

PANORAMA CENTER

Site Plan

Virtual Community Meeting

City of Centennial

Letter of Intent

Dear City of Centennial,

On behalf of East Panorama Associates, LLC we are pleased to submit this Pre-Submittal project package for a new vision for Panorama Center. The vision for this redevelopment is to create a vibrant, mixed-use Transit Oriented Development (TOD) neighborhood that capitalizes on the existing momentum and synergy generated by the recently approved plans and construction of projects in “The District” to the south of our site location. Together Panorama Center and the former Jones District can shape a new “Midtown Centennial” envisioned as a dynamic hub of mixed-use activity, leveraging major transportation infrastructure investments, such as I-25 and the Light Rail, and a strong adjacent employment base of users.

Our holdings include five existing office buildings with a total of approximately 640,000 gross square feet and an RTD garage that provides over 450 parking spaces, all situated on 32.25 acres, within the greater Panorama Metropolitan District. The existing zoning of these parcels is Business Park 100, which is in alignment with the Future Land Use Map introduced in the Chapter Two amendment of the Centennial Next 2040 Comprehensive Plan. Chapter Two’s amendment introduced a Future Land Use Map adopted on November 8th, 2023. This map designates the existing Panorama Business Park as a key component of the “Midtown Centennial” place type, suggesting a rezoning to Urban Center per the City’s Land Development Code (LDC). Additionally, the property is located in the Centennial Airport Influence Area and will comply with the Requirements as defined by the Federal Aviation Regulation 14 C.F.R. Part 77, which restricts height and sound limitations for construction.

This area is poised for significant infill redevelopment at higher densities appropriate for a Transit Oriented Development site. Currently largely characterized by aging existing office developments, a new Midtown Centennial can substantially support new mixed-use residential projects at a variety of scales and price points, particularly multi-family housing, and a variety of commercial support users including restaurant, lifestyle, and retail spaces. The planned mix of uses at varying intensities is intended to ensure continual activation of the area, while providing easy access to both motorized and non-motorized transportation infrastructures within the city and beyond.

We are proposing to rezone our five parcels of land under the new Subdistrict UC Center and UC General per the attached Plan Submittal to include a maximum development of + 4 Million GSF. East Panorama Associates, LLC along with its planning team believe in the value of collaboration with the City of Centennial, the adjacent owners within “The District”, and community of Centennial to create a truly unique, lively, and iconic “Mid-Town Centennial” neighborhood for the City and its current and future residents to cherish.

We request the City and the community’s support and guidance as we proceed with the necessary planning and zoning adjustments. We are committed to a collaborative process and eagerly anticipate your feedback on our preliminary concepts to guide our submittal for a Regulating Plan. Thank you for reviewing and considering our proposal.

**Sincerely,
East Panorama Associates, LLC.**

PROJECT TEAM



Applicant/Developer/Land Owner

1099 18th Street, Suite 2900
Denver, Colorado 80202
Contact: Justin Clark



Applicant/Developer/Land Owner

98 SE 7th Street Suite 620
Miami, FL 33131
Contact: Jason Rabin



Planner/Landscape Architect

1521 15th Street
Denver, CO 80202
Contact: Tyson Marinis



Architect

Denver, CO
Contact: Ryan Meeks



Civil Engineer

12499 W Colfax Avenue
Lakewood, CO 80215
Contact: Rob Frankenberger



Transportation Engineer

1125 17th St #1400
Denver, CO 80202
Contact: Curtis Rowe

SITE PLAN APPROVAL PROCESS



SITE CONTEXT

Site Details

Size: 31.44 Acres



EXISTING SITE

Current – Site Acreage, Building Use, & Leasing Expirations

- | | |
|---|---|
| 1 7630 S. Chester Street
Acreage: 5.43
Office: 106,213 GSF
Occupied (Exp. 02.28.27) | 4 9501 E. Panorama Circle
Acreage: 6.72
Office: 144,202 GSF
Occupied (Exp. 02.28.27) |
| 2 7670 S. Chester Street
Acreage: 6.26
Office: 102,182 GSF
Occupied (Exp. 02.28.27) | 5 9401 E. Panorama Circle
Acreage: 5.63
Office: 144,095 GSF
Occupied (Exp. 02.28.29) |
| 3 9601 E. Panorama Circle
Acreage: 7.40
Office: 144,096 GSF
Occupied (Exp. 02.38.29) | |



