive, and open area coverage for the overall site (including parking and the landscape tracts is included on sheet 2 of the plans.

BROOMFIELD EVENTS CENER - (PARCELS S1 & S2)										
COMPOSITE LAND USE SUMMARY										
Area (s.f.)	Land Use	Units	Max. Density DU/A	Lot Sizes Square Feet			Commercial Floor Area Ratio			Projected Sales Price
				Min	Avg	Max	Min	Avg	Max	
119,500	Building Coverage	23	2.25	N/A	N/A	N/A	N/A	0.27	N/A	N/A
172,106	Open Area Coverage	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
151,549	Parking & Drives Coverage	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	NA
443,155 (10.2 ac)	Total	N/A	N/A					0.27		



Background/ Base Data

- | | |
|----------------------------|---|
| 1. PROPERTY OWNER | Park 36 Development Inc. |
| 2. APPLICANT | Wiens Frew Management Group |
| 3. PROPERTY LOCATION | West of US 36 & East of Wadsworth Parkway |
| 4. PROPERTY SIZE | Approximately 45 Acres |
| 5. CURRENT ZONING | PUD |
| 6. CURRENT LAND USE | Undeveloped |
| 7. PROPOSED LAND USE | Event Center and Residential |
| 8. MASTER PLAN DESIGNATION | Transit Oriented Development |

Surrounding Land Uses

	ADJACENT USE/ZONING	MASTER PLAN DESIGNATION
North	Undeveloped /PUD	Transit Oriented Development and Mixed-Use Commercial
South	Undeveloped/PUD	Transit Oriented Development and Employment
East	US 36 & Residential, Commercial/I-3, C-1, C-2, A-1	Transit Oriented Development & Employment
West	Undeveloped/PUD	Transit Oriented Development, Mixed-Use Commercial, Employment & Open Lands

RTD park-n-Ride and FasTracks

As noted in the project description above, the RTD park-n-Ride will be moved to a new location as shown on the color illustrative plan (grey rectangle north of the event center). The color illustrative plan is also included with the Site Development Plan memorandum. The relocation will occur prior to construction of the realigned W. 120th Avenue or sooner if funds become available. In the meantime, the current park-n-Ride will continue to operate as is, providing regional service as well as connections for local bus routes. Once relocated, bus routes will run through the Arista development, providing local as well as regional bus service to the area. The park-n-Ride will be an activity focal point for the development allowing residents, patrons and employees easy access to regional transit service.

Broomfield has been under discussions with RTD staff regarding joint use of a parking garage for use by the event center facility. A full discussion of parking options for the event center is included below.

The FasTracks proposal, recently approved by voters, includes a 38.1-mile commuter rail line along the existing railroad right-of-way between Denver Union Station through Broomfield to Boulder and Longmont. A proposed commuter rail stop is approximately ¼ mile east of the park-n-Ride facility, and US 36, along the existing Burlington Northern railroad tracks. In addition to commuter rail, 18 miles of bus rapid transit

(BRT)/HOV lanes are proposed along US 36 between I-25 and the Table Mesa park-n-Ride in Boulder. FasTracks also includes funding for centerline BRT stations, platforms and a proportional share of HOV lanes as part of future CDOT improvements to US 36. The relocated park-n-Ride in the Arista development will be one of two Broomfield BRT stations described in the FasTracks proposal.

Non-Vehicular Circulation

A color non-vehicular circulation plan is included in the packet on sheet E. The plan shows how the proposed event center ties into the Arista sidewalk and bike trail system, the RTD park-n-Ride facility, and potential temporary parking to the north of the site. The Arista development has a grid street pattern with detached 6- to 8-foot walks throughout. Bike lanes are included on most streets within the development. Along the US 36 edge, a potential future commuter bike path is proposed with the overall US 36 improvements. The developer will also widen the sidewalk along Broomfield Lane adjacent to the event center to an 8-foot sidewalk.

