

Colfax
MAINSTREET
Coalition

Colfax Ave
1500N

www.ColfaxMainstreetCoalition.org



Lakewood



DENVER
THE MILE HIGH CITY



ENVIRONMENTAL PROTECTION AGENCY
BROWNFIELD ASSESSMENT GRANT
FINAL REPORT 2017

PROJECT DESCRIPTION

The Colfax Mainstreet Coalition (“Coalition”) collaboration among the City and County of Denver, the City of Lakewood, and the Denver Urban Renewal Authority, conducted environmental site assessments and cleanup planning activities at 23 brownfield sites within the 17-mile long Colfax Avenue Corridor (“the Corridor”) within the Cities of Denver and Lakewood. The Coalition used its EPA brownfields assessment grant funds to conduct environmental assessments of the selected sites to determine presence and extent of potential environmental conditions impacting selected sites within the corridor, shown in Figure 1, by identifying contaminants, remediation needs, and environmental costs. Through the grant program process, the Coalition was able to identify actual environmental risks and clean up strategies to encourage reinvestment in sites by removing the uncertainty associated with blighted properties and pave the way for reinvestment. By engaging in these assessment activities, the Project intended to address four main goals:

- 1) Eliminate health and safety hazards, thus improving public health
- 2) Eliminate blight along the corridor,
- 3) Bring new investment into the surrounding communities, and/or
- 4) Create sustainable, TOD centers in low-income neighborhoods.



Figure 1- Colfax Mainstreet Corridor

The Corridor represented a unique opportunity for two adjacent municipalities to collaborate with an urban renewal authority to focus their collective efforts on an evolving corridor. The West Corridor light rail, presented in Figure 2, paralleling the western portion of Colfax Avenue 3-4 blocks to the south, was completed and operational in early 2013 just as the grant program started. Many of the West Colfax projects that were conducted were spurred by the long awaited opening of the line. These projects represent a mix of commercial and residential housing including numerous affordable housing projects (Lamar Station, Vida at St. Anthony’s – formerly Perry I, II, & III) within five minutes walking distance of a new light rail station.



Figure 2- RTD's West Rail Line

Several projects that were completed actually demonstrated that few if any environmental impacts were present on the properties which had long been assume to have substantial contamination based solely on prior uses. The elimination of stigmas on these properties was both a successful outcome and demonstration to the redevelopment community that properties can only be perceived to be contaminated. On average, the Coalition spent \$35,000 per site on environmental site assessment activities.

A small number of projects did necessitate some level of cleanup. Most of these, as noted in the site descriptions, utilized the Colorado Voluntary Cleanup Program (VCUP) and the Colorado brownfields tax credit. These cleanup activities ensured that contamination was properly addressed consistent with a risk based cleanup approach and protective of public health and the environment.

As a result of the Coalition grant, new investment energized the Colfax Corridor, which had not seen substantial private investment in the last fifty years since Interstate-70 was constructed and was a major focus of the coalition members. Based on the capital investment reported in the Outcomes and Outputs section and in Appendix 2, \$199 Million of private investment has been or is estimated to be made in the corridor. Table 1 presents the grant project activities at each property.

Table 1 - Property Specific Grant Activities

Site No.	Phase I	SAP	Phase II	ACM/LBP Survey	Cleanup Planning
1	1	1	1	1	-
2	1	1	1	1	
3	1	1	1	1	1
4	-	1	1	1	-
5	1	1	1	1	-
6	1	1	1	1	-
7	1	1	1	1	-
8	1	1	1	1	-
9	1	1	1	1	-
10	1	1	1	-	-
11	1	1	1	1	-

12	1	1	-	1	-
13	1	1	1	1	-
14	1	1	1	1	-
15	1	1	1	1	-
16	-	1	1	1	-
17	1	-	-	-	-
18	-	1	1	-	-
19	-	-	-	-	1
20	-	1	1	-	-
21	-	1	1	-	-
22	1	-	-	-	-
23	1	1	1	1	-
Total	17	20	19	16	2

SITE DESCRIPTIONS AND ACTIVITIES

The following section describes the detailed site descriptions and activities for each of the 23 brownfield properties, and the programmatic activities that were conducted during the grant period. Figures 3 and 4 show the eastern and western portions of the grant corridor, respectively.

East Colfax Sites



Figure 3- Eastern Portion of Colfax Corridor

TRENTON STREET PROJECT

Site No.:	1	Site Name:	Trenton Street
Site Address:	1520 Trenton Street	Site Jurisdiction:	Denver
Past Site Uses:	Dilapidated apartment building		
Planned Redevelopment, Outcomes and Status:	Renovation of apartment building included adding fencing and other measures around property to improve security and interior remodeling of the 13 units in 7,800 square foot apartment building. The renovation is completed and the property was sold.		
Grant Exp.:	\$38,007	Funding source:	Petroleum
Activities Performed/ Outputs/ Recommendations:	<p>SAP, Phase II ESA, & limited LBP survey</p> <p>Based on the owner provided phase I and the property being directly adjacent to two petroleum sites and down gradient of a third, a subsurface investigation was conducted to determine if off site impacts in groundwater and soil vapor were present. The investigation found no significant impacts. The project was targeted at low income rental housing and improvements made to the property were focused on enhancing security in this high crime area and improving tenant finishes.</p>		
Community Outreach:	The apartment building was completely vacant at the time of the assessment activities.		
Lessons Learned:	The project came to our attention through grant outreach efforts. The project is located in one of our focus areas – east of Quebec Street.		
Economic impact:	As is typical with residential projects, the net fiscal benefit of this modest project was slightly negative but significantly improved over the renovated state.		



Before and after photos of Trenton Street project

KEARNEY STREET PROJECT

Site No.:	2	Site Name:	Kearney Street
Site Address:	6800 Kearney Street	Site Jurisdiction:	Denver
Past Site Uses:	The property consists of three parcels which were previously used as a drycleaner, historical gas station, and auto sales lot. During the time of the assessment activities, the property had been vacant for some time.		
Planned Redevelopment, Outcomes and Status:	The redevelopment plan has evolved over time but now consists of a local pizzeria restaurant on the west parcel – adaptive reuse of the 1920's era building - and a tire store on the eastern two parcels. The property is under contract to be sold to the CMC applicant pending resolution to the seller's legal issues. The property sale is expected to be completed by the beginning of 2017. The applicant is acting as the horizontal developer with the two retail business conducting their own vertical development.		
Grant Exp.:	\$48,672	Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:	Phase I ESA, SAP, Phase II ESA, asbestos survey In addition to the historical onsite uses, an offsite groundwater plume which is under RCRA corrective action also had potential to impact the property. The phase II ESA concluded that groundwater and soil vapor impacts were not significant. The asbestos survey did not identify significant ACBM.		
Community Outreach:	No variances to the new tire store construction or adaptive reuse of the eastern parcel are expected. The newly formed business improvement district, the Fax Partnership, is supportive of the project and continues to track progress.		
Lessons Learned:	The applicant and one of the proposed new businesses states that the depth and breadth of the phase II investigation was critical for securing bank financing for the project given historical uses.		
Economic impact:	On a net fiscal impact basis, the project has the greatest benefit on a 10-year basis.		



(Left - View along northern border of the site)

(Right- View across the site from the north looking southeast)

IVY STREET PROJECT

Site No.:	3	Site Name:	Ivy Street
Site Address:	5901 E. Colfax Ave.	Site Jurisdiction:	Denver
Past Site Uses:	Local bank branch office with an extensive parking lot, historical gas station		
Planned Redevelopment, Outcomes and Status:	The developer had been evaluating four redevelopment scenarios from adaptive reuse of the former bank branch office to complete new construction redevelopment, and scenarios which included a mix of adaptive reuse and new construction. The property was remediated by the current property as a part of the purchase and sale agreement. Remediation included removal of a discovered petroleum UST under the Colorado Petroleum Redevelopment Fund and contaminated soil under the Colorado VCUP. The project was eligible and received Colorado Brownfields Tax Credits. The current redevelopment plan calls for adaptive reuse of the existing building and additional retail new construction on the eastern portion of the property.		
Grant Exp.:	\$61,064	Funding source:	Petroleum
Activities Performed/ Outputs/ Recommendations:	<p>Phase I ESA, SAP, Phase II ESA, ACM-LBP survey, and environmental cleanup cost estimate</p> <p>The seller and buyer negotiated a cleanup plan prior to acquisition of petroleum UST and petroleum contaminated soil. The cleanup was conducted under the Colorado VCUP. Currently, the buyer is going through the City's planning approval process. Construction is expected to begin in early 2017.</p>		
Community Outreach:	During the cleanup process conducted during the spring and summer of 2016, concerned residents asked question of their city council person and Colorado OPS and CDPHE. The state agencies and DEH were able to provide information to the residents which elevated concerns.		
Lessons Learned:	Geophysical survey failed to identify UST in area historical gas station which was the source of the soil contamination. In the future, I would consider geophysical survey with potholing with an excavator.		
Economic impact:	Total Capital Investment of \$4.2 Million		



(Present Photos of Ivy Street Project)



(Ivy Street Redevelopment Plan)

BIRCH STREET PROJECT

Site No.:	4	Site Name:	Birch Street
Site Address:	4347 E. Colfax Ave.	Site Jurisdiction:	Denver
Past Site Uses:			
Planned Redevelopment, Outcomes and Status:	The buyer was in his acquisition due diligence period and had completed a phase I which recommended a phase II ESA		
Grant Exp.:	\$21,239	Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:	<p>SAP, ACM/LBP survey, Phase II ESA</p> <p>Based on RECs identified in the owner provided phase I ESA that included an onsite historical dry cleaner, and multiple adjoining upgradient petroleum RECs a phase II ESA to assess groundwater, soil, and vapor intrusion potential environmental conditionals was conducted. In addition, due to renovation plans for the building by the developer, an asbestos and LBP survey was conducted to identify potential hazardous building materials that may be impacted by renovation activities. The phase II ESA findings did not find significant environmental impacts from onsite sources. The property acquisition and renovations were completed shortly after the completion of the environmental assessment activities.</p>		

Community Outreach:	As this was an adaptive reuse consistent zoning and did not involve extensive reconstruction, project specific neighborhood outreach was not necessary.
Lessons Learned:	The property faced similar challenges to redevelopment that other Colfax Ave property face. That is, numerous potential environmental issues from legacy on site and adjoining properties uses. Grant funding of environmental assessment can resolve concerns and generally finds that such concerns are not present thus allowing community reinvestment to occur.
Economic impact:	The property's previous use is similar to the redeveloped use but the significant renovations afforded a local furniture artisan to utilize the space as a craft furniture workshop and design studio.



Site view west

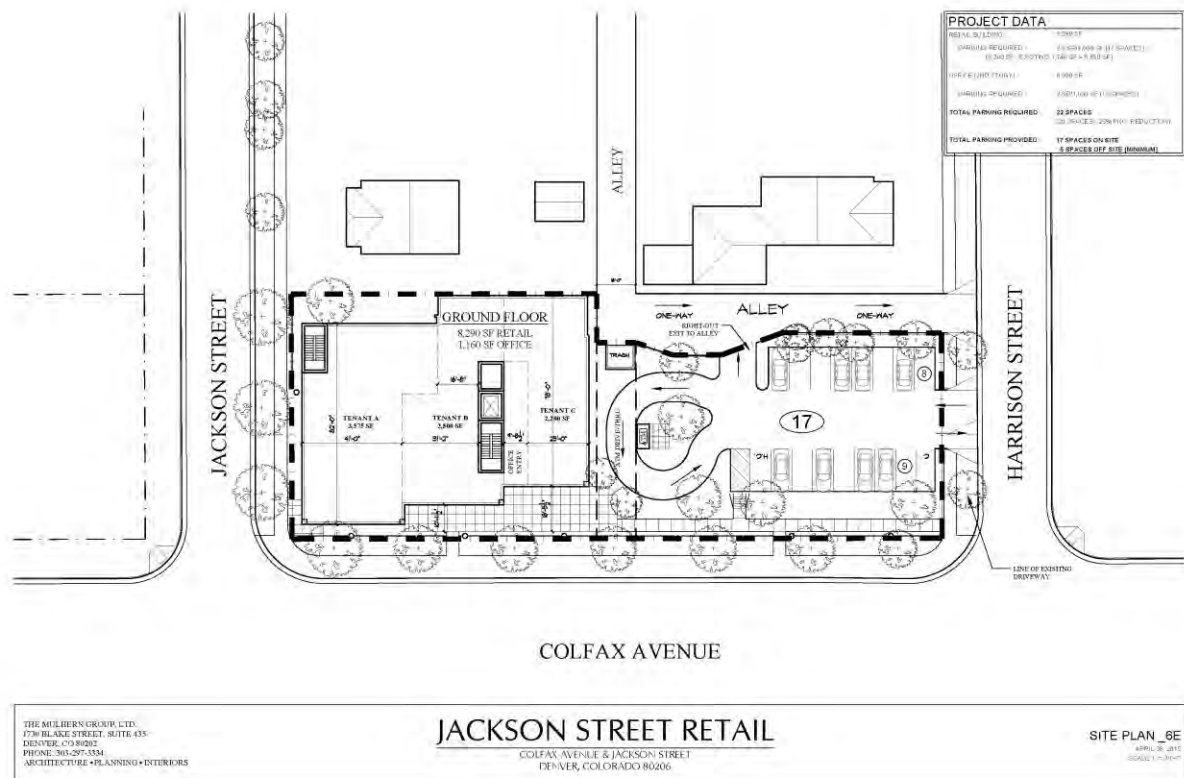


West boundary of site, view south

JACKSON STREET PROJECT

Site No.:	5	Site Name:	Jackson Street
Site Address:	3805 E. Colfax Ave.	Site Jurisdiction:	Denver
Past Site Uses:	The property was historically used by two gas stations until the early 1970's then as an auto sale lot with a sales office. The last use was as a pet supply store and the property had been vacant for the last few years.		
Planned Redevelopment, Outcomes and Status:	The planned redevelopment by the current property is a mix of adaptive reuse and new construction by incorporating the existing structure with significant addition into three retail spaces and a second floor office lease space. After a lengthy planning review process, redevelopment is expected to begin in early 2017.		
Grant Exp.:	\$90,813	Funding source:	Petroleum
Activities Performed/ Outputs/ Recommendations:	<p>Phase I ESA, SAP, ACM survey, and Phase II ESA</p> <p>Based on RECs identified in the phase I ESA and plans for extensive renovation of the existing building, a phase II and ACM survey were conducted. The site was historically used by two separate gas stations – on the east and west sides of the property – and nearby historical and contemporary gas stations. The extensive phase II ESA included a geophysical survey to identify tanks and followed up with pot holing by an excavator to further evaluate geophysical anomalies. The investigation identified one UST with associated piping, which was subsequently removed to evaluate</p>		

	subsurface impacts. The investigation findings found soil and groundwater impacts did not exceed regulatory standards. The petroleum-impacted soil had significantly degraded. The ACM survey identified window glazing and roofing materials.
Community Outreach:	N/A
Lessons Learned:	The presence of two historical gas stations was a significant hurdle to redevelopment of the property. Extensive subsurface investigation was able to evaluate the environmental conditions and determine no remediation would be necessary. The thoroughness of the report was critical for bank financing to fund the redevelopment.
Economic impact:	Based on SiteStats analysis, the annual project fiscal impact is approximately \$74,000.



(Jackson Street Redevelopment Plan)

MONROE STREET PROJECT

Site No.:	6	Site Name:	Monroe Street (Galaxie Food Court)
Site Address:	3510 E. Colfax Ave.	Site Jurisdiction:	Denver
Past Site Uses:	The property was originally developed as a gas station in the 1920's which operated until the early 1970's when it closed. Since the property has been used for auto and auto body repair. The last few years the property has been vacant.		