EXISTING ZONING

Current – Zoning

BP 100 Business Park 100 (BP100) District

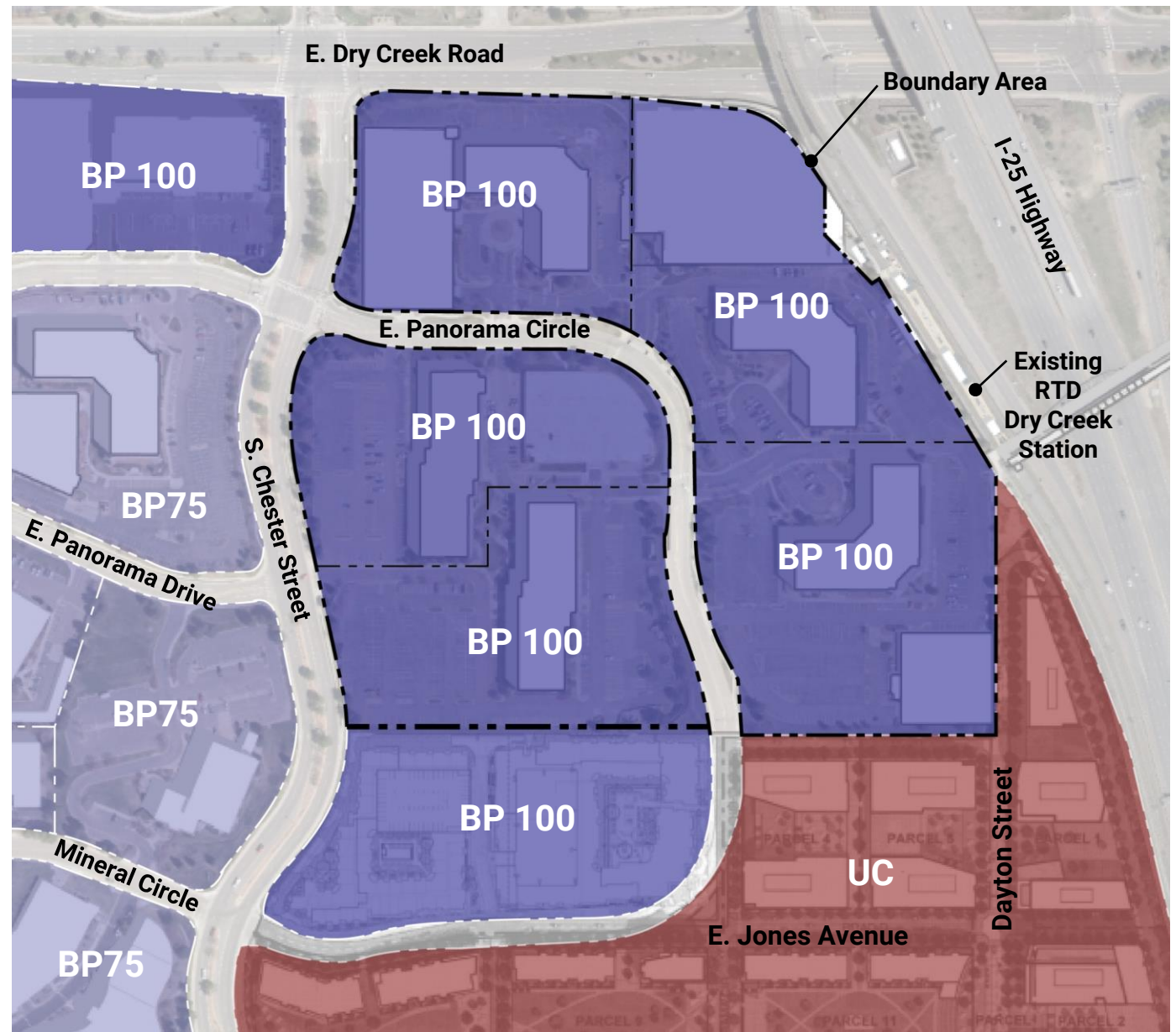
- Minimum Area of Parcel Proposed for Development: 1 ac.
- Minimum Landscape Surface Ratio: 25%
- Minimum Street Frontage: 125 ft.
- Maximum Building Height: 100 ft.
- Minimum Front Setback: 25 ft.
- Minimum Interior Side Setback: 10 ft.
- Minimum Street Side Setback: 25 ft.
- Minimum Rear Setback: 10 ft.
- Minimum Residential District Setback: 50 ft.

UC Urban Center (UC) District

The UC District is regulated by form-based standards. See Division 2-3, Land Use for a matrix of permitted, limited and conditional uses in the district.

Summary of Development Standards (Non-Residential and Mixed-Use Development):

See Division 4-3, Form Standards for UC District



CITY INITIATED PLANNING

Centennial Next 2040 Plan Future Land Use Map Adopted - November 8, 2023

 **Midtown Centennial**

Midtown Centennial ("Midtown") is envisioned as a meaningful place of activity that builds off of the area's major transportation infrastructure, including I-25 and the Light Rail. Midtown's employment, and retail infrastructure, when combined with the proximity to regional transportation networks, provides unique opportunities for development and redevelopment at appropriate densities.

Largely characterized by aging office development, Midtown can support new residential development, particularly multi-family housing typologies, along with a variety of commercial opportunities, including office and retail.

The mix of uses at varying intensities will provide for continual activation, with Midtown Centennial providing the closest access to motorized and non-motorized transportation infrastructure within the City and beyond. Midtown Centennial is intended to operate as a connected core, taking advantage of Transit Oriented Development (TOD) opportunities and tying into micro-mobility options. The future of Midtown Centennial contains a series of compact and walkable environments at those key anchor points, with complementary development filling the areas in between those anchors to create a truly Signature Centennial environment.



CITY INITIATED PLANNING

Centennial Next 2040 Plan Results Adopted - October 10, 2018

A vision for Centennial:

Places, Economy, Innovation, & Community

- Creating experiences
- Improving transportation connections
- Enhance gateways
- Promote resiliency
- Encourage businesses with a sense of place
- Enhance city infrastructures through technology
- Multi-modal
- Promote health and wellness through city recreational and open spaces

Survey Results from the Centennial Next 2023 Appendices

SURVEY RESULTS



TOPICS 3 + 4

FUTURE OF NEIGHBORHOOD SHOPPING CENTERS AND THE CENTRAL ARAPAHOE ROAD CORRIDOR

Q: Assuming these **Intersections** redevelop in the future, how likely would you be to support these uses at these locations? (Select all that apply)



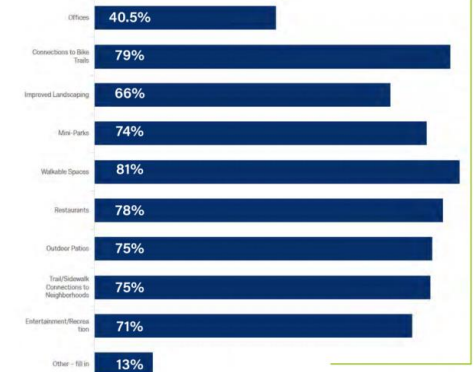
SURVEY RESULTS



TOPICS 3 + 4

FUTURE OF NEIGHBORHOOD SHOPPING CENTERS AND THE CENTRAL ARAPAHOE ROAD CORRIDOR

Q: Please select all other uses and amenities you would support in reimagining Centennial's **Future Shopping Centers**? (Select all that apply)



