



CHERRY CREEK WEST

Q&A Follow Up from the Community Information Meeting, August 10, 2022

As of August 26, 2022

WHEN WILL CONSTRUCTION START?

Our goal is to begin construction in the third quarter of 2024.

HOW MANY PHASES WILL TAKE PLACE AND HOW LONG WILL IT TAKE TO BUILD?

Cherry Creek West may be constructed in phases; however, our hope is that construction continues immediately from one building to the next. At this time, our conceptual plans suggest we will work from east to west, allowing us to activate and integrate some of the major access points more immediately. The first phase is currently contemplated to focus on the east side of the site and consist of three buildings, the core elements to our public realm, and the landscape bridge over Cherry Creek Drive North. We anticipate construction of the entire project to take 10 years to complete.

WILL THIS INCREASE THE AMOUNT OF TRAFFIC IN CHERRY CREEK?

As Denver and the surrounding neighborhoods continue to develop and grow, traffic in the Cherry Creek neighborhood will increase. We believe the best way to minimize traffic is to create places where people can live, work, and play all in one spot without having to drive far to do so. We hope that by building a 15-minute community, where everything you need is within a short walk or bike ride, people will rely on their cars less and choose to travel by foot, bike, or other methods more. That said, we are undergoing traffic studies to ensure that accessing and parking at Cherry Creek West is straightforward and efficient for both current and future Cherry Creek residents, workers and visitors.

Separately, the City is undergoing a process called Denver Moves Cherry Creek, which is a specific traffic analysis of the Cherry Creek neighborhood. Several community members throughout Cherry Creek are engaged in this effort. The City is currently welcoming feedback about areas of concern.

HOW WILL YOU MANAGE THE CONSTRUCTION IMPACTS?

We know construction can be disruptive and we plan to make every effort to keep things clean and minimize the impact on the surrounding roads. For the most part, our plan is to stage construction and park vehicles on the site when possible. We are working through the logistics and will keep the community updated, as more information is available. When construction begins, we will follow City guidelines that outline allowable working hours.

HOW WILL YOU ADDRESS THE INCREASED DENSITY BROUGHT TO THIS NEIGHBORHOOD?

While Cherry Creek West plans to bring more density, it also aims to bring more jobs, housing, vitality, diversity and amenities that can serve the entire neighborhood and beyond. By creating a 15-minute community, we are making it much easier to park once for most activities and use a car only for things that are outside the community.

WHAT IS THE ESTIMATED PROJECT BUDGET?

At this point, we have not designed all of the buildings. In round numbers, the conceptual plan we have presented thus far is likely to be in the range of a \$1 billion development.

HOW TALL WILL THE SEVEN BUILDINGS BE AND WHAT USES WILL THEY SERVE?

The design of our buildings is not complete but we plan for them to be thoughtfully curated in a way that seeks to add to the character of the existing neighborhood. We are planning for buildings that range from 8 – 13 stories. City plans to-date suggest that a regional center of approximately 12 stories is consistent with the City's vision. We are currently undergoing re-zoning, which will determine the ultimate maximum height. Each building is conceptually designed to be unique, however, and we expect the buildings will vary in height across the neighborhood.

The currently contemplated buildings may feature office, retail, residential and hotel uses, although specific uses have not yet been determined.

CAN THE CORNER OF BUILDING A AT THE SOUTHWEST CORNER OF UNIVERSITY AND CHERRY CREEK DRIVE NORTH BE REDUCED TO FIVE LEVELS SO IT WILL NOT BLOCK VIEWS OF 2400 AND 2500 EAST CHERRY CREEK SOUTH DRIVE?

City planning for this site envisions this site as a "regional center" and, therefore, the City guidance recommends making it denser in order to allow both residential and office uses, resulting in a 15-minute community. We have envisioned this building as 8-stories as we think this is the appropriate scale at this particular location.

WILL THE BUILDINGS BLOCK VIEWS OF THE MOUNTAINS?

Views are not protected except where the City establishes view corridors. We will not be impacting the Cranmer View Plane. Depending on where you live in relation to Cherry Creek West, your views may certainly change.

HOW MANY AND WHAT KIND OF RESIDENTIAL OPPORTUNITIES WILL BE AVAILABLE?

Conceptual plans include three buildings consisting of approximately 600 units in total, but all the building uses are flexible. Some of the units will be affordable housing to comply with the affordability requirements outlined by the City. At this time, we do not have specific details as to the type of residences that will be available or the price ranges.