Planned Redevelopment, Outcomes and Status:	Redevelopment plans called for adaptive reuse of the existing building into three retail food spaces. The property redevelopment was completed in 2015 and the food retail spaces leased to Chow Urban Grill – a local restaurant, Cerebral Brewing Company, and Hubble Pie – a local pie shop.		
Grant Exp.:	\$60,196	Funding source:	Petroleum
Activities Performed/ Outputs/ Recommendations:	Phase I ESA, SAP, ACM/LBP survey, and Phase II ESA As a part of the phase II investigation, three petroleum USTs were removed. The owner submitted the subsurface investigation report to Colorado OPS requesting an NFA. OPS granted the NFA December 2014.		
Community Outreach:	Bluebird Business Improvement District included an article about the project in their newsletter		
Lessons Learned:	Similar to other historical Colfax gas station properties, this property was highly underutilized for decades due to environmental challenges around petroleum USTs.		
Economic impact:	The annual fiscal impact to Denver is estimated to be \$122,000 and 10-year net fiscal impact of \$1,000,000.		



Above - Before Photos of the Monroe Street Project, Below – After Photos of the Completed Project



MILWAUKEE STREET PROJECT

Site No.:	7	Site Name:	Milwaukee Street
Site Address:	3015 E. Colfax Ave.	Site Jurisdiction:	Denver
Past Site Uses:	The property was developed as a motel in the 1950's which has remained to date.		
Planned Redevelopment, Outcomes and Status:	The property, a dilapidated motel, was subject to bankruptcy proceedings, which the original CMC applicant was under contract to purchase. As the court proceedings progressed, the court decided to reopen the property to other bids. The winning bidder who was not the applicant has plans to renovate the property into micro apartments. Micro apartments are an emerging affordable housing solution that the City of Denver has embraced to address its affordable housing challenges. Construction is expected to begin in early 2017.		
Grant Exp.:	\$37,621	Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:	<p>Phase I ESA, SAP, ACM survey, Phase II ESA</p> <p>A phase II was recommended in the phase I due to historical gas stations and dry cleaners in the vicinity. Based on soil and groundwater sample results, the property does not appear to be impacted by historical releases. Surprisingly, the ACM survey did not find significant ACBM.</p>		
Community Outreach:	N/A		
Lessons Learned:	Creative solutions to affordable housing.		
Economic impact:	Typical with residential housing projects in Denver, they are not a net positive fiscal impact due the reliance of the City tax system on sales tax as opposed to property tax. That said, this residential project is net positive and will be providing affordable housing.		

WILLIAMS STREET PROJECT

Site No.:	8	Site Name:	Williams Street
Site Address:	1801 E. Colfax Ave.	Site Jurisdiction:	Denver
Past Site Uses:	Past use included a full service car wash and detail business		
Planned Redevelopment, Outcomes and Status:	The CMC applicant who is acting as the horizontal developer of the property acquired the property. The tenant, an urgent care medical clinic, is developing the vertical aspect with a 7,000 square foot new construction building. The tenant is currently completing the building permitting process and is expected to begin construction in early 2017.		
Grant Exp.:	\$35,569	Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:	<p>Phase I ESA, SAP, ACM/LBP survey, Phase II ESA</p> <p>The phase II ESA did not identify any soil or groundwater impacts exceeding regulatory standards.</p>		
Community Outreach:	This new construction project will incorporate main street zoning requirements and is not expected to require any zoning waivers.		
Lessons Learned:	The original redevelopment concept was to adaptive reuse the existing building for retail lease spaces which would compete in an amply supplied market. The current redevelopment plan keys off of the property favorable		

	characteristics, e.g. larger parcel, relatively high area density, few competing facilities, makes for a higher and better use.
Economic impact:	10-year fiscal impact of \$200,000.



OGDEN STREET PROJECT

Site No.:	9	Site Name:	Ogden Street
Site Address:	1300 Ogden Street	Site Jurisdiction:	Denver
Past Site Uses:	Since its original construction in 1923, the property has been used for automotive repair and service.		
Planned Redevelopment, Outcomes and Status:	The property was acquired by a local developer in 2015 who plans to keep the original single story building and construct 4 additional stories for 29 condominium units with indoor, ground level parking. Construction started in September 2016 and will be completed in the fall of 2017.		
Grant Exp.:	\$28,251	Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:	<p>Phase I ESA, SAP, ACM/LBP survey, Phase II ESA</p> <p>The findings of Phase II indicated contamination in soil and groundwater did not exceed applicable regulatory standards.</p>		
Community Outreach:	N/A		

Lessons Learned:	According to a report from a local economist, only 3.4 percent of single-family home starts in metro Denver in 2015 were condos. Nine years ago that share was 25 percent. Much of the decline in condo construction is attributed to Colorado's construction defect laws which were revised in the 2000's. In talking with the developer who has done a number of condominium projects in the Highlands neighborhood, the key to address legal liability concerns from Colorado's construction defects law is to be proactive with addressing concerns for condo purchasers.
Economic impact:	This residential project is net 10-year fiscal neutral.



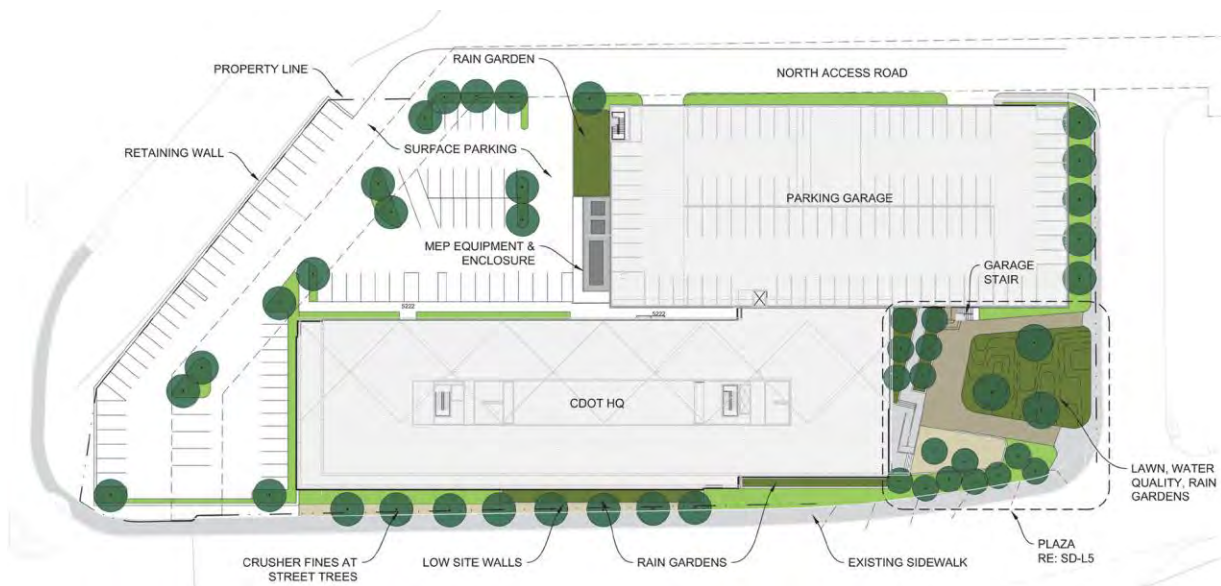
FEDERAL BOULEVARD PROJECT

Site No.:	10	Site Name:	Federal Blvd.
Site Address:	2744 W. Colfax Ave.	Site Jurisdiction:	Denver
Past Site Uses:	The project area is a portion of a larger parking lot used for Mile High Stadium and is owned by the Stadium District.		
Planned Redevelopment, Outcomes and Status:	The planned redevelopment is a new headquarters for Colorado Department of Transportation. The 175,000 square foot multistory office building located across from the Decatur/Federal light rail station. The new headquarters will house 770 employees.		
Grant Exp.:	\$61,712	Funding source:	Petroleum
Activities Performed/ Outputs/ Recommendations:	<p>Phase I ESA, SAP, Phase II ESA</p> <p>The phase II investigation indicated that groundwater was being impacted by an up gradient, off-site source for VOCs. Soils on the south side of the property had exceedances of lead and PAHs above industrial risk screening levels. CDOT has indicated that a VCUP application which would include a materials management plan will be submitted, and they may seek state brownfields tax credit.</p>		
Community Outreach:	The property was included in the Decatur Federal general development plan (GDP) which was completed in a collaborative effort between Denver Housing Authority and the City and County of Denver. The GDP had extensive public outreach and included design charrettes and multiple public meetings.		

	CDOT's redevelopment plans are consistent with the GDP adopted by Denver city council.
Lessons Learned:	This project is in the Sun Valley neighborhood which includes Denver Housing Authority's Sun Valley Homes which is in the planning stages for a \$224 million dollar estimated redevelopment. The new CDOT headquarters will boost neighborhood investment and job opportunities in one of Colorado's lowest income neighborhoods.
Economic impact:	Because government owned property is exempt from property tax and produces no sales tax, the net fiscal impact from the project is significantly negative which is to be expected. However, the net fiscal impact does not incorporate the redevelopment of the old CDOT headquarters which the agency has indicate it will dispose of the property.



(Rendering of New CDOT Headquarters)



(Site Plan of New CDOT Headquarters)

West Colfax Sites

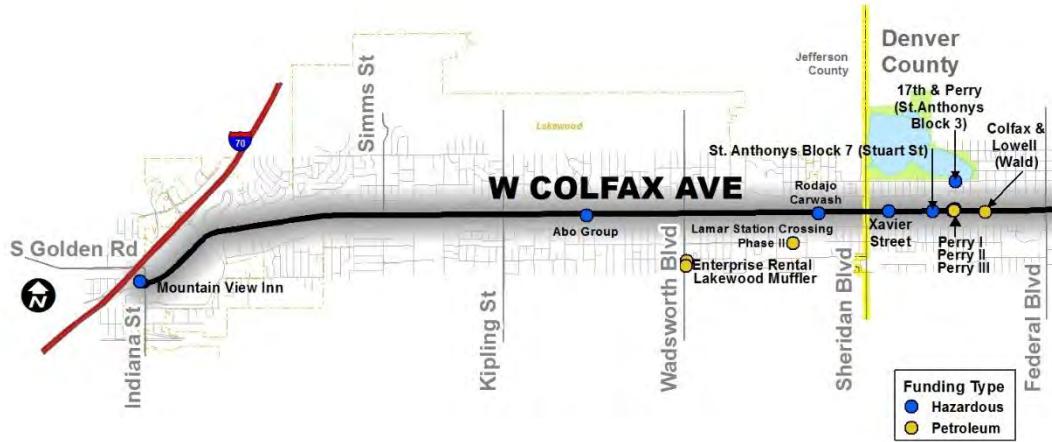


Figure 4- Western Portion of Colfax Corridor

LOWELL BOULEVARD PROJECT

Site No.:	11	Site Name:	Lowell Blvd.
Site Address:	1499 Lowell Blvd.	Site Jurisdiction:	Denver
Past Site Uses:	The property was originally developed as a gas station and auto repair business. The gas station closed in the mid 1960's.		
Planned Redevelopment, Outcomes and Status:	The property was an adaptive reuse redevelopment which created three lease spaces. Seed Stock Brewery – a new local business – opened in the summer of 2015. The remaining lease spaces are continuing to be marketed.		
Grant Exp.:	\$51,433	Funding source:	Petroleum
Activities Performed/ Outputs/ Recommendations:	<p>Phase I ESA, SAP, ACM/LBP survey, Phase II ESA, Additional Phase II ESA</p> <p>The site subsurface investigation activities identified that soil and groundwater impacts on site but did not conclude off site impacts. The developer is continuing to monitor on site groundwater impacts and will determine if additional actions are necessary. Installed two planter boxes to allow oxygen to permeate subsurface to promote an increase in petroleum biodegradation.</p>		
Community Outreach:	Worked extensively with the West Colfax Business Improvement District throughout the project		
Lessons Learned:	Adaptive reuse is a common theme for Colfax projects due to the supply of 1920's art deco style buildings. These projects preserve the historical aesthetic of Colfax Ave. and provide great spaces for new businesses. This project preserves the 1920's barrel-roof building which constitutes two-thirds of the redevelopment.		
Economic impact:	The fiscal impact assumes that the other two lease spaces will be rented for retail uses.		



(Top Photo – Historic Building Attached to Site, Bottom Photos – Renderings)

SAINT ANTHONY BLOCK 3 PROJECT

Site No.:	12	Site Name:	17 th Ave. & Perry (St. Anthony Block 3)	
Site Address:	Block 3 – St. Anthony's		Site Jurisdiction:	Denver
Past Site Uses:	The building was previous used as a nunnery and medical office building.			
Planned Redevelopment, Outcomes and Status:	The original applicant to CMC is no longer pursuing the acquisition. A new buyer is planning adaptive reuse of the existing building, new construction market rate townhomes on the western portion of the parcel, and new construction retail shops on the northern portion of the property.			
Grant Exp.:	\$30,574		Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:	<p>Phase I ESA, SAP, and ACM /LBP survey</p> <p>Phase II was not recommended in the phase I. The ACM survey identified plaster walls throughout the building, which would require extensive asbestos abatement.</p>			
Community Outreach:	Conducted by the horizontal developer for the entire redevelopment of the Saint Anthony hospital site.			
Lessons Learned:	Innovative approach to providing affordable housing in a historic building.			

Economic impact:	As a predominantly residential housing project the net fiscal impact is significantly negative. That said, the retail component reduces the residential burden.
-------------------------	---



Sloansdenver.com

(Pictures of Kuhlmann Building and rendering of redevelopment)

PERRY I, II, III PROJECT

Site No.:	13, 14,15	Site Name:	Perry I, II, & III (St. Anthony Block 9)		
Site Address:	1511 Perry, 4035 and 4017 W. Colfax Ave.		Site Jurisdiction:	Denver	
Past Site Uses:	The properties were used as an orthodox Jewish high school dormitory, historical gas station and automotive repair shop, and cell phone retail business.				
Planned Redevelopment, Outcomes and Status:	All three parcels will be redeveloped into a multi-story mixed-use development with 170 senior affordable housing apartments and 21,000 square foot medical clinic and doctors' offices.				
Grant Exp.:	Perry I: \$28,327 Perry II: \$18,869 Perry III: \$36,095		Funding source:	Haz. Substance Haz. Substance Petroleum	
Activities Performed/ Outputs/ Recommendations:	Phase I ESAs, SAPs, Phase II ESAs, ACM surveys Investigations did not find significant subsurface impacts. ACM was found in the dormitory and in the automotive repair building. Abatement is complete and demolish is nearly complete as of October 2016. The remediation is being done under the Colorado VCUP and has applied for state brownfields tax credits. DHA will develop the vertical portion of the project.				

Community Outreach:	Conducted by the horizontal developer for the entire redevelopment of the Saint Anthony hospital site.
Lessons Learned:	Innovative approach to providing senior affordable housing and medical
Economic impact:	N/A

(Before Photos of Perry I,II,II)



(Perry I & III before pictures and rendering of DHA's Vida at St. Anthony's)

SAINT ANTHONY BLOCK 7 (STUART STREET) PROJECT

Site No.:	16	Site Name:	Stuart Street (St. Anthony Block 7)		
Site Address:	Block 7 – St. Anthony's			Site Jurisdiction:	Denver
Past Site Uses:	The property has a 5-story medical office building but has been vacated due to the relocation of the hospital. The remainder of the block is a parking lot for the building.				