The overall Arista development will further connect to the regional trail system through the following:

- The sidewalks and bike lanes through the Broomfield Interchange (along Wadsworth Parkway);
- The future pedestrian over/underpass across US 36 which will serve both sides of the park-n-Ride once it is relocated; and
- The realigned W. 120th Avenue which will include sidewalks and bike lanes.

Connections to Interlocken will be from Jeffco Airport Avenue across Wadsworth Boulevard, and through a potential future underpass just south of the relocated W. 120th Avenue serving the potential future US 36 commuter bike trail.

Vehicular Circulation

A detailed traffic analysis was completed for the overall Arista project that ensures that the proposed transportation network is adequately sized to handle the proposed density and intensity of activity at the development. Major access points into Arista are from Wadsworth Parkway; the existing frontage road along US 36; and in the future, from West 120th Avenue once it is realigned. The northern portions of the frontage road will be phased out as the internal roads are constructed throughout the project. At this time, it is proposed that connections to the frontage road on the south will remain, but with an enhanced traffic mitigation plan to route traffic away from the southbound frontage road.

Traffic improvements proposed with Arista include:

- New internal (grid) street network;
- Three access points onto Wadsworth Parkway;

- Several Internal signals, and signals at two of the Wadsworth Intersections into the development;
- A new temporary signal at the intersection of Olde Wadsworth and the frontage road in Westminster; and
- Acceleration and deceleration lanes at each Wadsworth intersection.

The street pattern is also designed to work with the already planned larger regional improvements including:

- Connection to the future W. 120th Avenue realignment; and
- Alignment of Uptown Avenue so that it will connect into a planned reconfigured overpass of W. 112th Avenue over US 36.

As part of the Event Center Urban Renewal Site Plan, a more detailed and project specific traffic study was conducted, analyzing the specific nature of the event center project. Access into the site will be from Broomfield Lane and Parkland Street. The majority of visitors to the event center will be going to the parking facilities north of the site. Additional improvements proposed to accommodate the event center in the short and long term include:

Short-term recommendations:

The short-term analysis focuses on opening day and through two years after the opening of the event center.

- On opening day, the roadways that should be in place include: Uptown Avenue (which will negate the need for the existing frontage road), Arista Place, Parkland Street (excluding the connection to Wadsworth Parkway), Transit Way and Broomfield Lane.
- Implement a traffic management plan coordinated with the Broomfield Police Department to expedite the arrival and departure of event center traffic (this is currently under development). This traffic management plan has three key objectives:
 1. Move the traffic efficiently to and off of Wadsworth Boulevard;
 2. Move traffic efficiently through the Arista development; and
 3. Direct traffic away from the southbound frontage road.
- Construct dual southbound left turn lanes initially at the Wadsworth Parkway/ Uptown Avenue, intersection to accommodate traffic entering the event center;
- Install a traffic signal at the intersection of Arista Place and Uptown Avenue initially. Because of the heavy traffic movements expected at this intersection during the 9:00 to 10:00 p.m. hour and the special use (event center), this intersection is anticipated to meet peak hour signal warrant criteria. A traffic signal at the intersection will also provide relief to the traffic turning onto Uptown Avenue from Transit Way.
- Reconfigure the stop signs at the intersection of Parkland Street/Central Court so that Parkland Street traffic is required to stop.
- Transit Way should be constructed as a three-lane section with separate right turn lanes at the three parking structure entrances. This will allow for improved

traffic flow along Transit Way when the RTD park-n-Ride is relocated and local buses travel along Transit Way;

- Access points to the surface parking lots on the event center site should include a three-lane section with one inbound and two outbound lanes;
- While the RTD park-n-Ride remains at its current location at Wadsworth Parkway/120th, it is recommended that shuttle service, if necessary, be provided between the park-n-Ride and the event center during events so that patrons can take advantage of the existing transit routes.

Mid-term Recommendations:

This analysis examines traffic impacts when the remainder of Arista is built out, but prior to the completion of planned regional roadway improvements surrounding the site.