WHAT IS YOUR PHILOSOPHY THAT WILL GUIDE YOUR DISCUSSIONS ABOUT AFFORDABILITY WITH HOST (DEPARTMENT OF HOUSING STABILITY)?

We plan to provide affordable housing on-site, consistent with City's recently adopted Expanding Housing Affordability requirements, in order to ensure that Denver's workforce, including teachers, firefighters and restaurant workers, can access housing without being cost-burdened.

WILL THE BUILDINGS HAVE ILLUMINATED SIGNS ON TOP?

It is typical for office buildings and hotels, for example, to have signs at the top, however we have not yet created a comprehensive sign plan for Chery Creek West. We anticipate working with the City on this topic during our rezoning and infrastructure master planning.

CAN YOU TELL ME MORE ABOUT THE LANDSCAPE BRIDGE?

The landscape bridge is a key element to our vision for Cherry Creek West. The purpose of the landscape bridge, as conceptually designed, is to create a barrier free, physical connection between the Cherry Creek waterway, the Cherry Creek trail and the Cherry Creek neighborhood. The landscape bridge is conceptually designed at the same grade as the community to provide for a safe and uninterrupted path for walkers and rollers to get to and from the Cherry Creek waterway. The landscape bridge is conceptually designed to be approximately 200 feet wide. Any improvements to the south will be coordinated with the City's Parks Department, as the area is City property.

To accommodate traffic to and from the Cherry Creek Shopping Center and the south entrance to our parking garage, we are proposing to lower part of Cherry Creek Drive North below grade and tunnel vehicles beneath the landscape bridge. The tunnel will have a clearance height enough to allow for semi-trucks and fire access.

WOULD YOU CONSIDER ELIMINATING CHERRY CREEK DRIVE NORTH ALTOGETHER OR LOWERING ALL OF CHERRY CREEK DRIVE NORTH FROM UNIVERSITY BOULEVARD TO CLAYTON LANE?

Actually, that is not possible. Cherry Creek Drive North is currently one of two primary vehicular access points for the Cherry Creek Shopping Center. It has to come to grade at each of University and Clayton Lane in order to accomplish this. The landscape bridge is conceptually designed to balance the need to come to grade at both ends as well as create a great experience for pedestrians above, so the width of the bridge is the balance of each of those needs.

THIS PROJECT REMINDS ME OF THE SUPER BLOCKS IN BARCELONA. HOW DOES THIS WORK AS A COMPLETE NEIGHBORHOOD UNDER BLUEPRINT AND IS THERE AN OPPORTUNITY TO EMBRACE THE SUPER BLOCK CONCEPT? THERE IS A BURDEN OF PROOF FOR USING INSULAR DESIGN. WHY DID CHERRY CREEK WEST FORGO A GRID STYLE LAYOUT?

We understand this perspective; however, we believe that a grid does not make sense here for two primary reasons. The first is that the grid would lead nowhere on three of the four edges of the site – the Cherry Creek West is bounded by the Cherry Creek Shopping Center, the Cherry Creek waterway, and the Denver Country Club, which do not have existing streets for newly developed streets within Cherry Creek West to connect to. To the north, Cherry Creek West is bounded by the Whole Foods redevelopment site, which may or may not have a road connection when ultimately developed. Understanding this surrounding context led us to the decision that Cherry Creek West should be pedestrian led, not car led, and also ensured the ability to provide expansive public space opportunities.

Second, the best strategy to mitigate traffic impacts is to bring the cars off the main connecting streets quickly and get them below grade, as currently contemplated by Cherry Creek West. In doing so, we avoid the circling of cars that can happen when people are focused on seeking street parking.

As a community that prioritizes pedestrians over cars, our goal is to eliminate the interfacing of people and vehicles. With a thoughtfully designed public realm, that encourages community safety and inclusivity, we want to create a terrific space that can serve as a place for people to socialize, exercise and enjoy activities and experiences.

AT THE SOUTH CREEK BOUNDARY, THE LARGEST WALL OF THE WHOLE SITE IS RIGHT AGAINST THE CREEK. BUILDING B AND C MAKE A MASSIVE FOREBODING CANYON WALL RIGHT ON THE CREEK. ALTERNATIVELY, CAN YOU MAKE THE LARGEST WALL OF THE BUILDING AGAINST FIRST AVENUE?