Planned Redevelopment, Outcomes and Status:	The redevelopment consists of extensive renovation to the existing office building for lease space. On the south side of the property is new retail lease space. On the western portion of the property is the site of a new dine-in movie theater complex, the Alamo Theater. The office building renovation and new retail portions of the project are complete. Construction on the movie theater complex are to begin in early 2017.		
Grant Exp.:	\$52,430	Funding source:	Haz. substance
Activities Performed/ Outputs/ Recommendations:	SAP, ACM/LBP survey, Phase II ESA The ACM survey identified extensive non-friable materials (e.g. floor tile, carpet mastic). Historical buildings were demolished on site according to the Phase II findings and ACM materials were identified within the demolition debris which will be addressed in redevelopment should the materials be impacted.		
Community Outreach:	Conducted by the horizontal developer for the entire redevelopment of the Saint Anthony hospital site.		
Lessons Learned:	N/A		
Economic impact:	Capital Investment of \$27.6 Million		



Pictured Left: Block 7 New Retail Construction, Pictured Right: Rehabilitation of Block 7 Office Building



Renderings of Block 7 Redevelopment

XAVIER STREET PROJECT

Site No.:	17	Site Name:	Xavier Street	
Site Address:	1500 Xavier Street		Site Jurisdiction:	Denver
Past Site Uses:	Parking lot for adjacent office building			
Planned Redevelopment, Outcomes and Status:	The property is being developed as a five-story apartment building with ground level parking. Fifty studio, 1-bedroom, and 2-bedroom units are planned. The original applicant sold the property after the redevelopment concept of a contract brewery was deemed to no longer be economically viable due to a similar concept was being developed in the area.			
Grant Exp.:	\$2,400		Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:			Phase I ESA The Phase I ESA did not identify any RECs. According to the original applicant, the phase I informed the property sale and subsequent redevelopment.	
Community Outreach: N/A				
Lessons Learned: Contract Brewery to Apartment				
Economic impact:	N/A			



(Present Photos of Xavier)

RODAJO CARWASH PROJECT

Site No.:	18	Site Name:	Rodajo Carwash	
Site Address:	5800 W. Colfax Ave.		Site Jurisdiction:	Lakewood
Past Site Uses:	Two small vacant buildings, previously used for auto sales, auto body repair or auto service, surrounded by paved and unpaved bare ground, with overhead power lines, and a chain link fence surround the approximately 40,600 sq ft property. Properties with closed USTs cross gradient to the subject property were the only nearby sites identified by a previous Phase I ESA and these had no regulatory issues.			

Planned Redevelopment, Outcomes and Status:	The applicant, Rodajo, Inc., purchased the property from the owner and razed the old buildings. Rodajo is currently constructing an environmentally-friendly carwash which will use biodegradable products and will reuse its water. The two new buildings will have a total footprint of less than 5,000 sq ft with most materials and labor coming from the Lakewood area. The construction is anticipated to be complete by August 2017.		
Grant Exp.:	\$31,377	Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:	<p>SAP, HASP, Phase II ESA</p> <p>The ground penetrating radar and drilling did not indicate the presence of any USTs; however, historical foundations may be present. Soil and groundwater sample test results were not above CDPHE standards. No remediation is anticipated to be necessary.</p>		
Community Outreach:	The owner is planning on using Insulating Concrete Form (ICF) construction, which would potentially provide the community the benefit to be used as a storm shelter.		
Lessons Learned:	<p>According to the applicant, the Colfax Mainstreet Coalition grant made it possible for potential environmental contamination issues to be identified and regulations and requirements explained and resolved. The applicant indicated that the direction and oversight of the City of Lakewood was integral for the developer to proceed with the project. They characterized the City as professional, thorough, easy to work with and much appreciated.</p> <p>A car wash in the place of a blighted brownfields site can be part of an area's overall resurgence. The environmentally-friendly carwash, which is in a new niche of cost- and time-efficient car washes, is within the 40 West Arts District, a state creative arts district. The exterior design, proudly displayed on the company's website, is clean and modern. The car wash owner has already been collaborating with their adjacent neighbor at 5830 W. Colfax Ave., 40 West Residences, to provide a staging area for their construction while the car wash starts construction. Due to the car wash and the modern 40 West Residences, which will provide low-income housing and other services to homeless veterans and other low-income citizens, a whole block of W. Colfax Ave. has been rejuvenated, providing the impetus for even more area redevelopment.</p>		
Economic impact:	The new owner will operate this new niche carwash business with up to five new full time jobs. The annual employee budget is anticipated to be \$150,000 with \$60,000 annual anticipated purchases of materials for operations. The market value of the property between 2013 and 2016 has increased by \$61,600 from \$629,700 to \$691,300, prior to anticipated construction. The building permit valuation for the car wash property is \$664,000. Annual retail sales are estimated to be \$1,200,000.		



Redevelopment construction photos

LAMAR STATION CROSSING PHASE II PROJECT

Site No.:	19	Site Name:	Lamar Station Crossing Phase II
Site Address:	6190 W. 13 th Ave. (part of 6150 W. 13 th Ave. prior to property subdivision)	Site Jurisdiction:	Lakewood
Past Site Uses:	The 2.86-acre property currently consists of graded soil with native vegetation. Historically, the land was vacant until a community social hall and shed were constructed and later demolished. A reinforced concrete company and then a manufacturing company later occupied a commercial building and then it was razed. Construction materials and debris, as well as used cars, were also stored on the property. During concurrent construction excavation of the adjacent property to the north (6150 W 13 th Ave) and excavation of most of the 6190 W 13 th Ave. property, both owned by Metro West Housing Solutions (MWHS), excavated soil was tested for asbestos, lead, arsenic and polycyclic aromatic hydrocarbons, and disposed of, as necessary, in a permitted landfill.		
Planned Redevelopment, Outcomes and Status:	Planned development by the applicant/owner will consist of a 65-unit, three-story, low and moderate income multi-family residential complex with subgrade or tuck-under parking. The building will be constructed to at least LEED Gold standards and will be 100% leased due to the long waiting list on the Phase I property. Landscaping, including a community garden, and paved surface parking areas will complement the development.		
Grant Exp.:	\$13,079	Funding source:	Petroleum
Activities Performed/ Outputs/ Recommendations:	<p>MMP</p> <p>The Lakewood Housing Authority (dba Metro West Housing Solutions), a non-profit affordable housing developer and manager, initially requested a Phase II ESA for the property. After multiple discussions with the consultant, the City of Lakewood, and the state, it was determined that a Materials Management Plan which could be used in a VCUP would be more suitable, given the construction information gained in the Phase I development. A Materials Management Plan was completed using the grant funding, and MWHS paid the fee for the MMP to be incorporated into a VCUP.</p> <p>MWHS has not yet been awarded the low-income tax credits for construction on the Phase II property from the Colorado Housing and Finance Authority (CHFA), so construction has not started. However, CHFA tax credits will be applied for again in the summer of 2017 and construction will proceed in the future. The exact amount of remediation is unknown; however, up to 2,000 cy of contamination, if any, is expected to be encountered, with remediation costs anticipated to range from approximately \$10,000 to \$20,000, due to excavation of the majority of contaminated soils during Phase I, prior to property subdivision.</p>		
Community Outreach:	The community was significantly involved in the Lamar Station Crossing Phase I project. MWHS won two awards for their superior community outreach. Due to the already completed rezoning and construction of the		

	Lamar Station Crossing Phase I project, community outreach will at least consist of meeting with the Two Creeks Neighborhood organization, which already meets in the Phase I building.
Lessons Learned:	<p>The CMC was critical in evaluating potential remaining contamination and identifying the benefit of creating a MMP which could be used in a VCUP, instead of repeating a Phase II ESA. According to MWHS, the CMC has been a “unique, impactful collaboration that is helping to enable the widespread revitalization of Colfax Avenue across Denver and through Lakewood.”</p> <p>The standard property development method of performing a Phase I ESA, and then if potential contamination is indicated, performing a Phase II ESA, complete with a HASP and SAP, is not necessarily the most cost and time effective manner of evaluating a potentially-contaminated property if there is a previous, relatively recent Phase II ESA on the same or adjacent property. A Materials Management Plan and HASP may be less expensive and more time effective to implement.</p>
Economic impact:	During construction of Phase I of the adjacent property and most likely for this property, the construction company was local to Metro Denver, some of the building materials came from Lakewood and Denver, and at least two of the subcontractors were headquartered in Lakewood. The market value of the property between 2013 and 2016 increased by \$250,000, from \$936,000 to \$1,186,000.



(Future Community Garden Next to Outdoor)

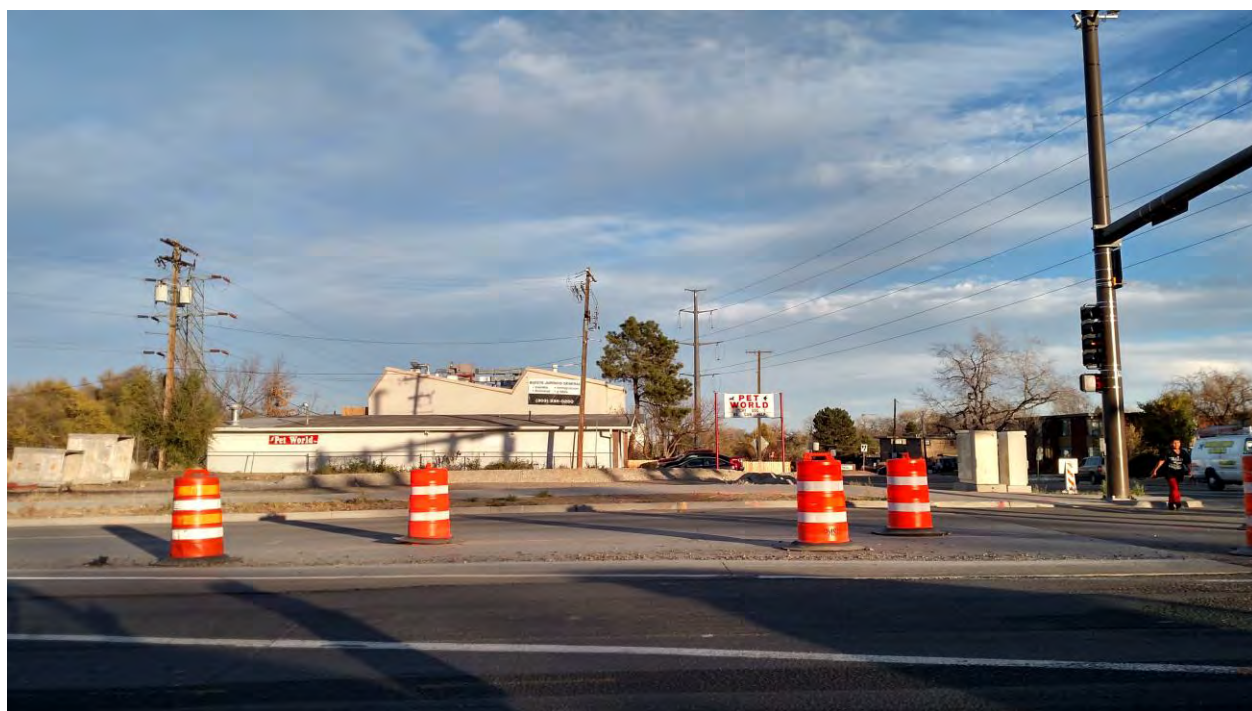


(Lamar Station Phase II)

LAKEWOOD MUFFLER PROJECT

Site No.:	20	Site Name:	Lakewood Muffler
Site Address:	1000 Wadsworth Blvd.	Site Jurisdiction:	Lakewood
Past Site Uses:	The 12,075 sq ft parcel was initially developed as a residential property. Then a Conoco service station was established in the 1960s and 1970s, followed by a Go To You Lube business until 1990. Lakewood Muffler and Brake occupied the property until CDOT purchased it as right-of-way for the Wadsworth widening project. USTs were removed in the early 1980s, before CDLE-OPS regulations were in effect. A waste oil tank and septic tank were also removed from the site. Some additional soil samples were collected and tested in the waste oil tank and septic tank excavations and under former fuel dispenser islands prior to this brownfields study.		
Planned Redevelopment, Outcomes and Status:	The applicant and owner, CDOT, acquired the property for right-of-way to facilitate the widening of Wadsworth Blvd. The property is currently being used as a staging area during Wadsworth widening activities. It will most likely be sold and redeveloped due to its advantageous business location on a main thoroughfare between W. 6 th Ave. highway and W. Colfax Ave.		
Grant Exp.:	\$12,150	Funding source:	Petroleum
Activities Performed/ Outputs/ Recommendations:	SAP, HASP, Phase II ESA Petroleum-contaminated soil exceeded the CDLE-OPS cleanup guidelines near the center of the property. Groundwater sample test results did not indicate the presence of VOCs or dissolved lead concentrations above Colorado Groundwater Standards. Therefore, petroleum-contaminated soil		

	<p>did not appear to be impacting groundwater. The consultant recommended that a materials management plan be used during site development.</p> <p>Remediation included excavation of 140 cy of petroleum-contaminated soil.</p>
Community Outreach:	The site has been remediated, but not developed yet, so outreach has not yet been performed.
Lessons Learned:	The project was successful in identifying contaminated soil which was removed during remediation and eliminating a brownfield site. After serving as a construction staging area, the parcel will be a prime candidate for new development on a main thoroughfare. This visual and economic enhancement will in turn increase surrounding property values.
Economic impact:	The market value of the property between 2013 and 2016 has increased by \$18,100, from \$181,100 to \$199,200. According to the Quarterly Census of Employment and Wages (QCEW) database, four jobs were reported by CDOT for 2013 and three were reported for 2016. The site will likely be sold by CDOT and redeveloped due to its advantageous location on Wadsworth Blvd.



(Lakewood Muffler Site)

ENTERPRISE RENTAL PROJECT

Site No.:	21	Site Name:	Enterprise Rental
Site Address:	1190 Wadsworth Blvd.	Site Jurisdiction:	Lakewood
Past Site Uses:	The 16,790 sq ft parcel was originally developed as a Texaco service station in the 1950s. Later it was used for an Enterprise Car Rental business with a single building and an attached auto service bay, surrounded by paved parking and landscaping. The buildings and site improvements, except for some asphalt pavement and a concrete pad, were demolished prior to the CMC study. Due to the prior uses of the property, the potential for USTs, an oil-water separator, and a hydraulic lift system was unknown. Dry Gulch is located 50 ft to the south of the property.		
Planned Redevelopment, Outcomes and Status:	The applicant and owner, CDOT, acquired the property for right-of-way to facilitate the widening of Wadsworth Blvd. and to provide a neighborhood greenspace with the potential for a water quality pond, if necessary for the project. The greenspace borders Dry Gulch and was intended to reduce loitering on the property and the related risk to neighborhood children. In addition, it was anticipated that the park-like greenspace would increase local property values. The property is currently graded and contains native vegetation. It is anticipated that the property will eventually be transferred to the City of Lakewood for parkland adjacent to Dry Gulch.		
Grant Exp.:	\$15,475	Funding source:	Petroleum
Activities Performed/ Outputs/ Recommendations:	<p>SAP, HASP, Phase II ESA</p> <p>Soil test results were not above EPA Regional Screening Levels (RSLs) for both residential and industrial worker exposure levels, CDPHE Colorado Soil Evaluation Value (CSEV) Groundwater Protection Levels, and CDLE-OPS Tier I Screening Levels (for total fuel identification). Groundwater test results indicated that 1,3,5-trimethylbenzene, benzene, ethylbenzene, and toluene were above Colorado Basic Standards for Groundwater (GWQS) Regulation 41 levels.</p> <p>Approximately 2,500 cy of contaminated soil was removed. Petroleum-contaminated soil removal, groundwater sampling and testing for confirmation to standards cost \$115,000.</p>		
Community Outreach:	The site has been remediated, but not developed yet, so outreach has not yet been performed.		
Lessons Learned:	The project was successful in identifying contaminated soil which was removed during remediation and eliminating a brownfield site. The property is now a greenspace, which will be safer for neighborhood children, increase property values, and will likely be transferred to the City of Lakewood for parkland adjacent to Dry Gulch. In a city environment, greenspace is beneficial to the community's well-being and property values.		