Retail/Mixed-Use



Office/Mixed-Use



Residential

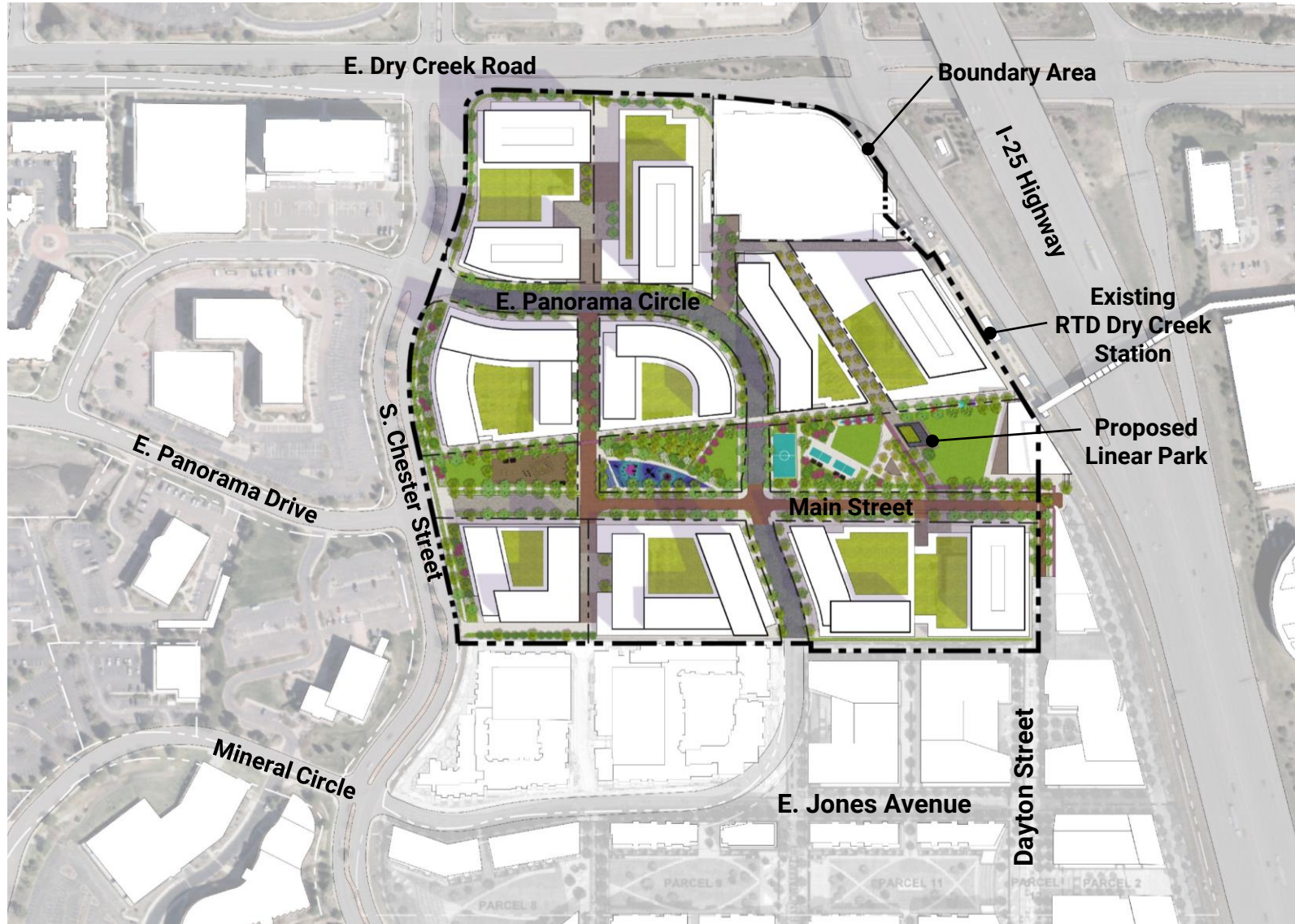


Civic/Community



PROPOSED SITE

Overall Site Plan



PROPOSED ZONING

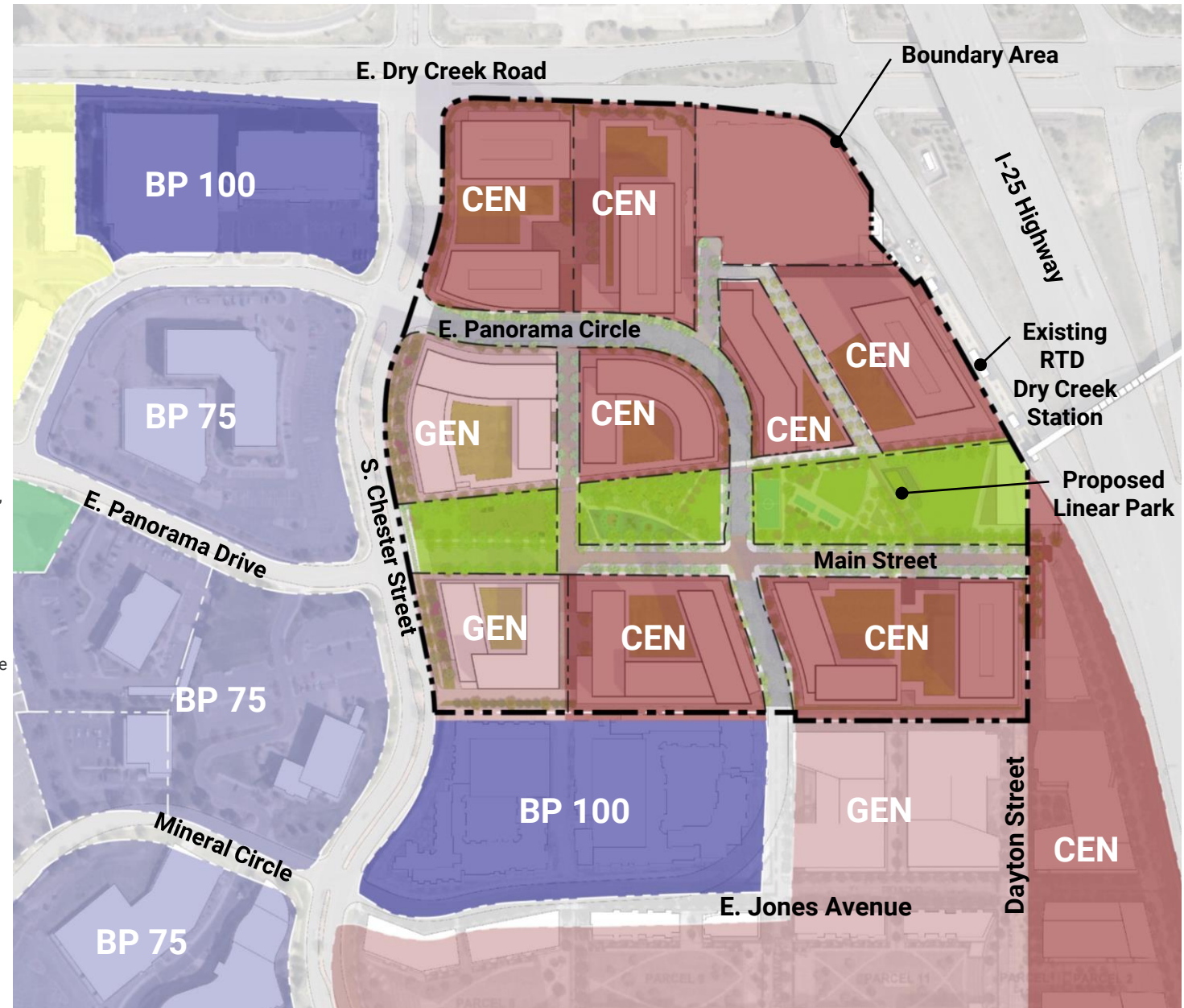
Proposed – Urban Center Subdistricts

CEN Center Subdistrict

- Purpose: The Center subdistrict is intended for high intensity mixed-use development and should provide a vibrant pedestrian environment along primary streets. Tall buildings provide an iconic gateway to the City and buffer development within the UC district from the interstate. Buildings with mostly continuous ground-floor storefronts define public streets and Public Spaces and directly abut wide, active sidewalks.
- Building Types: See Page 13 for precedents
- Building Height: 5 stories minimum, 15 stories maximum, except liner buildings, which shall be three stories minimum or tall enough to screen parking structures from public view.
- Facade Step Back: Above the fourth story, all façades facing a primary or secondary street shall step back at an appropriate distance that creates visual relief for pedestrians and enables sky views.
- Parking Types: Off-street parking that is located within the General subdistrict shall be of a parking type including tuck-unders, mid-block structures, lined- structures, integrated structures, and subterranean structures.