The highest density is currently contemplated to be directly adjacent to the Cherry Creek Shopping Center. That said, the buildings do have some variable but distributed height along the south boundary of the community. Generally, we tried to vary the height along each of the property boundaries, so that Cherry Creek West does not feel like a secluded campus or as though we built fully to the maximum height everywhere.

WHAT WILL HAPPEN TO THE FARMERS' MARKET?

The farmers' market is a long-time Cherry Creek tradition. Conceptual plans include a space for the farmers' market that intends to provide an even better shopping experience for visitors and vendors. We hope to build upon the great success of the farmers' market and believe the new environment will enhance the overall experience.

The farmers' market is currently the only ongoing event that takes place on the site today. Current plans dedicate a large portion of Cherry Creek West to public realm and open space, so we hope that other events will consider using our space to create new neighborhood traditions.

HOW WILL THE OPEN SPACES BE ACTIVATED?

As currently designed, Cherry Creek West's vibrant public realm endeavors to be the new front yard for the Cherry Creek neighborhood. Our goal is to make sure that our open spaces add to the character of the neighborhood. We plan to have several activated spaces including a market square and large open green space that is conceptually designed to be capable of hosting the farmers' market, concerts, team meetings, yoga sessions and much more. We have not fully developed the programming for these spaces, but it is designed to be a warm and inviting place for everyone and anyone to come enjoy, whether there is active programming or passive recreation. Similarly, the energy of the retail, restaurants and other uses on the ground floor will further activate these spaces. With options to sit under built-in shade structures, trees or out in the open, we imagine these spaces to be flexible and adaptable to be actively used year-round.

HAVE YOU CONSIDERED MAKING THE GREEN SPACE LARGER?

Cherry Creek West, as currently designed, has over five acres of dedicated pedestrian space and while much of that pedestrian realm is hardscape, we have a substantial number of trees and other shade mechanisms to ensure that the overall space feels inviting.

HOW WILL NOISE BE REGULATED THROUGHOUT CHERRY CREEK WEST AND FOR SPECIAL EVENTS HOSTED ON THE GREEN?

We know that sound is an important consideration, especially for our close neighbors. Firstly, the City has noise ordinances that will be adhered to. Secondly, for any outdoor entertainment at the green, we intend to direct sound in the direction of the audience and not into the broader environment. However, it is common to work with the surrounding neighbors regarding noise levels and times.

THIS CAR FREE COMMUNITY HAS A SHARED PRIVATE STREET THAT RUNS THROUGH THE CENTER. HOW WILL THIS WORK AND ARE PEDESTRIANS STILL THE PRIORITY?

Our first guiding principle was to create a community that is designed for people first and prioritize pedestrians over cars. The private shared street is conceptually designed to primarily remain closed to through traffic and is intended to allow for occasional car traffic, the ability for load in and load out for events like the farmers' market and additional emergency vehicle access.

For pedestrian pick up and drop off and small package deliveries, we are working on the design for drop off locations that would allow for quick and easy access. Large deliveries and service, including moving, are conceptually designed to take place below grade.

IS IT POSSIBLE TO ELIMINATE ROADS IN THE DEVELOPMENT?

We have tried to eliminate roads and get cars below grade wherever possible. Conceptual designs imagine Cherry Creek Drive North to remain; however, our current plan is to lower a portion of the road, as it one of the main ways to access and service the Cherry Creek Shopping Center.

WHERE WILL PEOPLE PARK AT CHERRY CREEK WEST?

We are currently planning primarily below-grade shared parking designed to provide ample parking for residents, office tenants, daily parkers and special event visitors. Access to the parking garage is expected to occur through one entry point at each of the four streets surrounding the site.

WILL THE PARKING GARAGE BE BUILT SUSTAINABLY?

Sustainability is one of East West Partners' core guiding principles and we plan for it to be a driving factor in building every aspect of Cherry Creek West, including the garage. We expect this will include bike parking as well as electric car charging stations.

HAVE YOU CONSIDERED USING THE MALL'S PARKING GARAGE INSTEAD OF BUILDING ONE?

Cherry Creek West is a separate entity from the Cherry Creek Shopping Center and requires a certain number of allocated parking spaces to accommodate the people that live and work here as well as visitors to the area or those attending special events. However, we have had conversations with the Cherry Creek Shopping Center about how we might share excess spaces as available at peak times.

YOUR 15-MINUTE COMMUNITY CONCEPT ENCOURAGES LESS CARS. WHAT TRANSPORTATION OPTIONS WILL BE AVAILABLE AT CHERRY CREEK WEST? WILL THE CIRCULATOR COME BACK?