Economic impact:	The market value of the property between 2013 and 2016 has decreased by \$7,400, from \$284,400 to \$277,000. The immediate benefit of the property to the neighborhood children and adults will be the intangible benefit due to the addition of greenspace along Dry Gulch. Over time, it is anticipated that property values will increase due to this greenspace and the widening and upgrading of Wadsworth.
-------------------------	---



(Enterprise Rental Green Space)

ABO GROUP PROJECT

Site No.:	22	Site Name:	Abo Group
Site Address:	8810 W. Colfax Ave	Site Jurisdiction:	Lakewood
Past Site Uses:	The 30,928 sq ft property contains a 2,200 sq ft one-story building constructed in 1970 close to W. Colfax Ave. and the rest of the site is undeveloped. A customer service area and office is located in the front of the building with two overhead garage doors in the back of the building.		
Planned Redevelopment, Outcomes and Status:	The proposed use of the site by the applicant was an architectural firm with one of the principals serving as a board member of the West Colfax Community Association and chairperson of the West Colfax Visioning Group.		
Grant Exp.:	\$1,750	Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:	Phase I ESA		

	<p>The site appeared to be residential until about 1963, when Metro Auto Sales developed the property. In the 1980s, Truck Fashions occupied the parcel, followed by Shoebox Emissions (a boot/shoe repair and a vehicle emissions facility) in the late 1990s. Due to the configuration of the building, it was believed that Truck Fashions may have performed auto repair, and therefore presented a REC to the site. Signal Graphics Printing was located adjacent to the property on the west and up gradient to the site. In addition, Yours Cleaners, a former dry cleaning facility, was located adjacent and up gradient to the west of the undeveloped part of the property. The adjacent property to the east was occupied by AAMCO Transmission and was listed historically as a RCRA small-quantity generator. All of the above-described parcels surrounding the subject property were considered RECs to the site. A former auto service station was a LUST facility located up gradient across W Colfax Ave. The LUST site received state closure; however, the remaining soil was documented to contain benzene levels above RBSLs and MTBE-contaminated groundwater above action levels extended under Colfax. This site was considered a CREC to the site. According to the applicant, an undocumented landfill to raise the southern part of the site above the floodplain may be present. The consultant recommended that a Phase II ESA be performed to evaluate potential releases from the former LUST facility, drycleaners, and onsite auto services, as well as to characterize any onsite fill.</p> <p>According to the applicant, the Abo Group, the owner did not allow a Phase II ESA because of the potential for becoming aware of groundwater contamination which had migrated from surrounding REC and CREC properties. Planned development is not confirmed at this time. No known remediation as of this time.</p>
Community Outreach:	The applicant planned on using their new building as a space for community meetings and for displays of the progress of West Colfax Corridor redevelopment. These outreach efforts are not currently planned; however, they are a possibility during any future development.
Lessons Learned:	<p>If the owner of the property at the time of the Phase I ESA feared that they or the previous owner had contaminated the property, or had not taken reasonable steps with regard to the contamination, they may not have wanted a Phase II ESA to be performed due to their or the previous property owner's liability and potential liability to remediate the property. Alternatively, if they feared that knowledge of potential migration of contaminated groundwater onto their property would decrease their property value and ability to lease the property, they may have chosen to refuse the Phase II ESA.</p>
Economic impact:	The market value of the property between 2013 and 2016 has increased by \$51,900, from \$349,300 to \$401,200. The property has been sold since the Phase I ESA. The site is currently leased to Master Rooter Plumbing. Due to the CMC brownfields funding of the Phase I ESA, the Phase I ESA will be available as a public record to go forward with a Phase II ESA in the future.

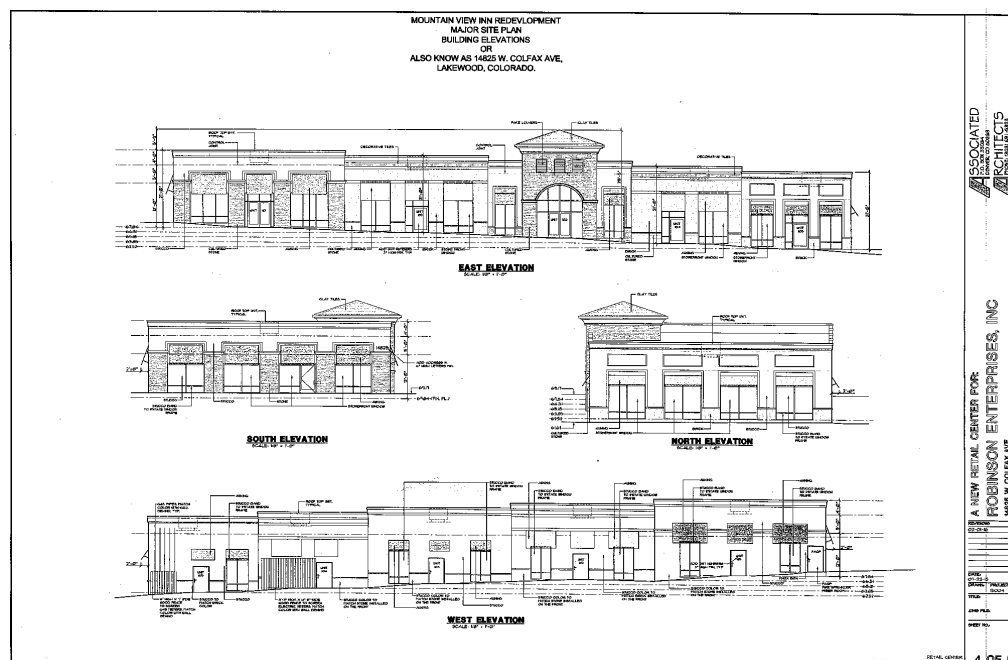
MOUNTAIN VIEW INN PROJECT

Site No.:	23	Site Name:	Mountain View Inn
Site Address:	14825 W. Colfax Ave.	Site Jurisdiction:	Lakewood
Past Site Uses:	An approximately 12,000 sq ft currently-operating motel building, with an asphalt and concrete parking lot, in-ground swimming pool, and landscaped and native vegetation is located on the parcel of approximately 42,500 sq ft. The site historically contained structures associated with a trailer park, and an automotive repair, rental or gas station was located adjacent to the east of the site. Another automotive repair and/or gas station was also located to the south of the property across W. Colfax Ave.		
Planned Redevelopment, Outcomes and Status:	The owner is proceeding with the development and is using the grant project reports. Plans are currently being evaluated by the City of Lakewood Planning and Public Works Departments for demolition of the motel and construction of an approximately 12,000 sq ft retail building with plans for tenants such as UNC Health, a credit union, sandwich shops and a mattress firm. Demolition is anticipated for mid-January 2017, with asbestos removal, and the start of construction in March 2017 with one year to the opening of retail businesses. The owner will develop and retain the property.		
Grant Exp.:	\$35,500	Funding source:	Haz. Substance
Activities Performed/ Outputs/ Recommendations:	<p>Phase I ESA, SAP, HASP (Appendix D of SAP), Phase II ESA, Asbestos Survey</p> <p>Soil and groundwater was not impacted from off-site sources above regulatory thresholds for TPH, VOC or dissolved lead. Soil vapor samples contained benzene at a concentration below the CDLE-OPS RBSL, but above the calculated indoor screening concentration. Asbestos-containing materials were identified in flooring, drywall materials, sprayed-on acoustic materials and sink linings. A Materials Management Plan (MMP) for potential petroleum-contaminated soil encountered during excavation and a soil vapor assessment and/or a vapor mitigation system for new buildings was recommended.</p> <p>Asbestos remediation is anticipated to cost \$100,000.</p>		
Community Outreach:	Outreach efforts to the community were not yet reported by the owner.		
Lessons Learned:	<p>Grant funding of reports were helpful due to no cost to the applicant and owner. The applicant, the Kentro Group, stated that "the Colfax Mainstreet Coalition is a great program to encourage development and fully study/understand the environmental components of the property. We would definitely utilize the program, if available, again."</p> <p>Occasionally the owner may decide to develop and retain ownership of the property after the Phase I and II ESA are completed for the applicant. A brownfields site is eliminated and the property value and community property values increase. In this case, the areas on the other three corners of the intersection had been redeveloped, but the brownfields nature of this</p>		

	property had held it back from development. Now the corner and the surrounding area will be fully rejuvenated.
Economic impact:	Construction costs, not including remediation, are anticipated to equal \$2,900,000. Estimated build out for retailers is expected to be \$20 to \$40 per sq ft. Business operations jobs for Lakewood residents are probable. The market value of the property between 2013 and 2016 has increased by \$110,000 from \$881,600 to \$991,600, prior to anticipated construction. After construction and leasing of the space, the economic benefit for the community and City will be considerably more.



(Before Photo)



(Renderings)

COMMUNITY OUTREACH EFFORTS

BIDs and RNOs

The City of Lakewood communicated with the following BIDs and RNOs before and after the grant award: Two Creeks, Northeast Lakewood, Eiber, Morse Park, West Colfax Community Association, Lakewood-West Colfax Business Improvement District and the West Chamber–Union Professionals Working Group. Many of these groups provided letters of support to the City for the grant application. The City of Lakewood attended an October 25, 2012 Northeast Lakewood RNO meeting to present information about the grant. The City also provided a grant summary/FAQ handout to the BIDs and RNOs.

The City of Denver coordinated with the Colfax BIDs especially with the Bluebird District, the Fax Partnership, Colfax BID, and the West Colfax BID. Several CMC applicants were actually referred to the grant program through the West Colfax BID and Bluebird District. Prior to creation of the Fax Partnership as a full fledged BID through a ballot initiative, the City of Denver contracted with the Fax Partnership to provide community outreach to the area business community about the grant program and to coordinate grant activities. Outreach to RNOs was made through presentations at the beginning of the grant program to the Sloan's Lake Citizens Group, La Alama/Lincoln Park Neighborhood Association, West Colfax Neighborhood Association, West Colfax BID, Capitol Hill United Neighbors, The Fax Partnership, Greater Park Hill Community Inc., and the West Colfax Community Association.

Development and Business Outreach

City of Lakewood Economic Development staff presented information on the grant when talking with property owners and potential developers along the Colfax Corridor throughout the grant period.

The City of Denver utilized one on one meetings with prospective developers over the grant program period. As a part of the meeting, Denver would provide an overview of the City's brownfields program, available sources of funding including cleanup funding, give a demonstration of the City's environmental overlay GIS project, and discuss CMC grant funding. Meetings ranged from 30 minutes to an hour and half depending upon interest. Denver estimates it met with over 30 developers and building consultants on the program. In total, approximately six of Denver's projects came from these one on one meetings.

Website and Program Brochures

The Coalition developed a website in the early part of the grant program to provide an information resource that residents and the development community could refer. The website included basic information on the grant program such as grant applicant process, CMC application form, corridor area graphic, and contact information.

The City of Lakewood was very involved in the website creation and Frequently Asked Questions portions of the website. Lakewood developed an Environmental Assessment Support Program tri-fold brochure. This and the CMC FAQ sheet were handed out to attendees at presentations and meetings. Both of these are included in Appendix 1.

News Articles

A press release dated June 2012 provided information to Lakewood citizens and businesses regarding the grant award celebration.

Throughout the grant period, there were several news articles about Colfax redevelopment projects in the Denver Post, North Denver Tribune, and Denver Business Journal. Most of the articles were about the progress of the developments themselves or revitalization efforts.

BROWNFIELDS CONFERENCES AND PRESENTATIONS

2013 National Brownfields Conference

Michael Miera and Dave Wilmoth with the City and County of Denver attended the National Brownfields Conference in Atlanta, Georgia on May 15 through 17, 2013.

New Life for Closed Gas Stations Conference and Exhibition

Pat Matthews, City of Lakewood, Michael Miera and Dave Wilmoth, both with the City and County of Denver, attended the New Life for Closed Gas Stations Conference and Exhibition on June 3 through 6, 2014. The conference included presentations covering the range of gas station life and remediation including how they are designed, how to remediate contaminated sites, regulatory perspectives, the federal brownfields program, design and market case studies for various uses, developer's and lender's perspectives, case law and liability, and how to find the right gas station sites for your reuse, among other topics.

2015 National Brownfields Training Conference

Alexis Moore, City of Lakewood, Michael Miera, Lisa Clay, and Dave Wilmoth, all with the City and County of Denver, attended and presented at the 2015 National Brownfields Training Conference on September 2 through 4, 2015. This conference focused on education and trainings around best practices and creative strategies related to brownfields investigation and reinvestment around the country. The conference session Alexis Moore, City of Lakewood Principal Planner helped develop and present, in collaboration with staff from EPA Region 8 and the Metro West Housing Authority, was titled "Building a Sustainable Arts District". The session description was as follows: *What happens when community leaders, business interests, local government, affordable housing developers, a new light rail line, and the U.S. EPA collide? In Lakewood, CO, it has catalyzed the new 40 West Arts Creative District and a fantastic LEED ND certified mixed-income housing community, located in the heart of the new arts district. Hear how U.S. EPA area-wide planning, assessment and cleanup funds, along with local, state, and other federal funds, the private sector, and exceptional community involvement and determination, have helped an economically challenged neighborhood experience renewed vitality focused around the arts, creative placemaking, and multi-modal transportation opportunities.* The conference session was very well-attended with numerous attendees asking follow up questions directly after the session and contacting Alexis and her speaking partner, Ryan McCaw from Metro West Housing Solutions, to request additional information in the weeks following the conference.

The City of Denver hosted a booth in the exhibition portion of the conference to promote Denver's brownfields program including the Colfax Mainstreet Coalition. This was a new program marketing

approach for Denver's brownfields program that had a higher level of interest from attendees than expected.

Dave Wilmoth presented as a part of a panel of speakers on implementation of green infrastructure on brownfields projects. The three panelist presented examples of green infrastructure implementation at the project, district, and regional scales. Several of the attendees to the presentation stayed afterwards to discuss in depth Denver's regional green infrastructure project including a participant from Belgium.

2016 Colorado Brownfields Conference

Victor Caesar, Susan Askew, and Michael Guertin attended the Colorado Brownfields Conference in Denver, Colorado held August 25, 2016. Many staff from the City and County of Denver also attended the conference but their conference fee was not paid under the grant.

2016 Western Brownfields Workshop

Agatha Linger and Dave Wilmoth with the City and County of Denver attended the EPA workshop held September 28-30, 2016 in San Francisco, California. Dave Wilmoth along with Stacey Eriksen, EPA Region 8 Brownfields Coordinator, lead a breakout session on brownfields area wide planning.

WORKPLAN COMPARISON

Site Identification/selection:

Potential applicants approached the respective municipality through the website and through discussions with City planners, economic development staff, BIDs and RNOs. After a promising phone discussion with the potential applicant, we reviewed their application, which was available to fill out on the website. Then the municipal representatives presented the project, with details provided by the applicant, to the rest of the Steering Committee and to the advisory board via a teleconference meeting. After the advisory board gave comments and approval, the Steering Committee voted to approve or disapprove of each application during the meeting. These meetings were held as often as needed to facilitate the timely development of projects.

EPA Site Approval:

If the project was approved by the Steering Committee, a Site Eligibility Determination Outline was submitted to EPA for approval. Work on a project was conducted after written approval from the EPA Project Officer.

Compliance with other Federal Requirements:

The City of Lakewood, City and County of Denver, and Denver Urban Renewal Authority and their contractors complied with all terms and conditions of the cooperative agreement contracting outlined in Exhibit B of the Work Plan.

Coalition Lessons Learned

The participation of Colorado Oil and Public Safety Division and Colorado Department of Public Health and Environment on the advisory board was a critical component of the success that the coalition was able to achieve. The agency staff were able to provide guidance to both applicants and the coalition on

project application presentations, thoroughly vet projects, and in many cases provide insight to applicants on agency voluntary cleanup programs.

The developer driven application process the coalition utilized was effect at getting the development community to buy into the grant program. Furthermore, the municipalities' commitment to the applicants to quickly move through the application approval process – often within a week of receiving the application - then to quickly move to complete project deliverables by applicant determined deadlines contributed to building trust between the applicant and the coalition. As prior applicants returned to work on other projects and as applicants spread the word of the success and grant partnership opportunity, other applicants came forward. The building of a trusting and successful partnerships with the development community was our best grant program marketing.

Working with BIDs as a liaison between the development community and the cities proved to be a successful strategy to solicit CMC applications. Often, the development community views government assistance negatively due to bureaucratic processes. By engaging BIDs, the coalition was able to overcome initial hesitation from the development community and prove successful project outcomes, which lead to word of mouth marketing from project participants.

As discussed in the Budget and Expenditure Summary, the remaining unencumbered grant funds were due to cost savings from approved projects. As the grant period proceeded, additional efforts to spend the savings would have funded one or two more projects.