- Parking Placement: Off-street parking shall comply with the setbacks as approved for primary street, secondary street, alley, and adjacent property parking.
- Required open space/public: 3.144 Acres (Minimum 10% of total Regulating Plan area)

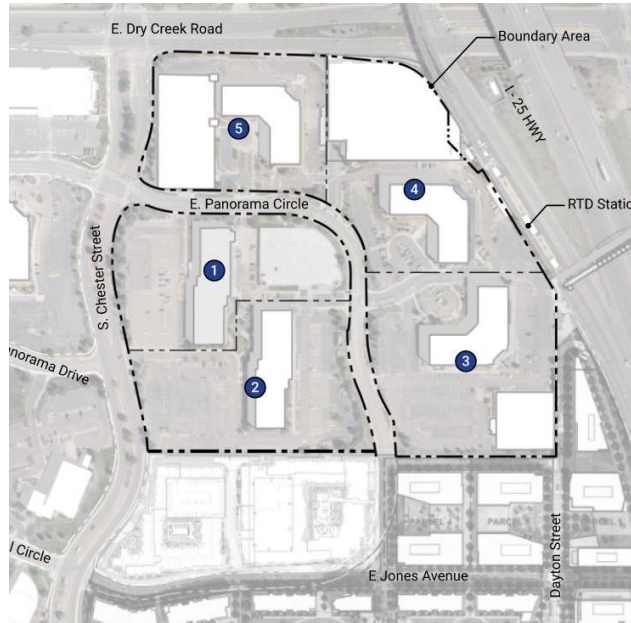
GEN General Subdistrict

- Purpose: The General subdistrict is intended for medium intensity mixed-use development with a wide range of uses that provide a vibrant 24-hour pedestrian environment. Mid-sized buildings provide a transition from the taller buildings permitted in the Center subdistrict to the shorter buildings permitted in the Edge subdistrict.
- Building Types: See Page 13 for precedents.
- Building Height: 3 stories minimum; 8 stories maximum. Further limits per airport regulation.
- Facade Step Back: Above the fourth story, all façades facing a primary or secondary street shall step back at an appropriate distance that creates visual relief for pedestrians and enables sky views.
- Parking Types: Off-street parking that is located within the General subdistrict shall be of a parking type including surface lots, tuck-unders, mid-block structures, lined- structures, integrated structures, and subterranean structures.
- Parking Placement: Off-street parking shall comply with the setbacks as approved for primary street, secondary street, alley, and adjacent property parking.