- Install a traffic signal at the intersection of Uptown Avenue and Transit Way.
- Add a separate northbound right turn lane at the Uptown Avenue/Transit Way intersection to accommodate the inbound flow of traffic to the event center.
- Although dual southbound left turn lanes are not recommended at the Uptown Avenue/Transit Way intersection, the single left turn lane should provide a minimum of 300 feet of storage to accommodate the inbound flow of traffic to the event center.
- When development of the Moreland parcel (located north of Transit Way) occurs, an additional lane should be added along Transit Way at the intersection of Colony Road in order to provide eastbound and westbound left turn lanes at the intersection.

Long-term recommendations:

No additional improvements will be needed after 2025 beyond those included in the short and mid-term recommendations discussed above.

In addition to the project specific traffic study, a traffic management plan addressing traffic flow before and after events has been prepared by the developer in conjunction with Broomfield staff including the Police Department. Within the management plan, there is a strong focus on opening day and the early years of operation in the traffic management plan as well as management of event center operations at build-out of the overall Arista development. The management plan was modified to address concerns by Westminster and Jefferson County residents to the south. The revised plan addressing traffic flow before and after events will be presented at the public hearing.

Parking

The Broomfield municipal code requirements, interpreted for such a use, would require 1,500 parking stalls. The applicant commissioned an independent parking analysis for the entire Arista project which also looked specifically at the event center. The study concluded that 1,806 parking stalls are needed to serve sell-out sporting events at the 6,000-seat capacity. Overflow seating and parking are also discussed below in this memorandum

The proposed Urban Renewal Site Plan includes two parking scenarios to accommodate the 1,806 parking spaces for the event center.

Option A (Sheet 5 of Attachment 5) is proposed as the preferred long-term parking configuration consisting of a parking structure (with RTD) and on-site parking adjacent to the event center.

Option B (Sheet 9 of Attachment 5) proposes a temporary alternative utilizing all surface parking until such time that a parking structure is built. Temporary parking is located off-site in the location of the future parking garage and to the north of the event center on future commercial sites. In the event that the garage is not built in the immediate term (i.e. by opening of the event center), the surface parking alternative will be implemented. Under this scenario, parking agreements with the underlying property owners will ensure that these facilities remain available to the event center until such time that a garage is built.

Parking is provided within each option per the following table:

Location	Option A - # of Stalls	Option B - # of Stalls
RTD Garage Spaces	1,517	n/a
Surface parking on Moreland parcel and parcel E, G, & H	0	1,460
On-Site Surface spaces	374	374
TOTAL PROVIDED	1,891	1,834
Potential Additional Parking		
• Joint Use with RTD *	300-400	300-400

* These are unutilized stalls in the evening hours at the current park-n-Ride (in the interim) and at the future park-n-ride once constructed.

In addition to options A and B, an interim parking scenario may include the construction of approximately 750 parking stalls within the garage with the remaining 767 stalls being a combination of surface parking within the Arista development and shared use agreements with RTD to use underutilized stalls at the existing park-n-Ride.

Additional parking would be required for occasional events such as boxing matches and concerts that occupy floor seating (adding an additional 1,500 seats for a total of 7,500 seats). In these situations, an additional 500 parking spaces would be needed. A combination of several alternatives would be utilized including:

- Off-site joint parking arrangements and shuttle parking. Such arrangement could be made with Interlocken properties, the Skyline Corporate Center (Jeffco Business Center), commercial properties to the north within Arista, or other nearby developments.
- Possible on-street parking within the overall Arista development.

Architecture

Architectural elevations and color renderings are included in the plan set attached to the Site Development Plan memorandum. Exterior cladding materials include a combination of brick and corrugated metal panels. Street supports and extensive use of glass is also utilized. The building includes balconies for the suites.

Landscaping and Signage

The proposed landscape plan appears on sheets 12 – 17 (Attached to the Site Development Plan memorandum).

Details of the proposed signage package are shown on sheet 18 of the plans. The location, size and design of all the proposed signs are shown. A table on sheet 18 also calls out the proposed variations from the municipal code. A maximum 10-foot variation for sign height is proposed, as well as a variance from the maximum amount of signage allowed. The municipal code allows a maximum of 300 square feet total signage (including building and monument signs) for any one building. When written, the sign code did not anticipate, and therefore address, structures and uses of this magnitude. The event center is proposing 1,059 square feet. The location of signs are shown on the site plan and building elevations. The signage is in character and scale with the building and overall site design.