BUDGET AND EXPENDITURES SUMMARY

In October 2012, the Colfax Mainstreet Coalition was awarded an Environmental Protection Agency (“EPA”) Brownfield Assessment Grant to fund environmental assessment on properties located within the segment of the Colfax Corridor that runs throughout the City and County of Denver and City of Lakewood. The Coalition was awarded \$900,000 to undertake assessments in the form of a \$400,000 Hazardous Substance Assessment Grant (Table 2) and a \$500,000 Petroleum Assessment Grant (Table 3).

Table 2. Hazardous Substance Assessment Budget and Expenditures

Budget Category	Original Approved Budget	Final Approved Budget	Cumulative Expenditures	Balance of Grant Funds Remaining
Personnel	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -
Travel	\$ 4,100.00	\$ 7,100.00	\$ 6,689.12	\$ 410.88
Equipment	\$ -	\$ -	\$ -	\$ -
Supplies	\$ 750.00	\$ 750.00	\$ -	\$ 750.00
Contractual	\$ 395,150.00	\$ 392,150.00	\$ 327,722.78	\$ 64,427.22
Total	\$ 400,000.00	\$ 400,000.00	\$ 334,411.90	\$ 65,588.10

Table 3. Petroleum Assessment Budget and Expenditures

Budget Category	Original Approved Budget	Final Approved Budget	Cumulative Expenditures	Balance of Grant Funds Remaining
Personnel	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -
Travel	\$ 5,200.00	\$ 6,200.00	\$ 5,554.89	\$ 645.11
Equipment	\$ -	\$ -	\$ -	\$ -
Supplies	\$ 750.00	\$ 750.00	\$ -	\$ 750.00
Contractual	\$ 494,050.00	\$ 493,050.00	\$ 489,859.68	\$ 3,190.32
Total	\$ 500,000.00	\$ 500,000.00	\$ 495,414.57	\$ 4,585.43

Table 4 illustrates the combined budget as reflected in the Cooperative Agreement between the Denver Urban Renewal Authority (“DURA”) and the EPA as well as the Intergovernmental Agreement among the members of the Coalition.

Table 4. Combined Budget and Expenditures

Budget Category	Original Approved Budget	Final Approved Budget	Cumulative Expenditures	Balance of Grant Funds Remaining
Personnel	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -
Travel	\$ 8,848.00	\$ 12,848.00	\$ 12,244.01	\$ 603.99
Equipment	\$ -	\$ -	\$ -	\$ -
Supplies	\$ 1,500.00	\$ 1,500.00	\$ -	\$ 1,500.00
Contractual	\$ 889,652.00	\$ 885,652.00	\$ 817,582.45	\$ 68,069.55
Total	\$ 900,000.00	\$ 900,000.00	\$ 829,826.46	\$ 70,173.54

A majority of the grant was allocated to the Contractual Category for both grants which includes the consultants utilized to conduct assessments. The Travel Category was utilized so representatives from the City and County of Denver, City of Lakewood, and DURA could attend trainings and bring back knowledge to enhance project activities. Representatives attended the 2013 National Brownfield Conference in Atlanta, Georgia, the 2014 New Life for Closed Gas Stations Conference in Orlando, Florida, the 2015 National Brownfields Training Conference in Chicago, Illinois, the 2016 Colorado Brownfields Conference in Denver, Colorado, and the 2016 Western Brownfields Workshop in San Francisco, California.

Budget Reallocation

The Original Approved Budget stated in the original Intergovernmental Agreement and Cooperative Agreement is reflected in Table 5 along with the Final Approved Budget. An adjustment to the budget was approved by the EPA to allocate funds from the Contractual budget category into the Travel budget which includes \$3,000 in the Hazardous Substance Assessment Budget and \$1000 in the Petroleum Assessment Budget.

Table 5. Combined Budget and Expenditures

Budget Category	Original Approved Budget	Final Approved Budget	Cumulative Expenditures	Balance of Grant Funds Remaining
Personnel	\$ -	\$ -	\$ -	\$ -
Fringe Benefits	\$ -	\$ -	\$ -	\$ -
Travel	\$ 8,848.00	\$ 12,848.00	\$ 12,244.01	\$ 603.99
Equipment	\$ -	\$ -	\$ -	\$ -
Supplies	\$ 1,500.00	\$ 1,500.00	\$ -	\$ 1,500.00
Contractual	\$ 889,652.00	\$ 885,652.00	\$ 817,582.45	\$ 68,069.55
Total	\$ 900,000.00	\$ 900,000.00	\$ 829,826.46	\$ 70,173.54

Based on previous experience, the Coalition estimated that a total of 8 hazardous substance and 10 petroleum assessments could be performed, with the actual number of sites varying dependent on the scope of work for each project. Upon completion of the grant program, 11 Hazardous Substance project assessments were completed utilizing 83.6% of the Hazardous Substance Budget and 12 Petroleum assessments were completed utilizing 99.1% of the Petroleum Budget. The unencumbered grant funds of \$70,173.53, comprised entirely by cost savings from approved projects, represents 7.78% of the combined grant award as presented in Figure 5.

Figure 5. Combined Grant Expenditures & Unencumbered Funds

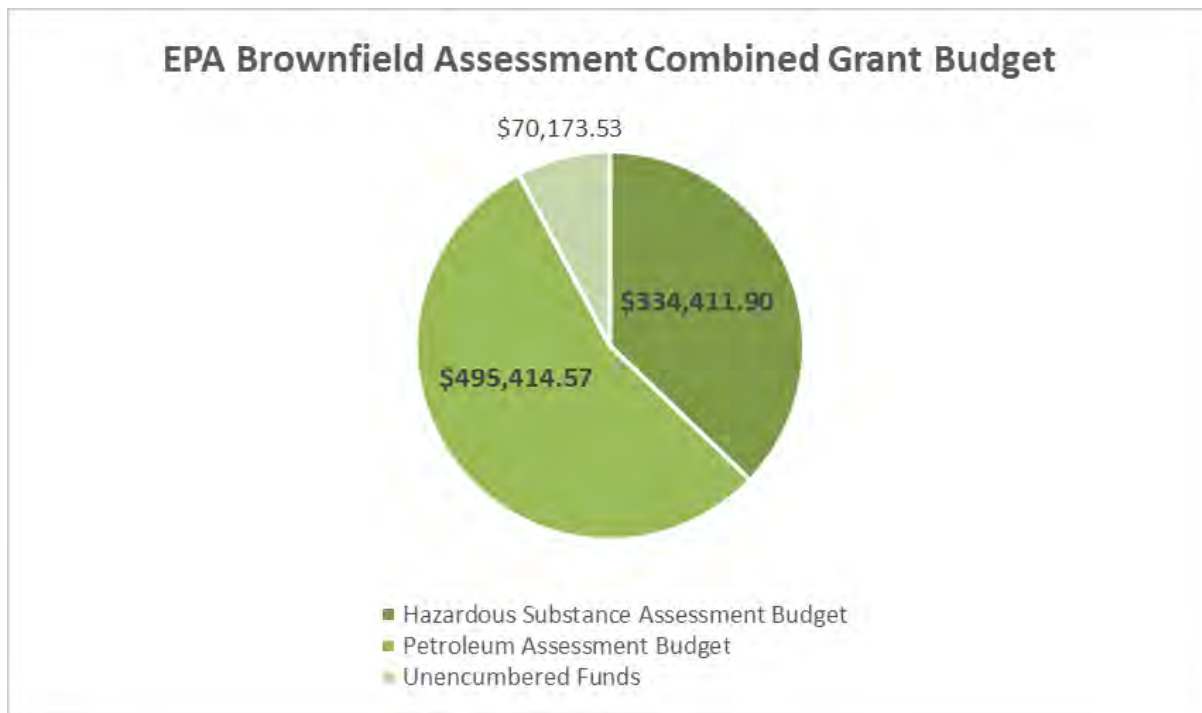


Table 6 shows grant funds expended by site or activity.

Table 6. Expenditures by Budget Category

Budget Category & Itemized Expenses	Amount
Travel	
2013 National Brownfields Conference (Atlanta, GA)	\$ 3,775.35
New Life for Closed Gas Stations Conference (Orlando, FL)	\$ 3,689.06
2015 National Brownfields Training Conference (Chicago, IL)	\$ 1,381.43
2016 Colorado Brownfields Conference (Denver, CO)	\$ 311.25
Western Brownfields Workshop (San Francisco, CA)	\$ 3,086.92
<i>Subtotal</i>	\$ 12,244.01
Contractual	
CMC Website & Domain	\$ 4,588.35
Community Outreach	\$ 382.99
Kearney Brownfield Site (6800 E Colfax)	\$ 48,672.85
Perry #1	\$ 28,327.74
Lowell Brownfield Site (1499 Lowell)	\$ 51,433.42
Monroe Brownfield Site (Galaxie Food Court)	\$ 60,196.17
Perry #2	\$ 18,869.10
Perry #3	\$ 36,095.00
Ogden Brownfield Site (1300 Ogden St)	\$ 28,251.85
17th & Perry (St. Anthony's Block 3)	\$ 30,574.80
Birch Brownfield Site (4347 E. Colfax Ave)	\$ 21,239.85
Stuart Street (St. Anthony's Block 7)	\$ 52,430.56
Ivy Brownfield Site (Colorado State Bank)	\$ 61,064.22
Xavier Brownfield Site (1500 Xavier)	\$ 2,400.00
1801 E Colfax (Williams St.)	\$ 35,569.60
Trenton Street Site (1520 Trenton)	\$ 38,007.01
Jackson Street Project (3805 E. Colfax Ave)	\$ 90,813.67
Milwaukee Street Project (3015 E. Colfax Ave)	\$ 37,621.85
Federal Blvd Project (2744 W. Colfax Ave))	\$ 61,712.16
1190 Wadsworth (Enterprise Rental)	\$ 15,474.87
1000 Wadsworth (Lakewood Muffler)	\$ 12,150.00
Lamar Station Crossing Phase II (6190 W 13th Ave)	\$ 13,079.40
8810 W Colfax (Abo Group)	\$ 1,750.00
Mountain View Inn (14825 W. Colfax Ave)	\$ 35,500.00
5800 W Colfax (Rodajo Carwash)	\$ 31,377.00
<i>Subtotal</i>	\$ 817,582.45
Total	\$ 829,826.46

Figure 6 shows grants funds expended by year.

Figure 6.



Outcomes and Outputs

Tables 7 and 8 present the outcomes and outputs of the grant from the City and County of Denver and City of Lakewood.

Table 7 - EPA Brownfield Assessment Grant Outputs and Outcomes for City of Lakewood
(Data as of January 19, 2017)

Property	Address	Acres Assessed with Grant Funds	Private Capital Investment	Funds Expended Per Site	Funds Expended Per Acre	Number of Jobs Created	Site Remediated or NFA Determination	Site Development	Acres Redeveloped	Number of Greenspace Acres Created	Number of Affordable Housing Units Created	Number of community health facilities created	Increase in Lakewood Revenue/ Taxes	Increase in Lakewood Revenue/ Taxes Per Acre
Enterprise Rental	1190 Wadsworth Blvd	0.385	Purchase for ROW	\$15,475	\$40,195	Construction jobs during remediation	Site remediated	Greenspace	N/A	0.385	N/A	N/A	\$0 (state owned)	\$0 (state owned)
Lakewood Muffler	1000 Wadsworth Blvd	0.28	Purchase for ROW	\$12,150	\$43,393	4 during remediation	Site remediated	CDOT staging area	N/A	N/A	N/A	N/A	\$25	\$90
Lamar Station Crossing Phase II	6190 W 13 th Ave.	2.86	Purchase, Development Pending	\$13,079	\$4,573	Construction Pending Tax Credits	Construction Pending Tax Credits	Pending affordable housing development	2.86 pending tax credits	N/A	65 units anticipated	N/A	\$346	\$121
8810 W. Colfax Ave.	8810 W. Colfax Ave.	0.71	N/A	\$1,750	\$2,465	0	N/A	Not currently being developed	N/A	N/A	N/A	N/A	\$72	\$101
Mountain View Inn	14825 W. Colfax Ave.	0.98	N/A	\$35,500	\$36,224	Construction Pending plan review	Construction Pending Plan review	Mixed retail/office in planning review	0.98 currently in City planning review	N/A	N/A	N/A	\$152	\$156
Rodajo Carwash	5800 W. Colfax Ave.	0.93	Purchase, Development Pending	\$31,377	\$33,739	5 FTE	No remediation necessary	Environmental friendly carwash in Arts District	0.93	N/A	N/A	N/A	\$85	\$91

Revenues in 2015 were calculated as if Colorado Tax Payer Bill of Rights (TABOR) did not exist, i.e. as if the City of Lakewood did not have to refund monies to taxpayers.

Table 8 - EPA Brownfield Assessment Grant Outputs for City and County of Denver and the City of Lakewood

Colfax Mainstreet Coalition Grant Output Measure	Denver	Lakewood
Number of outreach meetings held	40+	7
Number of brownfields training-related seminars and meetings	5	7
Number of sites assessed with grant funds	17	6
Number of acres assessed with grant funds	15.1	6.15
Average dollar amount of funds expended per site	\$41,284	\$18,222
Average dollar amount of funds expended per acre	\$46,351	\$26,765
Number of jobs created	Est. 1,254 Permanent FTEs, 661 Construction FTEs	as of rpt, 5 FTE, 4 during construction
Number of sites remediated or NFA determination	3	as of rpt, 3
Number of sites developed	17	as of rpt, 3
Number of acres redeveloped	15.1	as of rpt, 4.77
Number of greenspace acres created	0	as of rpt, 0.385
Number of affordable housing units created	367	65
Number of community health facilities created	2 planned	0
Average dollar amount attributed to increase in revenue/taxes per site	\$2.2M per site over 10 years	136
Average dollar amount attributed to increase in revenue/taxes per acre	\$1.98M per acre over 10 years	112

Appendices

Appendix 1 - Colfax Mainstreet Produced Documents

List of Documents

- Colfax Mainstreet FAQ
- CMC Website Pages
- City and County of Denver Brownfield Program Brochure
- City of Lakewood Environmental Assessment Program Brochure
- CMC Project Application

Colfax Mainstreet FAQ



Who is the Colfax Mainstreet Coalition?

The Colfax Mainstreet Coalition (Coalition) is a partnership between the City and County of Denver, the City of Lakewood, and the Denver Urban Renewal Authority (DURA). The partnership formed in 2011 with the sole purpose of applying for a brownfields coalition assessment grant from the U.S. Environmental Protection Agency (EPA).

What is the Colfax Mainstreet Coalition Brownfields Assessment Grant?

In 2012, the Coalition was awarded a \$900,000 brownfields assessment grant from the EPA to examine potential environmental contamination of sites along the Colfax Avenue corridor that are ripe for redevelopment (revitalization) but that may be stymied due to uncertainty about the actual environmental conditions.

What specifically does the Coalition do with the grant funding?

The grant will be used to fund environmental site assessments (ESA's) on both public and private brownfield properties along the Colfax corridor. These ESA's will help determine the presence, nature and extent of potential contamination at sites, identify specific cleanup needs and thereby remove uncertainty, which can be an impediment to the revitalization process. Interested property owners or developers would need to apply to the Coalition to fund the ESA's.

What are the benefits of ESA's and why are they being undertaken?

An ESA can make possible the cleanup of contaminated land and buildings to promote community revitalization. By considering environmental effects and mitigation measures early in the project planning cycle, ESA's can support better decision making, assist the revitalization process, and result in many benefits, such as:

- increased protection of public health
- expanded opportunities for public participation
- new and better services for the community
- removal of blight and reduced incidence of crime
- increased employment and housing options
- healthier and more vibrant communities
- reduced project costs and delays
- reduced risks of environmental harm or disasters

What are the project boundaries?

The project boundaries are comprised of properties between 12th and 17th Avenues, and from Yosemite Street to Indiana Street within the City and County of Denver and the City of Lakewood. Properties adjacent to the boundaries and areas along the West Corridor Light rail may also be considered.



How do I apply for grant funding?

An application form (available on the project website) should be filled out and returned to the Colfax Mainstreet Coalition. The application gathers information regarding the history of the property, a desired scope of work to be performed, and why the applicant would like for the assessment work to be performed. Additional information may be required after initial review of material.