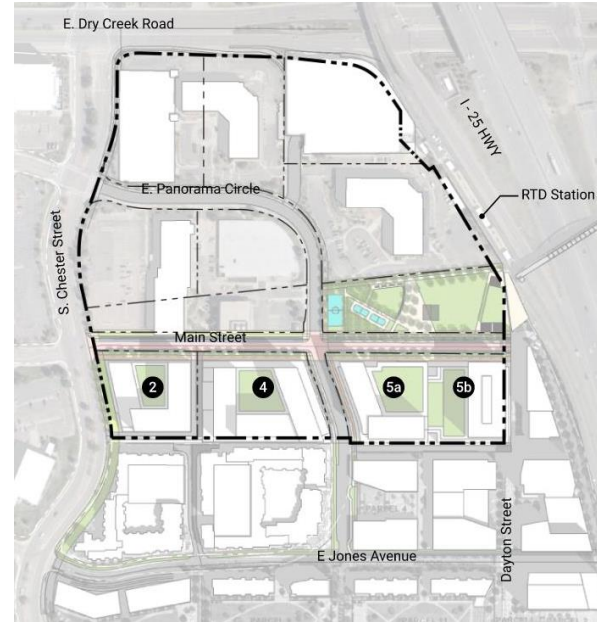
ARCHITECTURE

Program Summary



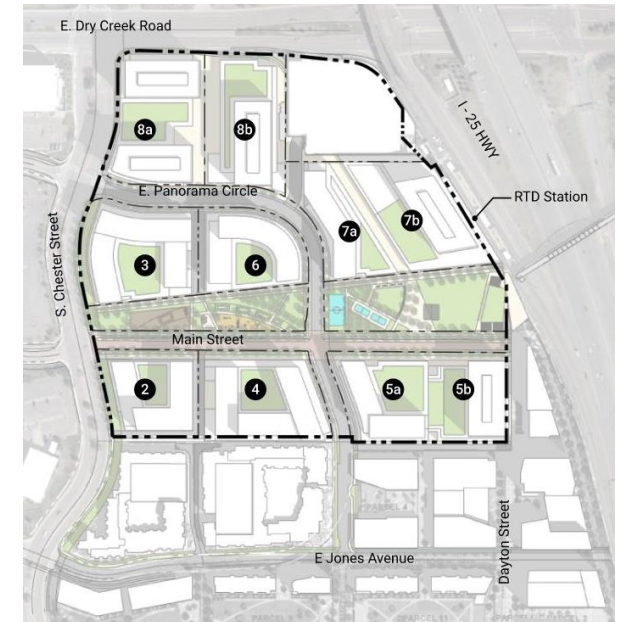
Current Land Use

- 640,000 sf
- 100% Office



Phased Land Use

- 2,000,000 sf
- 60% Residential
- 40% Office/Retail

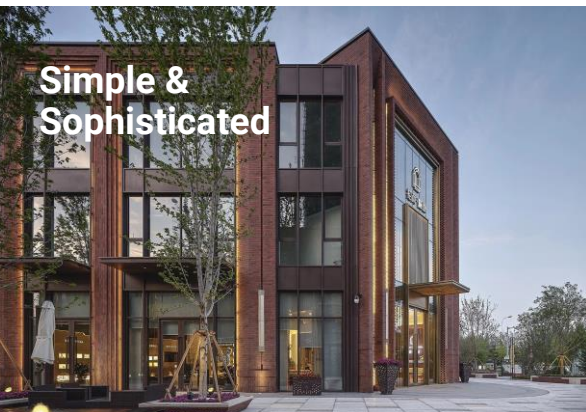
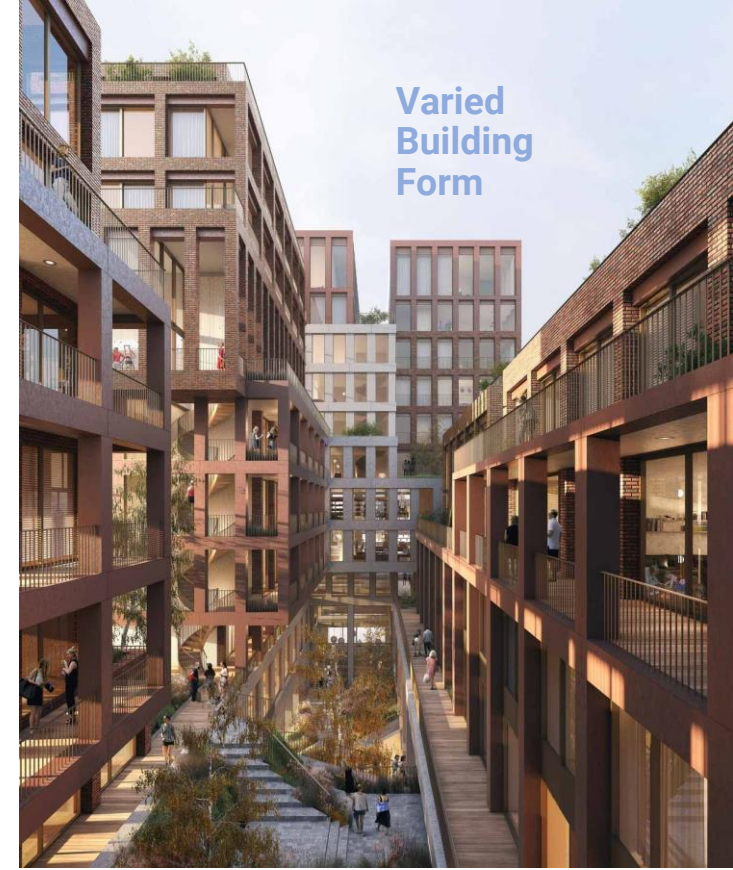