Cherry Creek West is a member of Transportation Solutions, an organization that works on this issue across Denver, and we are excited continue to engage with the community about what is possible. We understand that the City, RTD and the private sector are all looking at this and there may be a great opportunities for partnerships on this topic.

HOW WILL YOU REGULATE BIKE SPEED THROUGHOUT THE COMMUNITY TO MAKE IT SAFE FOR EVERYONE?

Our current plan is to have separate zones for pedestrians and cyclists in our community to minimize conflict between pedestrians and cyclists.

WILL THE EXISTING CHERRY CREEK TRAIL TUNNEL BE RELOCATED TO CHERRY CREEK WEST?

The tunnel located at the intersection of University Boulevard and the Cherry Creek waterway is City property, and modifications to the tunnel are not part of Cherry Creek West's plans. Regardless, we believe it is a better experience for this to remain above grade where possible, separate from cars.

WILL YOU REROUTE THE CHERRY CREEK BIKE PATH ALONG SPEER BOULEVARD AND THE DENVER COUNTRY CLUB?

The Denver Country Club is private property and not part of our redevelopment. We are not proposing any changes regarding this alignment.

THERE IS AN EXTENSION OF THE BIKE PATH EAST OF THE SHOPPING CENTER. CAN THIS SERVE AS A MODEL FOR YOU?

The bike path itself is City property; however, we will pass this comment on to the Denver Moves Cherry Creek team at the City.

THE BUILDING FACADES APPEAR THAT THEY WILL REFLECT A LOT OF LIGHT. CAN THIS BE AMELIORATED?

The buildings have not yet been designed. However, this concern will be taken into consideration.

WHAT IS THE CURRENT ZONING UNDER THE OLD ZONING AND HOW MUCH DEVELOPMENT COULD THAT HAVE ALLOWED. WOULD IT HAVE SETBACK REQUIREMENTS?

The site's existing zoning is B-3 Shopping Center District under Chapter 59 of the previous Denver Revised Municipal Code. This is simply designed for what you see on the site today – low buildings surrounded by parking.

WHAT IS THE TIMING FOR THE REZONING AND WILL WE HAVE MORE OPPORUNITIES FOR FEEDBACK?

At this point, we are not sure. We are hoping to complete the Large Development Review process by the end of September, and our goal would be to complete rezoning, infrastructure master planning and other City processes before the mayor and City council currently in place complete their terms. In accordance with these processes, we expect to have more meetings like these as well as the other outreach we have been doing in the community.

WILL THERE BE IMPROVEMENTS TO FIRST AVENUE SO THAT IT IS MORE COMFORTABLE FOR PEDESTRIANS AND CYCLISTS TO CROSS?

Making the pedestrian network work well will be a team effort and Denver Moves Cherry Creek is focused on this as a component of the overall transportation network in Cherry Creek. We will work with the City and our neighbors to connect across 1st Avenue at Clayton to provide safe access to Cherry Creek North for bikes and pedestrians.

Additionally, a new protected cycle track is currently contemplated along Clayton Lane, providing a horizontal and vertical buffer between pedestrians, cyclists and motor vehicles.

HOW WILL YOU MANAGE STORMWATER?

By removing acres of surface parking lot and integrating nearly seven acres of pervious surfaces, we expect Cherry Creek West will substantially reduce stormwater impacts. Additionally, we plan to incorporate water-efficient native landscapes with the goal to slow down and filter on-site stormwater before returning it to the Cherry Creek waterway. We will continue to design the details of stormwater management in the infrastructure planning stage that begins this fall.

HOW WILL YOU MANAGE CHERRY CREEK WATERWAY FLOODING?

We understand the concern and have been working with our engineers to evaluate the flood plain condition as it has evolved over time. During the Infrastructure Master Plan process, we will work cohesively with the Department of Transportation and Infrastructure (DOTI), Metro Wastewater and qualified civil and structural engineers to identify and resolve any concerns related to the adjacency to the creek and flood risk. Additionally, groundwater tests are currently underway to inform our strategy.

HOW WILL YOU INTERFACE WITH THE ARMY CORPS OF ENGINEERS WHO CONTROL THE CREEK RIGHT-OF-WAY?