How can I get more information?

Project website: www.colfaxmainstreetcoalition.org

General email inquiries: info@colfaxmainstreetcoalition.org

City and County of Denver

Dave Wilmoth
Brownfields Co-Coordinator
Dept. of Environmental Health
201 West 14th Avenue, Department 310
Denver, CO 80202
Email: dave.wilmoth@denvergov.org
Phone: (720) 865-5438 Fax: (720) 865-5534

City of Lakewood

Brian Nielsen
Environmental Services Division, Manager
480 S Allison Parkway
Lakewood, Colorado, 80226
Email: brinie@lakewood.org
Phone: (303) 987-7192 Fax: (303) 303 987-7667

Denver Urban Renewal Authority

Giles Flanagan
Redevelopment Manager
1555 California St # 200
Denver, CO 80202
E-mail: GFlanagan@renewdenver.org
Phone: (303) 534-3872 Fax: 303-534-7303

CMC Wesbite Pages



[About The Coalition](#)

[About The Grant](#)

[Brownfields Success Stories](#)

[Contact The Coalition](#)

[Submit an Application](#)

[Colfax & Station Area Plans](#)

[Frequently Asked Questions](#)

[Events & Press Appearances](#)

The Colfax Mainstreet Coalition & The Brownfields Assessment Grant

The Colfax Mainstreet Coalition (Coalition) is a partnership among the City and County of Denver (Denver), the City of Lakewood (Lakewood), and the Denver Urban Renewal Authority (DURA). The partnership formed in 2011 with the sole purpose of applying for a brownfields assessment grant from the U.S. Environmental Protection Agency (EPA).

In 2012, the Coalition was awarded a [\\$900,000 brownfields assessment grant](#) from the EPA to examine potential environmental contamination of sites along the Colfax Avenue corridor in Denver and Lakewood. The goal is to help foster redevelopment of Colorado's original main street by funding environmental site assessments (ESAs). These ESA's will help determine the presence, nature and extent of potential contamination at sites, and identify specific cleanup needs, which will assist in restoring properties to beneficial and higher reuse for the community, property owners, and prospective purchasers.

Thanks to the EPA grant, [the Coalition](#) will assist in removing uncertainty associated with brownfield sites along the Colfax corridor and help to transition the Corridor to a modern and sustainable commercial and transportation corridor.

[Edit](#)



About Colfax Avenue

Colfax Avenue is the longest continuous street in the United States. It stretches 26 miles from Aurora, through Denver to Lakewood, Colorado. Colfax is said to be a "Gateway to the Rockies" as it can take you from the plains to the Rocky Mountains. Colfax is also known as US Highway 40 and has served as the commercial corridor for surrounding neighborhoods.

Over the past 130 years, Colfax has evolved from a dusty, dirt road to a bustling trolley route and now an urban boulevard; always serving as a main street through Denver and Lakewood. While Colfax continues to be a major transportation route it has lost much of its vibrancy and main street feel over the years. Many efforts are now underway to revive and reinvigorate Colfax Avenue.

What are Brownfields?

Brownfields are real property where the expansion, redevelopment or reuse of which may be complicated by the presence or perceived presence of a hazardous substance, pollutant or contaminant. Examples of brownfields sites include former industrial sites, gas stations, dry cleaners, junkyards and landfills.

📍 Brownfields Success Stories

● [About The Coalition](#)

[About The Grant](#)

[Brownfields Success Stories](#)

[Contact The Coalition](#)

[Submit an Application](#)

[Colfax & Station Area Plans](#)

[Frequently Asked Questions](#)

[Events & Press Appearances](#)

[Home](#) > [The Colfax Mainstreet Coalition](#)

The Colfax Mainstreet Coalition

The Colfax Mainstreet Coalition (Coalition) is a partnership between the City and County of Denver, the City of Lakewood, and the Denver Urban Renewal Authority (DURA). The partnership formed in 2011 with the sole purpose of applying for a brownfields assessment grant from the U.S. Environmental Protection Agency (EPA).

Community Outreach

Community involvement and outreach is a critical part of the Coalition's course of action. The City and County of Denver and the City of Lakewood conduct specific community involvement activities in their respective jurisdictions. The Coalition is engaging the community with assistance from *Business Improvement Districts* (BIDs) and *Registered Neighborhood Organizations* (RNOs) who will serve as liaisons to the affected communities' stakeholders—private property owners in the Colfax corridor, residents, business owners, the real estate community and the nonprofit/development community.

The role of the BIDs and RNOs is to promote the Coalition and the Project to their constituencies, identify community needs and potential projects, provide forums for regular meetings, provide the Coalition with expertise on existing economic development activities in their respective areas, and assist the Coalition with promoting brownfields education programming to their constituencies.

[Contact The Coalition](#)

[Edit](#)

IN THE SECTION:

The Colfax Mainstreet Coalition

[Project Sponsors](#)



Events & Press Appearances

[Events \(1\)](#)

[Press \(2\)](#)

Have Questions or Comments?

[visit Contact Us](#)

Submit an Application Now

View Map of the Study Area

[About The Coalition](#)[About The Grant](#)[Brownfields Success Stories](#)[Contact The Coalition](#)[Submit an Application](#)[Colfax & Station Area Plans](#)[Frequently Asked Questions](#)[Events & Press Appearances](#)[Home](#) > [About The Brownfields Assessment Grant](#)

About The Brownfields Assessment Grant

The grant will be used to conduct environmental site assessments (ESAs) of brownfield properties along 15 miles of Colfax from Yosemite Street on the east in Denver to Indiana Street on the west in Lakewood. These ESAs will help determine the presence, nature and extent of potential contamination at sites, and identify specific cleanup needs.

[view a map of the study area](#)

The historical nature of the Colfax Corridor lends itself to potential environmental contamination, including former and current uses of properties as dry cleaners, gas stations, automotive repair centers, automotive dealerships, light industrial uses and commercially based businesses serving the adjacent residential neighborhoods.

In recent years significant public and private investments have been made within the Corridor including the Regional Transportation District West Rail Line adjacent to Colfax Avenue, the creation of area plans for segments of the Corridor, redevelopment of existing properties, and some new construction. In an effort to continue and move the progress of the Corridor forward, the Coalition intends to:

- ✔ Provide technical assistance regarding environmental conditions for stakeholders to attract future investment for underutilized sites.
- ✔ Help address redevelopment barriers by ascertaining environmental risk associated with redevelopment of specific sites.
- ✔ Leverage opportunities in brownfields funding.
- ✔ Where appropriate, provide environmental site assessment reports and reliance letters to lending institutions and other entities.
- ✔ Engage and educate community stakeholders such as Business Improvement Districts, Neighborhood Organizations and the business community about brownfields.
- ✔ Promote broad public and environmental health goals such as:
 - ✔ Safety
 - ✔ Promote redevelopment of abandoned and derelict structures
 - ✔ Promote redevelopment that provides a safer and pedestrian friendly Colfax.
 - ✔ Social and Economic
 - ✔ Help to reduce blight, crime and vagrancy
 - ✔ Help to promote social capital and community connectedness

IN THE SECTION:

About The Brownfields Assessment Grant

[Adopted Colfax & Station Area Plans](#)[Assessment Activities](#)[Project Nomination & Selection Criteria](#)[Site Identification & Selection Process](#)[The Study Area](#)

Events & Press Appearances

[Events \(1\)](#)[Press \(2\)](#)

Have Questions or Comments?

[visit Contact Us](#)

Submit an Application Now

View Map of the Study Area

✔ Environmental

✔ Assess biological, physical, and chemical site contamination

[Edit](#)

[About The Coalition](#)[Submit an Application](#)[About The Grant](#)[Colfax & Station Area Plans](#)[Brownfields Success Stories](#)[Frequently Asked Questions](#)[Contact The Coalition](#)[Events & Press Appearances](#)[Home](#) > [About The Brownfields Assessment Grant](#) > Adopted Colfax & Station Area Plans

Adopted Colfax & Station Area Plans

The site selection criteria include congruence with existing approved City plans. To assist in preparing the application below are links to the relevant City plans.

[East and West Colfax Plan](#)[Auraria Campus Master Plan](#)[Decatur-Federal Station Area Plan](#)[West Colfax Avenue Action Plan](#)[Lakewood Station Area Plans](#)

- ✓ Sheridan Boulevard Station Area Plan
- ✓ Lamar Street Station Area Plan
- ✓ Wadsworth Boulevard Station Area Plan
- ✓ Garrison Street Station Area Plan
- ✓ Oak Street Station Area Plan
- ✓ Union Corridor Station Area Plan

[Edit](#)

IN THE SECTION:

About The Brownfields Assessment Grant

[Adopted Colfax & Station Area Plans](#)[Assessment Activities](#)[Project Nomination & Selection Criteria](#)[Site Identification & Selection Process](#)[The Study Area](#)

Events & Press Appearances

[Events \(1\)](#)[Press \(2\)](#)

Have Questions or Comments?

[visit Contact Us](#)

Submit an Application Now

View Map of the Study Area

[About The Coalition](#)[Submit an Application](#)[About The Grant](#)[Colfax & Station Area Plans](#)[Brownfields Success Stories](#)[Frequently Asked Questions](#)[Contact The Coalition](#)[🔊 Events & Press Appearances](#)

EPA Grant Announcement Release

November 1, 2012

Brownfields 2012 Assessment Grant Fact Sheet Denver Urban Renewal Authority, ...[read the full content](#)

Posted in [Press](#) [Edit](#)

Denver Grant Announcement Press Release

November 1, 2012

EPA Awards Colfax Mainstreet Coalition \$900k Grant to Help Revitalization...[read the full content](#)

Posted in [Press](#) [Edit](#)

June 2012 CMC Award Celebration

November 1, 2012

Posted in [Events](#) [Edit](#)

Events & Press Appearances

[Events \(1\)](#)

[Press \(2\)](#)

Have Questions or Comments?

[visit Contact Us](#)

Submit an Application Now

View Map of the Study Area

[About The Coalition](#)[Submit an Application](#)[About The Grant](#)[Colfax & Station Area Plans](#)[Brownfields Success Stories](#)[🔍 Frequently Asked Questions](#)[Contact The Coalition](#)[Events & Press Appearances](#)[Home](#) > [Frequently Asked Questions](#)

Frequently Asked Questions

Who is the Colfax Mainstreet Coalition?

The Colfax Mainstreet Coalition (CMC) is a partnership among the City and County of Denver (CCD), the City of Lakewood (CL), and the Denver Urban Renewal Authority (DURA). The partnership received an Environmental Protection Agency Brownfields Assessment Grant which will be used to conduct brownfield assessments in order to assist in the revitalization of Colfax Avenue.

What is the Colfax Mainstreet Coalition Brownfields Assessment Grant?

In 2011, the Coalition applied for and was awarded a \$900,000 brownfields grant from the Environmental Protection Agency (EPA) to examine potential environmental contamination of sites along the Colfax Avenue corridor.

What specifically does the CMC do with grant funding?

The grant will be used to conduct environmental site assessments (ESAs) of both public and private brownfield properties within the Colfax corridor. These environmental site assessments will help determine the presence, nature and extent of potential contamination at sites, and identify specific cleanup needs.

- ✔ Phase I ESA: A Phase I environmental assessment is an initial environmental investigation that is limited to a historical records search to determine ownership, and to identify the kinds of chemical processes that were carried out at the site, current and historic land use, title ownership, and recognized environmental conditions. Asbestos and lead based paint surveys may also be included.
- ✔ Phase II ESA: A Phase II environmental assessment is an investigation that includes tests performed at the sites to confirm the location and identity of environmental contamination, fate and transport of environmental contaminants, and evaluation of potential exposure pathways.
- ✔ Cleanup Planning/Cost Estimates/End-Use Planning (Phase III): Phase III includes cleanup feasibility studies including bench top scale testing and remediation alternatives evaluations but not site scale pilot tests, preparation of the final cleanup plan including VCUP applications, cost estimates for cleanup and any end-use planning for a site.

What are the project boundaries?

Events & Press Appearances

[Events \(1\)](#)[Press \(2\)](#)

Have Questions or Comments?

[visit Contact Us](#)

Submit an Application Now

View Map of the Study Area

The project boundaries are comprised of properties between 12th and 17th Avenues, and from Yosemite Street to Indiana Street within the City and County of Denver and the City of Lakewood. Properties adjacent to the boundaries and areas along the West Corridor Light rail may also be considered.

Does the CMC fund cleanup activities?

No, however one of the goals of the CMC is to leverage funds among other agencies which may fund cleanup activities.

How do I apply for grant funding?

[An application form](#) should be filled out and returned to the Colfax Mainstreet Coalition. The application gathers information regarding the history of the property, a desired scope of work to be performed, and why the applicant would like for the assessment work to be performed. Additional information may be required after initial review of material.

How can I be selected for grant funding?

After submitting an application the Advisory Board made up of members from the Coalition along with members from the Colorado Division of Oil and Public Safety and the Colorado Division of Public Health and Environment will review the application in question and offer a recommendation to the Coalition. The Coalition will then approve sites for funding. All sites must be approved by EPA to ensure grant fund eligibility requirements.

What happens if my site has environmental contamination?

For most brownfield sites where environmental contamination is found either in soil or groundwater, the environmental condition is addressed as a part of site redevelopment and the extent of cleanup is dependent upon a number of factors, primarily intended use, site redevelopment plans, and the extent which the developer is willing to accept restrictions on the property such as an environmental covenant. In general, brownfield site cleanup is a risk-based cleanup that allows some or all contamination to remain on-site so long as potential human exposure pathways are eliminated. For example, contaminated soil can remain in place in an asphalt parking lot which as a barrier to contact with the soil but may require an environmental covenant so that successive property owners are made aware of its exist and bear the responsibility of properly managing the material. Another example is Groundwater contamination were the source is off property. In this instance the developer would only be obligated to ensure that occupants of a building were not exposed, e.g. vapor intrusion, or that groundwater extracted for the purpose of dewatering for cassions was properly managed and disposed. The developer would not be obligated or required to remediate contaminated groundwater. Other scenarios in which the property were identified as a source of groundwater contamination or with extensive soil contamination may require more robust cleanup which again would be dependent upon the factors previously described.

How will the environmental site assessment be used?

Through these site assessment activities, the applicant is spared the cost of the environmental assessments and is able to utilize the information to inform redevelopment plans, removing barriers to redevelopment by removing the uncertainty about

environmental site conditions, and enhancing the Corridor. It is possible for reliance letters, a letter which provides a level of assurance of the results of the work performed, to be extended to a lending institution or other entity; this is a typical requirement of lending institutions. The reports are open to the public and the results of the assessment activities are reported to the EPA.

Who will actually perform the environmental assessment work?

Depending on the site location, Denver and Lakewood have a list of qualified environmental contractors who have been selected through a procurement process who will perform the assessment activities. All contractors will be required to comply with the applicable EPA regulations and terms and conditions of the Grant.

What are the benefits of assessments and why are they being undertaken?

By considering environmental effects and mitigation measures early in the project planning cycle, environmental assessment can support better decision making and result in many benefits, such as:

- ✔ avoidance or minimization of adverse environmental effects
- ✔ opportunities for public participation
- ✔ increased protection of human health
- ✔ reduced project costs and delays
- ✔ reduced risks of environmental harm or disasters
- ✔ increased government accountability and harmonization
- ✔ lessened probability of trans-boundary environmental effects
- ✔ informed decisions that contribute to responsible development of natural resources

[Edit](#)

[About The Coalition](#)[About The Grant](#)[● Brownfields Success Stories](#)[Contact The Coalition](#)[Submit an Application](#)[Colfax & Station Area Plans](#)[Frequently Asked Questions](#)[Events & Press Appearances](#)[Home](#) > [Brownfields Success Stories](#)

Brownfields Success Stories

Belmar



before



after redevelopment

Once the largest indoor shopping center in the Mountain West, Lakewood's Villa Italia Mall began to decline in the 1990s. By 1999, about 50 percent of the property was vacant. As a large tract of land in a historical community center, Villa Italia was ripe for redevelopment but environmental obstacles blocked the rebuilding. Dry cleaners and auto shops on the 104-acre site had contaminated the groundwater and soil. Buildings contained asbestos and hazardous materials. Environmental remediation work had a \$5 million estimated cost.