Future Land Use

- 4,200,000+ sf
- 50% Residential
- 50% Office/Retail/Hotel

ARCHITECTURE

Precedent Images



LANDSCAPE ARCHITECTURE

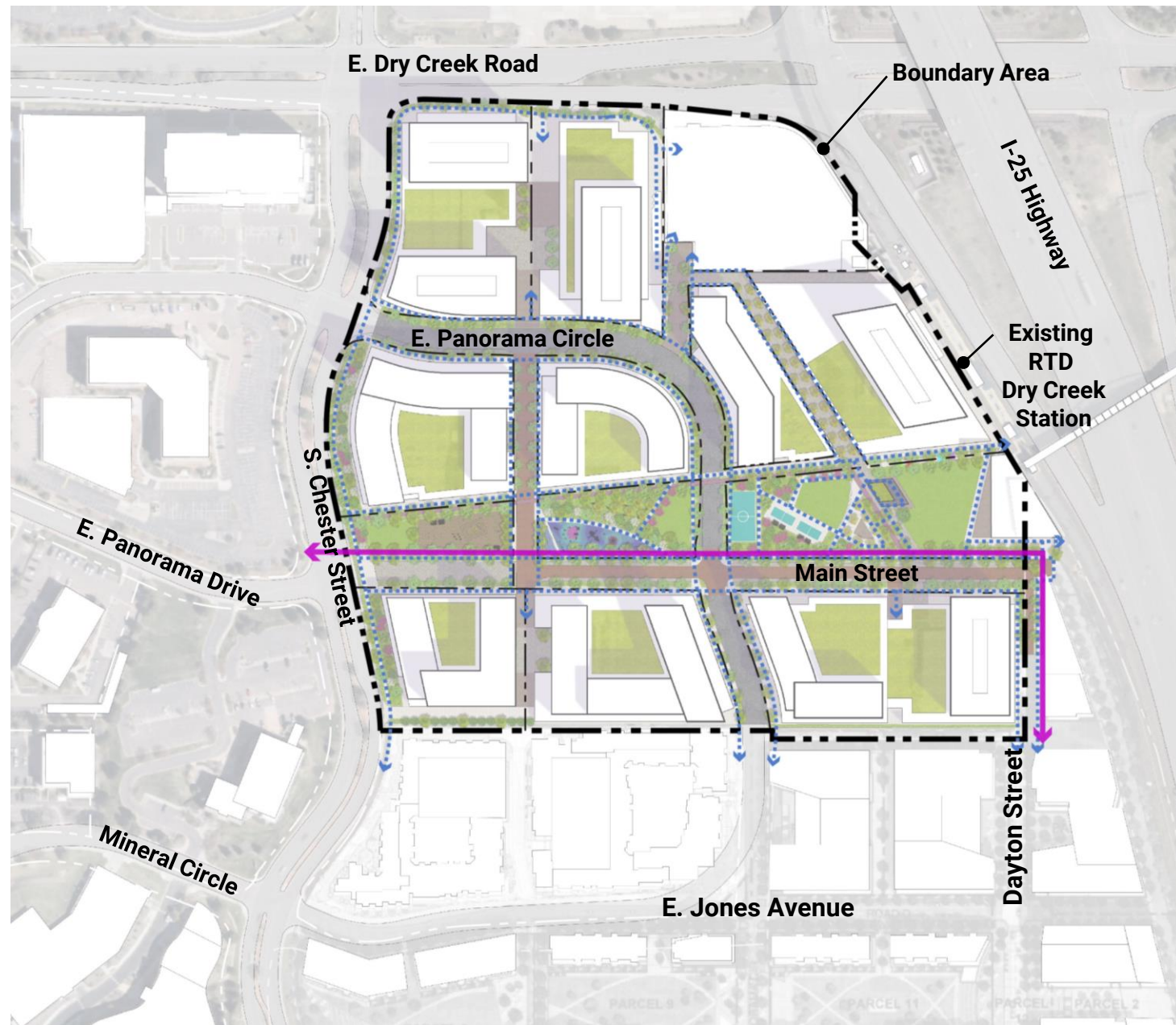
Proposed – Park Character Imagery



PROPOSED CIRCULATION






Proposed – Bike + Pedestrian Circulation

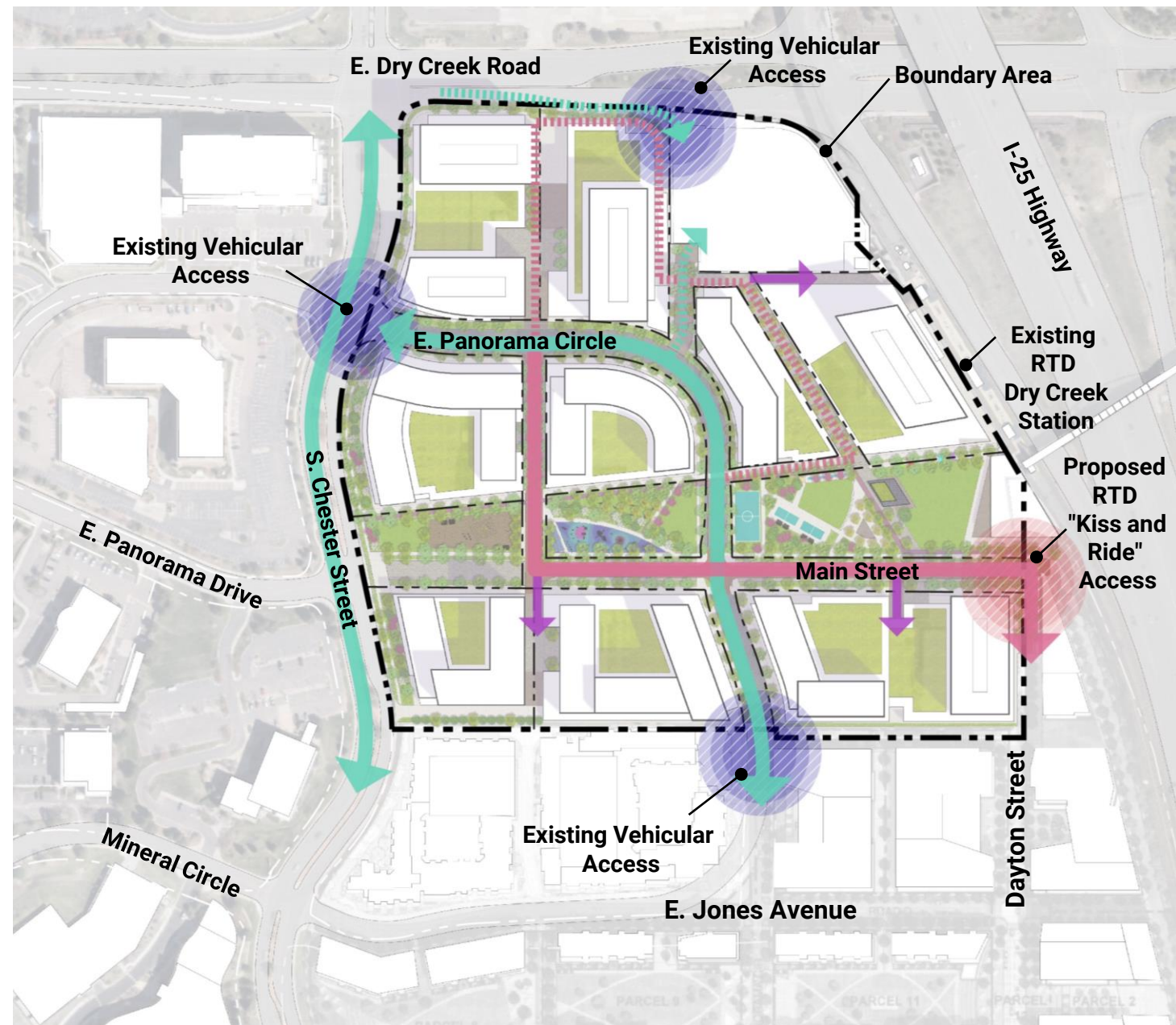
- ➡ **Proposed pedestrian walks and access**
 - These are proposed areas of pedestrian connection and access throughout the site, walk widths, amenities, and material finishes will vary based on adjacent conditions and city regulations.
 - All alleyways are proposed to have higher levels of finish for a shared street concept that would allow for both garage and parking access, but also access to retail, office, and restaurant at the ground floor for pedestrians.
- ➡ **Proposed Cycle Track**
 - This proposed route is based on expanding and connecting to the off-street planned (not yet constructed) cycle track along Dayton Street, per "The District" Regulating Plans.