There are different jurisdictions that deal with public spaces. The City owns the land to the south of the site. To the extent that a portion of this City property, or any property, is in a designated floodway, changes to that require authorization of the Army Corps of Engineers. The City and the Army Corps of Engineers each have a role in the land to the south of us and the Cherry Creek waterway. To the extent that we are impacting either, we will engage with them, but we are not sure to what extent at this time.

WHAT IS YOUR PLAN TO PRESERVE THE CHERRY CREEK WATERWAY WITH THE INCREASE IN POPULATION?

The Cherry Creek waterway is a community asset governed by City, State and even national interests, and whether our development happens here, or Colorado's population grows in other ways, the community as a whole will need to be good stewards of our waterways. Preservation of the creek requires an effort from a multitude of interested parties, and we look forward to engaging with others about how the creek can continue to evolve with our City.

CHERRY CREEK WEST HAS FOUR DISTINCT EDGES WITH DISTINCT USES AND CHARACTERS BEYOND THOSE EDGES. HOW DO YOU ENVISION REFLECTING AND RESPECTING THOSE DISTINCT CHARACTERS?

The edges of the Cherry Creek West are designed to be active, inviting and diverse. The massing, orientation and materiality of our buildings and open space is intended to be designed individually and with reference to the collective to respond to the unique characteristics of the surrounding neighborhood and each building location in addition to adjacent character.

CHERRY CREEK AND HARMON HAVE A LOT OF INTERESTING HISTORY. HOW DO YOU ENVISION REFLECTING THAT HISTORY?

We are excited to celebrate the history of this site the surrounding area, and the community. For example, the interesting community history before and after settlement in the late 1800's, the history of the broader community as a redlined neighborhood, the history of the Cherry Creek Shopping Center and the legacy of Temple Hoyne Buell, founder of The Buell Foundation. We look forward to working closely with The Buell Foundation, the owner of the land underlying Cherry Creek West, History Colorado, local residents and businesses to explore and share this full history.

SOME OF THE LANGUAGE USED TO DESCRIBE THE SITE SUCH AS LINGER AND EDDIES ARE OFTEN OF NEGATIVE CONNOTATION. HOW DO YOU PLAN TO MAKE THIS A SAFE COMMUNITY?

When we think of an eddy, we think a place where fish come to rest in a river rather than fighting the current. To address the underlying concern of negative connotations, we plan to focus on clean, inviting spaces that feel good for everyone.

I LIVE IN THE AREA AND WOULD LIKE YOU TO PRESENT TO OUR HOA. CAN YOU DO THAT?

If we have not already presented to your community and you are interested in having us present, please contact us at info@cherrycreekwest.com.

QUESTIONS GENERALLY ORIENTED TOWARD CITY STAFF:

WHEN WILL THE CITY REDESIGN FIRST AVENUE TO ACCOMMODATE PEDESTRIANS IN A BETTER WAY SUCH AS LOWERING IT LIKE CHERRY CREEK DRIVE NORTH?

First Avenue is a City street and is not controlled by the Cherry Creek West team. We have forwarded this comment to the team at Denver Moves. That said, we anticipate that our improvements along First Avenue will make the experience on the south side more inviting.

PARTS OF THE CREEK EMBANKMENTS ARE NOT WELL MAINTAINED. IS THERE ANYTHING YOU CAN DO TO ADDRESS THIS?

The land to the south of Cherry Creek West is City-owned; however, we will coordinate closely with the City on the feel of this, much as we have in Riverfront Park.

DO YOU PLAN TO CHANGE ANY OF THE SURROUNDING STREET NAMES?

Cherry Creek Drive North is a private road so we can take this into consideration. As it relates to Cherry Creek Drive South, we will pass this feedback on to the City.

DOTI NEEDS TO LOOK AT SOUTHBOUND UNIVERSITY AND EASTBOUND CHERRY CREEK SOUTH DRIVE. IT IS ILLEGAL TO CHANGE LANES IN AN INTERSECTION, WHICH THIS AREA REQUIRES.

The Denver Moves Cherry Creek effort is focused on exactly these kinds of issues, so this comment has been forwarded to the Denver Moves team at the City.

ARE THERE PLANS TO CONNECT NEIGHBORHOODS TO THE SOUTH VIA A LARGE PEDESTRIAN BRIDGE (MILLER PARK, CORY MERRILL, AND BELCARO)?

The land to the south of Cherry Creek West and the canal are not our property, however, we can share this comment with the City. We would like to note that there is currently a north-south connection just to the east of Clayton that does serve that purpose.