The environmental cleanup – which would clear the way for redevelopment – required a multi-pronged funding effort. The Colorado Coalition, a collaborative redevelopment effort between the state and seven local governments, received \$5.1 million in a Revolving Loan Fund (RLF) grant from EPA's Brownfields Program. The Colorado Coalition uses this RLF funding to make low-interest loans for local Brownfields cleanup activities. In 2002, the Colorado Coalition issued a \$1.95 million loan to Continuum Partners, a private developer, for the cleanup and redevelopment of the mall site. The developer demolished the mall, removed soil and treated ground water contaminated with PCE before developing the site. Green building practices enabled the developer to recycle 90 percent of material from the former mall and save money on energy-efficient operations.

Completed in 2005, redevelopment of the property gave Lakewood its first walkable downtown area, concentrated near Lakewood's municipal buildings and Belmar Park. The Belmar mixed-use development includes commercial development, shops, restaurants, entertainment and homes. The development also incorporates renewable energy through solar photovoltaic (PV) arrays atop three parking structures.

Events & Press Appearances

[Events \(1\)](#)[Press \(2\)](#)

Have Questions or Comments?

[visit Contact Us](#)[Submit an Application Now](#)[View Map of the Study Area](#)

The surrounding community helped shape the new mixed-use development into an urban town center. Belmar has received numerous honors, such as the EPA Phoenix Award, and awards from ULI and CNU. What speaks most to its success, however, is its central role in Lakewood's revamped sense of community.

Quick Facts:

- ✓ Public/private partnership
- ✓ Successful brownfields cleanup leveraged by a \$5.1 million RLF grant
- ✓ Mixed-use redevelopment that converted the site from a dying shopping mall with environmental contamination to a premier, mixed-use urban center
- ✓ 104 acre site with 800,000 sf of office, 1.1 million sf of retail, 1,300 multi-family residential units, public plazas and parks
- ✓ Solar photovoltaic and wind energy on site

South Lincoln Redevelopment



before



after redevelopment

South Lincoln Homes, owned and managed by the Denver Housing Authority (DHA), consisted of 270 public housing units originally built in 1953. The 15.1 acre site in the La Alma/Lincoln Park neighborhood is served by the 10th and Osage RTD light rail station. DHA plans to redevelop the site in multiple phases to provide for a mix of housing products and a range of income levels. New economic opportunities will foster a sustainable community and Transit Oriented Development that will serve a broad resident base. The first phase of redevelopment, Tapiz Apartments, a 100 unit, 8-story building was completed in 2012. An additional six phases are slated for the 15.1 acre site with completion anticipated in 2016.

In collaboration with Denver's Brownfields Program and using \$100,000 in funds from an EPA Brownfields environmental assessment grant, Denver Environmental Health conducted a subsurface soil and groundwater assessment and asbestos building survey of existing buildings on behalf of DHA to gauge the existing environmental conditions and to inform DHA's redevelopment plans.

Quick Facts:

- ✓ DHA-Denver partnership
- ✓ TOD development

- ✔ Highlights successful brownfields cleanup by City and catalyst for neighborhood revitalization
- ✔ Funds leveraged: \$325K EPA Brownfields grants, HOPE VI, EPA green infrastructure technical assistance grant, Denver CDBG funding
- ✔ Outcomes: 15 acre (4 city block) neighborhood revitalization, 3 fold increased density, new neighborhood services.
- ✔ Opportunities: future partnerships with DHA

[Edit](#)

[About The Coalition](#)[About The Grant](#)[Brownfields Success Stories](#)[Contact The Coalition](#)[Submit an Application](#)[Colfax & Station Area Plans](#)[Frequently Asked Questions](#)[Events & Press Appearances](#)[Home](#) > [Submit an Application](#)

Submit an Application

It is recommended that prior to submitting an application perspective applicants: 1.) meet with a representative from either Lakewood or Denver ([See Contact Us section](#)) to discuss the project and 2.) review the [Site Identification/Selection Process](#) and [Project Nomination/Selection Criteria](#) on this website.

The application is the formal request by the applicant to the Coalition for Grant funding and therefore should be completed carefully. If you do not know the answer to a question asked on the application please simply state that the answer is unknown. The application process is overseen by the Coalition's Advisory Board and Steering Committee. Upon receiving an application, the Advisory Board will meet to discuss the potential site assessment activities and associated scope of work. After review, the Advisory Board will offer a recommendation to the Steering Committee. The Steering Committee will then vote on the proposed site assessment activities and associated scope of work. In general, the application process is anticipated to take approximately six weeks.

[Download the Application \(DOC, 550kb\)](#)

[Edit](#)

Events & Press Appearances

[Events \(1\)](#)[Press \(2\)](#)

Have Questions or Comments?

[visit Contact Us](#)

Submit an Application Now

View Map of the Study Area

[About The Coalition](#)[Submit an Application](#)[About The Grant](#)[Colfax & Station Area Plans](#)[Brownfields Success Stories](#)[Frequently Asked Questions](#)[Contact The Coalition](#)[Events & Press Appearances](#)[Home](#) > [Contact The Coalition](#)

Contact The Coalition

We would love to hear from you! Please fill out this form and we will get in touch with you shortly.

Name

Company

Email

Phone

Where would you like this info request directed?

☒ **City of Denver**

☐ City of Lakewood

Message

Captcha

I'm not a robot

reCAPTCHA
[Privacy](#) - [Terms](#)

Email Us:

info@colfaxmainstreetcoalition.org

City and County of Denver

Dave Wilmoth
Brownfields Co-Coordinator
Dept. of Environmental Health
201 West 14th Avenue, Department 310
Denver, CO 80202
Phone: (720) 865-5438
Fax: (720) 865-5534

City of Lakewood

Brian Nielsen
Environmental Services Division, Manager
480 S Allison Parkway
Lakewood, Colorado, 80226
Phone: (303) 987-7192
Fax: (303) 303 987-7667

Denver Urban Renewal

Brad Boyle
Redevelopment Specialist
1555 California St # 200
Denver, CO 80202
Phone: (303) 534-3872
Fax: 303-534-7303

[Edit](#)

Events & Press Appearances

[Events \(1\)](#)

[Press \(2\)](#)

**Submit an
Application Now**

**View Map of the
Study Area**

Submit

City and County of Denver
Brownfield Program Brochure

Why Choose Denver?

A beautiful, bustling metropolis set against the backdrop of the Rocky Mountains, Denver is widely recognized for its exceptional balance of a thriving economy, healthy lifestyle, and urban as well as natural amenities.

With appealing business opportunities for corporate employers and entrepreneurs, award-winning transit, excellence in education, innovative healthcare system, and healthy housing market, Denver is strengthening its reputation as one of America's most livable cities.

- 1st Best Place for Business and Careers (Forbes, 2015)
- 1st Top Commercial Real Estate Market in U.S. (Coldwell Banker, 2014)
- 2nd Best Place to Launch a Startup Business (Forbes, 2014)
- 2nd State Most Supportive of Innovation (U.S. Chamber of Commerce, 2013)
- 5th Best City for Job Seekers (Nerdwallet, 2015)
- 6th Fastest Growing City in America (Forbes, 2015)



[www.denvergov.org/
brownfieldredevelopment](http://www.denvergov.org/brownfieldredevelopment)

For more information, contact:

Dave Wilmoth

City and County of Denver
Department of Environmental Health
www.denvergov.org/DEH
Email: dave.wilmoth@denvergov.org
Phone: (720) 865-5438

Michael Miera

City and County of Denver
Office of Economic Development
www.denvergov.org/OED
Email: michael.miera@denvergov.org
Phone: (720) 913-1534



Collaboration | Innovation | Revitalization



COLLABORATION

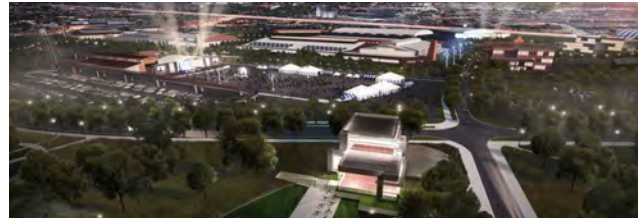
The Denver Brownfields Program consists of a multi-agency committee established to inform, collaborate and direct the program's efforts and opportunities. As the lead agencies for this effort, the Office of Economic Development and the Department of Environmental Health provide programmatic leadership, and economic development and environmental science expertise.

The Denver Brownfields Program is committed to working in partnership with stakeholders to facilitate and support the brownfields redevelopment process.

Resources and Partners



INNOVATION



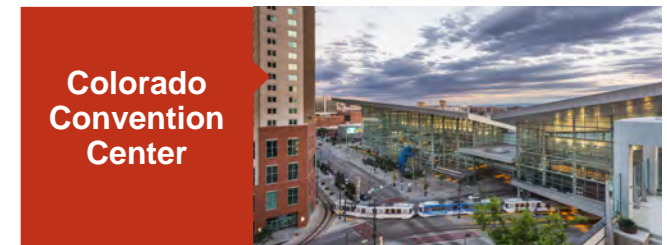
The Master Plan for the 100-year old National Western Center (NWC) calls for a full rehabilitation of the area for year round activities. The NWC will be a place of innovation for business, job creation and cutting edge research and development. With a combined 270 acres of redeveloped land, the NWC will provide flexibility for long term opportunities to add additional partners with complementary visions and goals.

The Denver Brownfields Program creates innovative financial solutions to overcome barriers to the redevelopment of brownfields to promote healthy, vibrant communities.

- Two EPA Brownfields Assessment Grants with a river corridor and main street focus
- Colorado Petroleum Cleanup and Redevelopment Fund - up to 50% cleanup costs
- Colorado Brownfields Tax Credit - up to 40% cleanup cost tax credit
- Colorado Brownfields Revolving Loan Fund - one of the strongest in the country
- Tax Increment Financing through Denver Urban Renewal Authority
- Community Development Block Grants/HUD Section 108 Loans

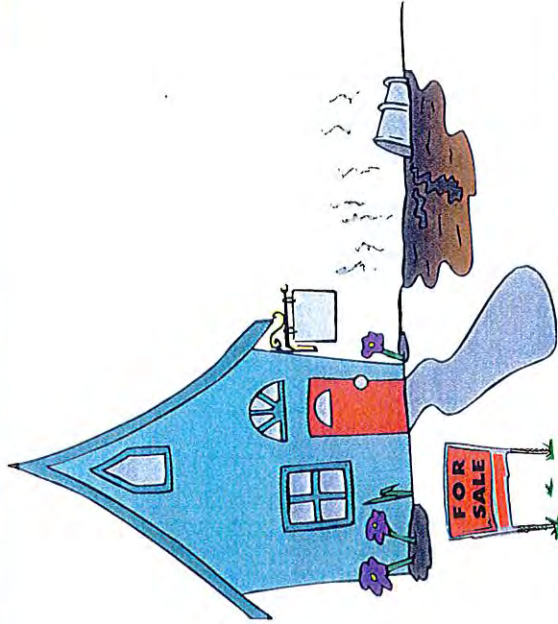
REVITALIZATION

The Denver Brownfields Program fosters sustainable environmental cleanup, removal of blight, reinvestment in established communities, and neighborhood revitalization with a focus on providing community benefits, healthy environments and job creation.



City of Lakewood
Environmental Assessment Program Brochure

Not all industrial or commercial properties are contaminated. Those properties that are contaminated may not be readily noticeable. A thorough environmental site assessment is essential to identify or dismiss potential environmental concerns.



To Access the Lakewood Environmental Assessment Support Program call the EASP Hotline at:

303-987-7190

Or Visit Our Web Site:

www.lakewood.org

City of Lakewood
480 South Allison Parkway
Lakewood, CO 80226

E-mail: brownfields@lakewood.org

City of Lakewood
480 S. Allison Pkwy
Lakewood, CO 80226



Environmental Assessment Support Program



Are you selling, buying or redeveloping real estate which needs an environmental assessment or environmental engineering study? The Lakewood Environmental Assessment Support Program can arrange for professional environmental or engineering services to support and advance your efforts.



City of Lakewood

LAKEWOOD ENVIRONMENTAL ASSESSMENT SUPPORT PROGRAM

Construction, renovation, transfer, or reuse of a commercial or industrial property is sometimes hindered by real or perceived environmental issues. The Lakewood Environmental Assessment Support Program is a financial bridge to close such environmental issues. The Lakewood Environmental Assessment Support Program will help you obtain the professional assistance necessary to identify potential concerns and overcome environmental hurdles.



Alleviate Environmental Concerns at Your Property

- ◆ The Lakewood Environmental Assessment Support Program covers assessment work necessary to obtain a regulatory "No Further Action" determination from the State of Colorado.
 - ◆ Phase I and Phase II environmental investigation activities are eligible.
 - ◆ Risk assessments and remedial planning necessary to address site conditions are eligible.
- ### Cost Savings for Qualifying Sites
- ◆ The City of Lakewood has pre-negotiated rates with a select group of environmental specialists.

- ◆ These pre-negotiated rates are available to qualifying owners, developers, purchasers, and tenants of properties located within Lakewood's city limits.

It's Easy To Use

- ◆ Simple application.
- ◆ Decisions on applications typically made in 30 days or less.
- ◆ Information and technical assistance are available.

A Win-Win Opportunity

- ◆ A cost effective way to accomplish your environmental assessment work.
- ◆ An actual or perceived environmental hazard is mitigated.
- ◆ An economic or community benefit is realized.

Grants & Flexible Credit Terms are Available

- ◆ Based on your application, the City of Lakewood can provide you with access to the program's Environmental Consultants Network or engage cost-effective environmental specialists on your behalf.
- ◆ Based on your application, financial support may include grants, flexible credit terms, or some combination.

- ◆ Qualifying applicants may receive support for up to 100% of environmental assessments and related studies.



- ◆ Grant requests will be considered based on the scope of the project/ intended site use and its potential to:

- ⇒ Create jobs
- ⇒ Increase the tax base or positively impact City finances
- ⇒ Contribute to the City's economic or community development goals
- ⇒ Create housing, educational, cultural, recreational, or other community resources
- ◆ In instances where an application does not qualify for a grant, flexible repayment terms are available, tailored to facilitate your particular project, including low-interest and deferred payment options.
- ◆ Alternative methods of repayment may be considered such as contributions to a community program (including tax deductible), donations of land for public-use, providing in-kind services, or paying for or conducting cleanup activities at the site.

CMC Project Application

Application Process for the Colfax Mainstreet Coalitions EPA Brownfield's Assessment Grant:

Background:

The Colfax Mainstreet Coalition (the “Coalition”) is a partnership among the City and County of Denver (Denver), the City of Lakewood (Lakewood), and the Denver Urban Renewal Authority (DURA). In June of 2012, the Coalition was awarded an Environmental Protection Agency Brownfields Assessment Grant to examine potential environmental contamination of sites along the Colfax Corridor. For the purposes of the Grant, the study area is bounded by Indiana Street in Lakewood to the west, Yosemite Street in Denver to the east, and stretches from 12th Avenue to 17th Avenue and adjacent to the West light rail line (the Corridor). This document is intended to guide the applicant through the site application process.



Summary of the Application Process:

The application process is overseen by the Coalition’s Advisory Board and Steering Committee. Upon receiving a formal application, the Advisory Board will meet to discuss the potential site assessment activities and associated scope of work. After review, the Advisory Board will offer a written recommendation to the Steering Committee. The Steering Committee will then vote on the proposed site assessment activities and associated scope of work. Below is an outline of each step related to the application process. In general, the application process is anticipated to take approximately six weeks.

Step One: Meet with City Representative

Prior to submitting an application to the Coalition, it is highly recommended that the applicant meet with their respective City representative to discuss the potential project. This will allow the City representative to learn more about the potential project and evaluate the potential project within the context of the EPA Grant Assessment Terms and Conditions. This will also allow the applicant to ask questions related to the actual application. The results of this meeting will be brought forward to the Coalition for further discussion.