PROPOSED CIRCULATION

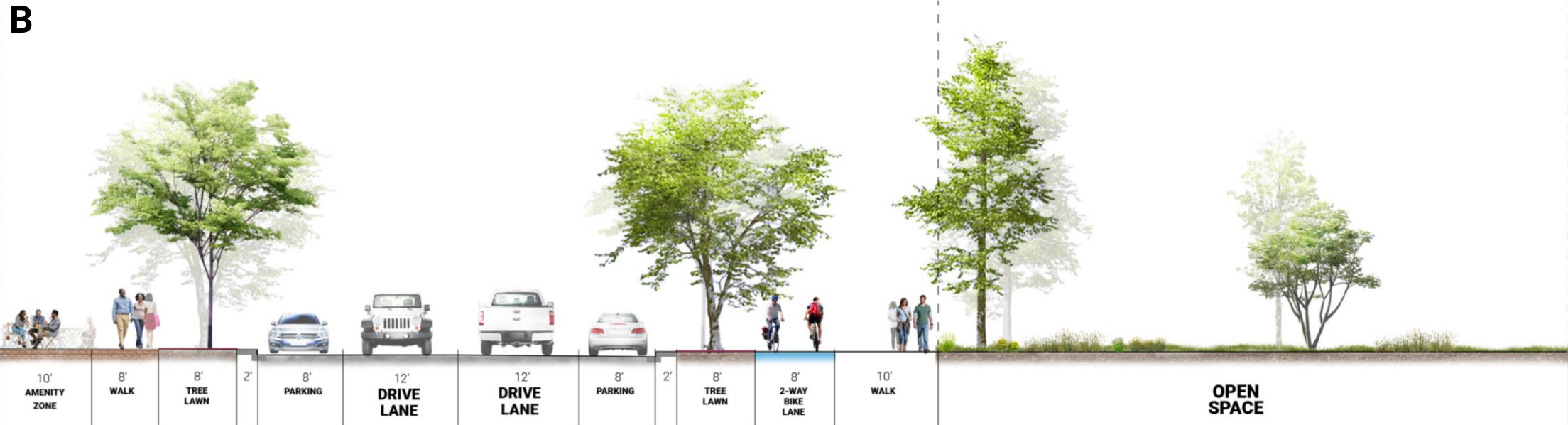
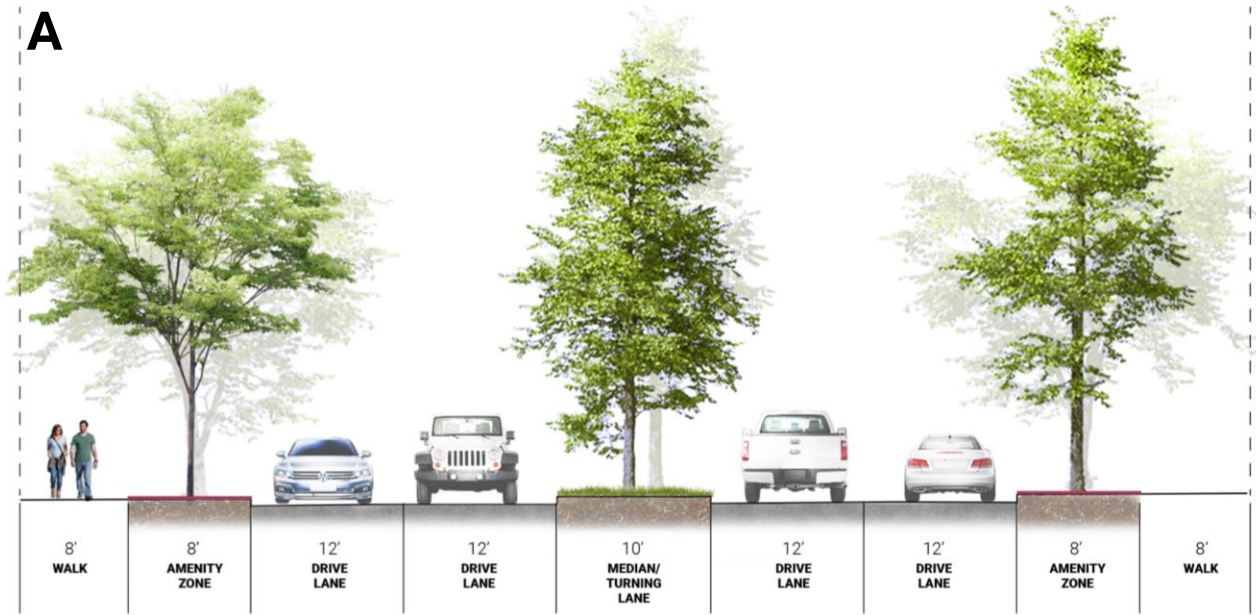
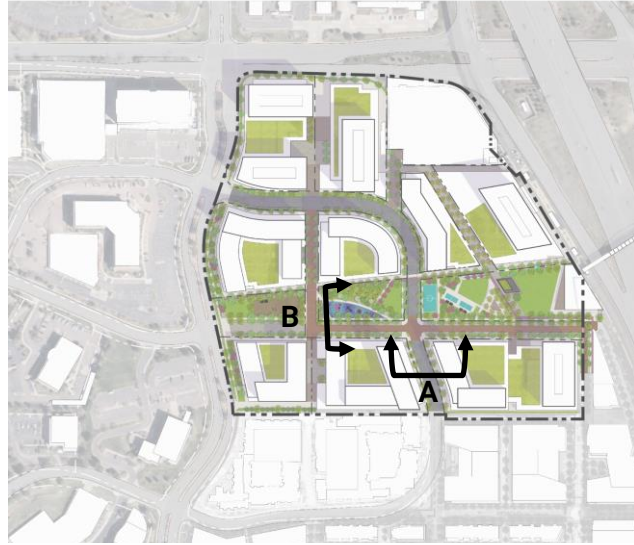
Proposed – Vehicular Circulation