Open Lands

One open lands tract is proposed for development with this project. The approved Arista Subdivision Agreement required that Parcel AA (to the east and south of the event center property) be developed in coordination with Parkland Street and the event center parcel. The grading and landscape plans are included site development plan set. The property is already platted and will be dedicated to Broomfield by separate instrument in accordance with the approved subdivision agreement.

STAFF REVIEW OF KEY ISSUES

Staff has reviewed this project against the requirements of the Broomfield Municipal Code, the Arista PUD Plan, the US 36 Sub-Area Plan, and the Wadsworth Interchange Urban Renewal Plan, and has determined that the proposal is consistent with these required provisions, with the exception of the provisions of the sign code as discussed.

FINANCIAL CONSIDERATION

Separate and detailed financial and operations agreements are being prepared and will be presented to City Council with the proposed SDP and Urban Renewal Site Plan. The plans are also consistent with the base data and projections contained in Broomfield's adopted Long Range Financial Plan.

PUBLIC AND REFERRAL AGENCY CORRESPONDENCE

The following correspondence is attached:

Attachment 1: Letter from Dave Downing, Westminster City Engineer.

Broomfield staff has met with Mr. Downing. Based on the meeting, and concerns by Westminster and Jefferson County residents to the south, the traffic management plan for the event center has been revised. The revised plan addressing traffic flow before and after events will be presented at the public hearing.

Attachment 2: Correspondence received regarding the event center which was previously distributed to Council on June 27, 2005.

Attachment 3: Correspondence regarding the event center received since the June 27th meeting.

PHASING PLAN/TIMING

According to the applicant's phasing plan, the applicant wishes to begin construction of the building in August.

URBAN RENEWAL PLAN REVIEW STANDARDS

The review by BURA of the Urban Renewal Site Plan should be based on whether a proposed plan meets the following standards of the Wadsworth Interchange Urban Renewal Project.

- (1) The proposal should be consistent with the purposes and standards of this Plan and the Broomfield Interchange Sub-Area Plan.
- (2) The proposal should identify and specify factors that mitigate any potential negative impacts on nearby properties.
- (3) The proposal should identify and specify factors that maximize potential positive impacts on nearby properties.
- (4) The proposal should include adequate facilities for pedestrians, bicyclists and motorists.
- (5) The proposal should optimize conservation of energy, water, and other resources on a site-specific scale.
- (6) The land uses within the proposal should be compatible with one another.
- (7) The proposal should include any common areas serving the site, and contain adequate provisions for ownership and maintenance of such areas.
- (8) The proposal should include adequate public improvements (both on and off site) to be provided in a timely fashion.

- (9) The proposal is consistent with the Broomfield Interchange Sub-Area Design Guidelines and Standards.
- (10) Residential designs must comply with the City's Residential Design Guidelines.

LAND USE REVIEW COMMISSION RECOMMENDATIONS

The Land Use Review Commission held a public hearing and reviewed the proposed plans at the Commission's July 11, 2005, meeting. After completing its hearing and review, the Commission voted 3 to 2 to adopt Resolution No. LUR-2005-21 (Attachment 4) recommending approval of the proposed plan with the following conditions. The responses to the conditions are listed below.

1. That the specific traffic management plan include efforts to divert traffic from going south to Olde Wadsworth;

RESPONSE: Broomfield staff met with the City of Westminster in efforts to resolve traffic concerns by Westminster and Jefferson County residents to the south of the event center. The applicant has reviewed the traffic management plan outlining recommendations for managing traffic before and after events. The plan has been amended to divert the traffic from the parking garage and surface parking north of the event center to Wadsworth Parkway and not to the south to Olde Wadsworth and the frontage road. The parking from the two lots on the event center property is not significant (374 spaces to be used by VIPs and events staff, media, etc.) and will not be diverted west to Wadsworth Parkway, but will have the option to go west or south. The revised traffic management plan will be presented to Council at the public hearing.

2. That the applicant clearly state all sign code deviations requested for the site plan;

RESPONSE: The plans have been revised to outline all proposed sign code variations. The chart outlining the variations is included on sheet 18 and discussed in detail above.

3. That the applicant clarify the requirements for open area for parking Options A and B as shown on page 2 of 23 of the SDP.

RESPONSE: The plans have been revised to clearly show the proposed and required open area coverage requirements (see sheet 2). Both parking options (Option A and B) meet the minimum 25% requirement for open area.

ATTACHMENTS 1, 2 and 3

**SEE ATTACHMENTS ATTACHED TO THE BROOMFIELD EVENT CENTER SITE
DEVELOPMENT PLAN MEMORANDUM**

LAND USE REVIEW COMMISSION

RESOLUTION NO. LUR-2005-21 Option B

A RESOLUTION RECOMMENDING APPROVAL OF BROOMFIELD EVENT CENTER URBAN RENEWAL SITE PLAN APPROXIMATELY LOCATED SOUTH AND WEST OF US 36 AND EAST OF WADSWORTH PARKWAY

BE IT RESOLVED BY THE LAND USE REVIEW COMMISSION OF THE CITY AND COUNTY OF BROOMFIELD, COLORADO:

Section 1. The Broomfield Land Use Review Commission finds that:

- 1.1 An application for Broomfield Event Center Urban Renewal Site Plan has been submitted.
- 1.2 Said application consists of the following sheets:
Urban Renewal Site Plan six 24" x 36" sheets.
- 1.3 Said application was considered during a public hearing held July 11, 2005.
- 1.4 Proper notice was given in accordance with chapter 17-52 of the Broomfield Municipal Code.
- 1.5 Said application is in conformance with the applicable requirements of the Broomfield Municipal Code.

Section 2. This Resolution constitutes the written report, findings, and recommendation or decision of the Broomfield Land Use Review Commission.

Section 3. Recommendation. On the basis of the above, the Broomfield Land Use Review Commission recommends approval of the application with the following conditions:

- 3.1 That the specific traffic management plan include efforts to divert traffic from going south to Olde Wadsworth;
- 3.2 That the applicant clearly state all sign code deviations requested for the site plan;
- 3.3 That the applicant clarify the requirements for open space for parking Options A and B as shown on page 2 of 23 of the SDP

PASSED 3-2 on July 11, 2005.


Secretary
Land Use Review Commission


Chairman
Land Use Review Commission

ATTACHMENT 5

**SEE PLANS ATTACHED TO THE BROOMFIELD EVENT CENTER SITE
DEVELOPMENT PLAN MEMORANDUM**

RESOLUTION NO. 2005-103-UR

A RESOLUTION APPROVING THE URBAN RENEWAL SITE PLAN
FOR THE BROOMFIELD EVENT CENTER IN THE WADSWORTH INTERCHANGE
URBAN RENEWAL PLAN

BE IT RESOLVED BY THE BROOMFIELD URBAN RENEWAL AUTHORITY:

Section 1. The Authority has reviewed the urban renewal site plan for Broomfield Event Center in the Wadsworth Interchange Urban Renewal Plan and finds the development plan in compliance with the Wadsworth Interchange Urban Renewal Plan. The development plan is approved with the following condition:

That the Broomfield Event Center Urban Renewal Site Plan be amended to eliminate the 23 condominium units and associated 53 underground parking spaces, and all appropriate references to the condominium units and associated parking be deleted from the Urban Renewal Site Plan prior to recordation.

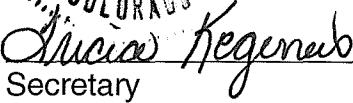
Section 2. This resolution is effective upon its approval by the Broomfield Urban Renewal Authority.

APPROVED on August 9, 2005.

BROOMFIELD URBAN RENEWAL AUTHORITY


Chairman




Secretary

APPROVED AS TO FORM:


City & County Attorney, Deputy