-  **Primary Vehicular Access (Existing)**
 - These streets are existing vehicular roadways; however, Panorama Circle is intended to be modified/restriped to include on-street parking and turning lanes where necessary.
-  **Secondary Vehicular Access (Existing)**
 - These are existing street access into the existing RTD Garage.
-  **Primary Vehicular Access (Proposed)**
 - This street is intended to provide a vehicular connection to the existing "Kiss and Ride" platform to allow improved site circulation and access to the existing RTD Dry Creek Station. Additionally, this street is intended to feel like a main street extension of Dayton Street with an enhanced ground floor restaurant/retail activation.
-  **Secondary Vehicular Access (Proposed)**
 - This street is intended to provide additional vehicular connections and access to blocks that may need a higher level of vehicular circulation
-  **Alleyways (Proposed)**
 - All alleyways are proposed to have higher levels of finish for a shared street concept that would allow for both garage and parking access, but also access to retail, office, and restaurant at the ground floor for pedestrians.

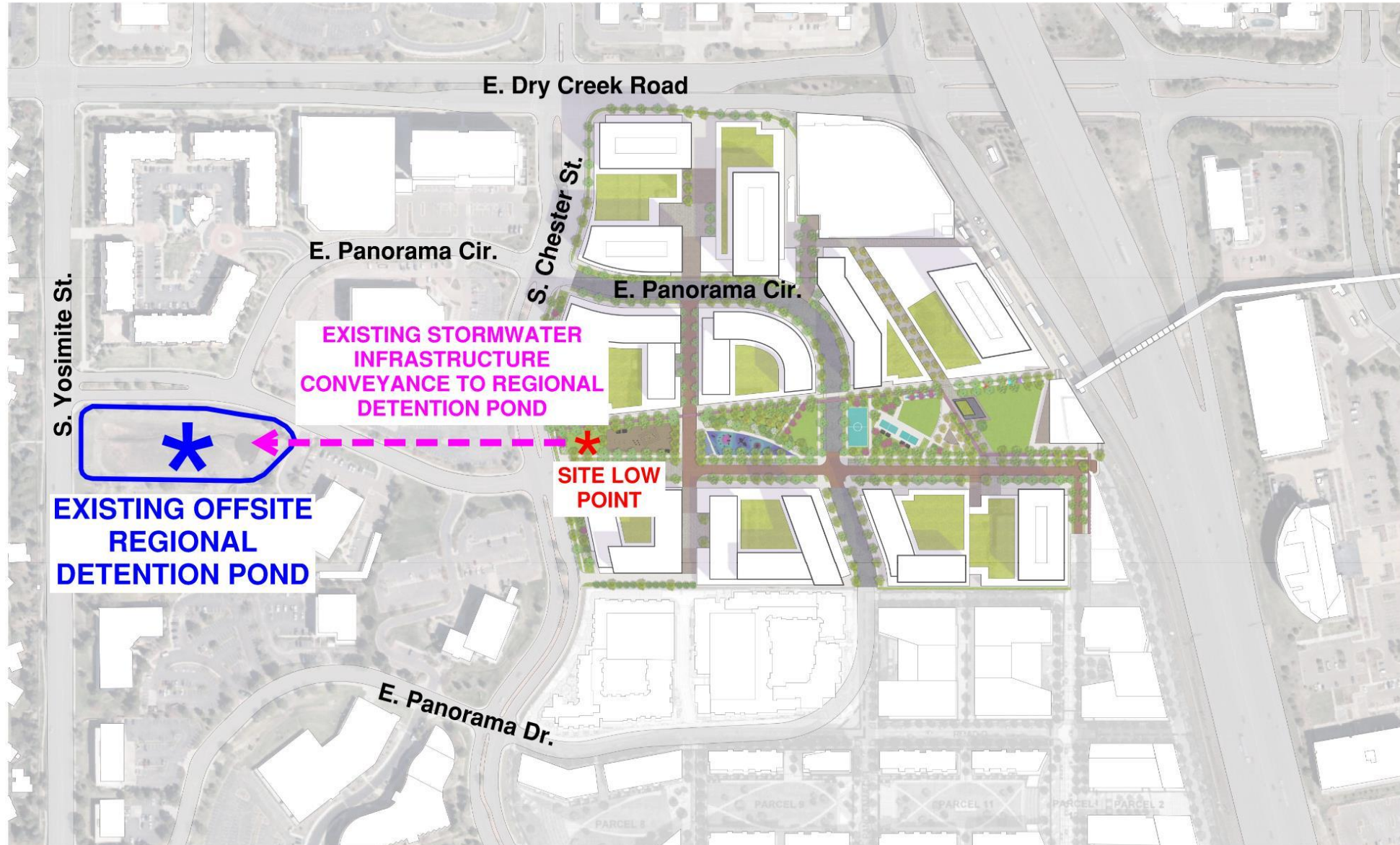


PROPOSED Circulation

Street Sections



STORMWATER MANAGEMENT



THANK YOU!

Please leave questions or comments on the project webpage using the discussion tool.