The City representatives for each jurisdiction are:

Denver:

Dave Wilmoth: (720) 865-5438
Department of Environmental Health
Address: 200 W 14th Avenue, Dept 310
Denver, Colorado 80204
Email: info@colfaxmainstreetcoalition.org

Lakewood:

Brian Nielsen: (303) 987-7192
Environmental Services Division Manager
Address: 480 South Allison Parkway
Lakewood, Colorado 80226
Email: info@colfaxmainstreetcoalition.org

Step Two: Submittal of Application

Should the applicant decide to proceed with a formal application for grant funds, the application can be obtained from the Coalitions website at <http://colfaxmainstreetcoalition.org/submit-an-application/>. Additional information may also be found at our website at www.colfaxmainstreetcoalition.org. Following receipt of an application, the Coalition will submit a site eligibility form to the EPA. The EPA must first approve the site in order for the Coalition to utilize grant funds on the proposed site. The EPA review process is anticipated to take approximately 2 weeks. Should the EPA determine that the site is ineligible, the applicant will be notified via email and the Coalition's proposed project on the site will cease. Questions related to filling out the application should be directed to your City representative.

Step Three: Presentation to the Advisory Board

Following an affirmative approval from the EPA regarding site eligibility, the applicant will be asked to make a presentation to the Advisory Board. This will allow the Advisory Board to learn the specific details related to each project. This meeting will take place within 3 weeks of EPA site eligibility confirmation. Should the Advisory Board not recommend the proposed project to the Steering Committee, the Coalition's work on the project will cease and the applicant will be notified.

Step Four: Action by Steering Committee

Following a recommendation by the Advisory Board, the Steering Committee will formally vote on the expenditure of Grant funds for the proposed scope of work. Upon an affirmative vote by the Steering Committee, the applicant will work with their respective City representative to execute any agreements in order to implement the agreed upon site assessment activities.

Colfax Mainstreets Coalition Brownfields Assessment Site Application

Please fill out the application to the extent of your knowledge. You may save the document as a Word file and type the answers. Only the space provided for a response may be modified. If the answer to a question is unknown please state that. The goal of this application is to provide as much information to the Coalition as possible and the information provided will assist in the site evaluation process. Please contact your respective representative with any questions.

1. Applicant Information

Applicant Organization	Click here to enter text.
Contact Person and Title	Click here to enter text.
Street Address	Click here to enter text.
City, State ZIP Code	Click here to enter text.
Phone	Click here to enter text.
Fax	Click here to enter text.
E-Mail Address	Click here to enter text.

2. Site Description and History

Site Name	Click here to enter text.
Address	Click here to enter text.
Acreage / SF	Click here to enter text.
Current Owner's Name	Click here to enter text.
Current Owner's Address	Click here to enter text.

A. Please provide a brief description of the property and the specific assessment(s) you wish to have performed (e.g., Phase I, II and/or cleanup planning):

Click here to enter text.

B. When you would like the assessment(s) to be conducted? What is the project timeline?

Click here to enter text.

C. Why would you like the assessment(s) conducted?

Click here to enter text.

D. Describe the environmental conditions at the site, including potential contaminants and a summary of any known past environmental investigations. Describe the past uses of the site.

Click here to enter text.

E. Is the applicant the property owner? (Yes/No)

Click here to enter text.

F. If not, does the applicant have legal permission to enter the property to conduct the site assessment activities? (Yes/No) Note, applicant will be required to secure access.

Click here to enter text.

G. Do you know how and when the contamination occurred? (Yes/No) If yes, describe. Note, applicants who are responsible for causing contamination are not eligible for assistance under this program.

[Click here to enter text.](#)

H. Describe any state or federal regulatory involvement at the site related to its environmental condition.

[Click here to enter text.](#)

I. Is there an ongoing or planned state or federal enforcement action or order at the site? (Yes/No) If yes, please explain.

a. Is the site on any state or federal environmental lists, such as the National Priorities Lists (NPL) or the Leaking Underground Storage Tanks (LUST) list? (Yes/No) If yes, please explain.

b. If petroleum contamination is suspected, has the applicant worked with the State or EPA to determine eligibility*? (Yes/No/NA) If yes, please explain.

[Click here to enter text.](#)

3. Property Reuse and Redevelopment

A. Describe the anticipated reuse or redevelopment of the property.

B. Describe any commitments in place to show this brownfields site will be cleaned up and redeveloped or reused. Please indicate potential or secured funding sources for cleanup and redevelopment.

[Click here to enter text.](#)

C. Describe how site reuse/redevelopment will benefit the community (e.g., creation of jobs, greenspace, parks, sustainable/green redevelopment, a catalyst for further redevelopment in the area, etc). Privately owned sites must provide a substantial public benefit.

[Click here to enter text.](#)

D. Will the property be sold or transferred to a different entity? If so, please describe.

[Click here to enter text.](#)

E. Describe the roles of stakeholders in the project, e.g., community organizations, local government involvement, etc.

[Click here to enter text.](#)

F. Describe efforts directed towards involving the community in site reuse planning activities.

[Click here to enter text.](#)

4. Additional Information

Please email any supporting documentation such as redevelopment proposals, business plans, site location maps, photographs, prior site assessment reports and historical environmental information, if available, to your respective environmental representative below.

5. Contact Information

City and County of Denver

Dave Wilmoth
Brownfields Co-Coordinator
Dept. of Environmental Health
201 West 14th Avenue, Department 310
Denver, CO 80202
Email: info@colfaxmainstreetcoalition.org
Phone: (720) 865-5438
Fax: (720) 865-5534

City of Lakewood

Brian Nielsen
Environmental Services Division, Manager
480 S Allison Parkway
Lakewood, Colorado, 80226
Email: info@colfaxmainstreetcoalition.org
Phone: (303) 987-7192
Fax: (303) 303 987-7667

*The Brownfields Law outlines specific criteria by which hazardous substance and petroleum sites may **be eligible for brownfields funding. Briefly, these criteria are that the site must be of "relatively low risk,"** there can be no viable responsible party, the applicant cannot be potentially liable for cleaning up the site, and the site must not be subject to a Resource Conservation and Recovery Act (RCRA) corrective action order. If a party is identified as being responsible for the site and that party is financially viable, then the site is not eligible for brownfields grant funds. For more information, visit www.epa.gov/oswer/docs/grants/epa-oswer-oblr-11-05.pdf

Appendix 2 – City and County of Denver’s SiteStats Analysis of CMC Projects



Department of Environmental Health
Division of Environmental Quality
201 W. 14th Avenue, Suite 204
Denver, CO 80202
p: 720-865-5452
f: 720-865-5534
www.denvergov.org/deq

PROJECT: Coalfax Mainstreet Coalition
DATE: January 19, 2017
SUBJECT: Economic and Fiscal Impact Analysis

INTRODUCTION

Economic impact analysis is the analytical method used to assess the quantifiable direct and indirect, public and private costs and benefits resulting from a project or policy over a timeframe. Economic impacts measure the result of spending by businesses, employees, residents, and visitors on other businesses. Fiscal impact analysis measures only the direct public (governmental) costs and public revenues associated with a project over a specific time such as sales and use tax, property tax, franchise fees, licenses and permits and other charges for services. Fiscal impacts measure the effect of spending and revenues on the local government budget.

Economic and fiscal impact analysis was completed to highlight the economic and fiscal benefits of redevelopment and to provide metrics to support continued financial incentives for the redevelopment of brownfields sites. Analytical results were utilized to provide greater insight into public return on investment including projected revenue from property taxes, sales and use taxes and occupational taxes. Measured metrics also include projected job creation and associated annual wages resulting from redevelopment. The cost-benefit analysis has been utilized to compare pre-and post-redevelopment economic and fiscal benefits for specific projects and to compare between multiple projects.

Economic and fiscal impact analysis was completed on the 15 CMC sites – three projects were combined into one large redevelopment project - located within the City and County of Denver using the SiteStats© model which is a proprietary economic and fiscal impact analysis tool developed by Development Research Partners, Inc. (DRP). The SiteStats© model was customized by DRP specifically for the City and County of Denver. Customization entailed specific assumptions for governmental revenues and expenditures, local fees, tax exemptions as appropriate, construction costs, wages, persons per household, household spending patterns, retail leakage, rental rates, vacancy, operating expenses, local business supply chains, and business-to-business purchasing patterns.

The SiteStats© model consists of a series of Microsoft Excel spreadsheets which use a combination of economic assumptions based on general market trends and a series of site-specific inputs to extrapolate economic and fiscal impact data in the form of model outputs. Input data includes site specific project data, local government data, and local government budget data. Upon insertion of inputs, the model generates economic and fiscal impacts from project construction, residents, visitors, and business operations on an annual basis over a ten-year period.

METHODOLOGY

To obtain input data, interviews were completed with developers and tenants for each of the 15 Denver sites. Additionally, design plans and publications were reviewed where available. Site specific inputs included site acreage, building square feet, capital investment including construction and environmental remediation costs, tenant finishes, and assessor valuations and annual tax revenues from former uses. Where site-specific data was unavailable, economic assumptions based on general market trends where



used. Projected permanent jobs and wages were estimated using data from the United States Department of Labor, Bureau of Labor Statistics, and the United Census Bureau. Reported construction jobs assume one construction employee working full time for one year. Default values specific to the City and County of Denver were also utilized. Denver specific default values included Denver's occupational privilege tax of \$9.75 per month total (\$4 per month paid by employers and \$5.75 per month paid by employee). Additionally, property tax revenue estimated in the model is based on 11.331 mills for the general fund, and 18.788 mills for all other governmental funds for a total of 30.119 mills. The average total mill levy in Denver was 82.234 in 2015.

In populating the SiteStats© model for the City and County of Denver, Development Research Partners, Inc. utilized known reliable data sources including the City and County of Denver, Colorado Department of Labor and Employment, Quarterly Census of Employment and Wages, U.S. Bureau of Labor Statistics, National Compensation Survey, U.S. Bureau of Labor Statistics, Consumer Expenditure Survey, U.S. Bureau of Labor Statistics, Producer Price Index, RS Means, Denver Metro Apartment Vacancy and Rent Survey, Denver Urban Renewal Authority, Colorado Department of Local Affairs, Division of Property Taxation, U.S. Census Bureau, American Community Survey, CoStar Group Inc., U.S. Census Bureau, Business Expenses Survey, 2012 Economic Census, U.S. Census Bureau, Local Employment and Household Dynamics, Colorado Department of Local Affairs, State Demography Office, Colorado Housing and Financing Authority, Freddie Mac, Colorado Department of Revenue, Retail Sales Reports, Rocky Mountain Lodging Report, Hoovers, Market Analysis Profile, Federal Reserve Bank of St. Louis - FRED U.S. Department of Housing and Urban Development, Denver Post, SEC 10-k filings – EDGAR, and developer interviews. Data collection, analysis, and assumptions development were conducted and cross-checked by DRP staff.

RESULTS

Based on the economic and fiscal impact analysis completed on the CMC sites located in Denver, a total private investment of \$199,131,895 million, which includes \$701,828 in CMC grant funds, will result in an average capital to grant fund leverage of approximately \$284. As a result, the CMC grant funds have assisted with the redevelopment of 659,558 square feet (SF) of land to produce 303,363 SF of new residential development, 351,437 SF of new commercial development, and 13,137 SF of new industrial development (Table 1). Subsequently, 669 new construction jobs and 1,256 new permanent jobs, 371 of which will be residents of Denver, will be created with a projected average annual wage of \$43,465. With the creation of 396 new housing units and estimated household income of approximately \$46,700, 616 new on-site residents are projected to spend approximately 29% of their household income on goods sold in Denver, resulting in the purchase of over \$31.7 million of taxable goods within Denver.

Denver government revenues are projected to exceed \$37 million over the next ten years (Table 2). Based on an anticipated ten-year local government cost, the ten-year net fiscal benefit to the City and County of Denver is anticipated to be approximately \$225,200. The ten-year net fiscal benefit is not higher largely based on the significant number of residential units being added among the Denver CMC sites. Residential development in Colorado is not typically net fiscally positive as city services provided to residents are often subsidized in part by business activity within the city. Therefore, while not the case with the Denver projects, from a budgetary standpoint, modeling residential activity alone in SiteStats© for a city will often result in a fiscal cost to the city. This is mostly attributed to the fact that local government in Colorado, in particular city government, is heavily dependent on sales tax revenue. While residents support some of this revenue indirectly through their local purchases, in many cases a significant part of sales tax revenue is generated from purchases by nonresidents.

Another reason that the ten-year net fiscal benefit is not higher is because assessment rates significantly differ for commercial and residential properties. The commercial assessment rate is 29 percent while

the residential assessment rate is 7.96 percent. Property tax is calculated based on the assessed value rather than the actual value of the property. This means that for a commercial and residential property in the same property tax districts with similar actual values, once the assessment rate is applied, the resident will pay a much lower amount of tax than the business. This means business supports a much larger part of the property tax base than would otherwise be the case.

Despite the property tax imbalance between residential and commercial properties and the fact that the Federal site is property tax exempt, Denver government revenues will include a projected \$3,031,383 ten-year increase in property taxes from previous uses. Additionally, the total fiscal impacts of nongovernment projects are projected to be approximately \$3,420,000, approximately \$2,388,000 for commercial projects and approximately \$6,451,000 for non-governmental commercial project. Therefore, the fiscal impact is significantly more positive when considering only non-governmental commercial development projects. Considering the factors that could have resulted in a fiscal cost to Denver, the collective portfolio of CMC sites in Denver is fiscally positive and also meets social needs through the creation of jobs and affordable housing.

TABLE 1

Economic and Fiscal Impacts of Colfax Mainstreet Coalition Projects in Denver

Tabel 1: Economic and Fiscal Impacts of Colfax Mainstreet Coalition Projects in Denver																
Metrics	Kearney	Lowell	Perry	Monroe	Ogden	17th (Kuhlman)	Birch	Stuart	Ivy	Xavier	Williams	Trenton	Jackson	Milwaukee	Federal	Total
Prior Use	Vacant, formerly occupied by restaurants, auto service station and dry cleaners	Auto body and paint shop	Dormitory associate with the former St. Anthony Hospital	Vacant auto body shop	Auto service garage	Vacant nunnery, dormitory, office and educational facility associated with the former St. Anthony Hospital	Office for realty and wood working cabinetry business	Vacant office building associated with the former St. Anthony Hospital	Vacant bank	Surface parking lot	Vacant car wash and historical auto service station	Apartment building	Vacant pet supply store	Hotel and bar	Surface level parking lot	NA
New Use	Les Schwab Tires and Pizza Restaurant	Brewery & commercial space for lease	Affordable housing with urgent and primary care services	Cerebral Brewing, Humble Pie, and Chow Urban Grill	Condominium Complex	Work force housing and ground floor commercial	Table 1Furniture design and life-size showroom micro-unit	Alamo Drafthouse Cinema and 75,000-150,00 SF of retail and restaurant space including Starbucks	Bank, restaurant and coffee shop	Apartment complex	Urgent Care Facility	Renovated Apartment building	Commercial bank, retail, and office	54 Unit apartment building	CDOT Headquarters Office	NA
Land Area (SF)	46,200	13,146	87,120	17,200	15,569	95,832	14,900	94,525	42,900	14,950	15,625	12,400	23,693	36,996	128,502	659,558
New Residential SF	0	0	107,536	0	46,400	69,920	0	0	0	37,804	0	7,823	0	33,880	0	303,363
New Commercial SF	14,670	5,170	25,700	4,839	0	6,700	3,824	88,297	8,300	0	7,000	0	7,757	4,180	175,000	351,437
New Industrial SF	0	2,400	6,400	4,337	0	0	0	0	0	0	0	0	0	0	0	13,137
Construction Jobs	12	4	102	7	45	148	1	80	12	25	8	1	8	24	192	669
CCoD Resident Jobs	11	6	29	6	NA	5	2	59	7	NA	8	NA	8	2	228	371
Total Permanent Jobs	37	19	99	21	NA	17	8	199	23	NA	28	NA	28	7	770	1,256
Grant Fund per Permanent CCOD Job	\$1,315	\$2,631	\$841	\$2,866	NA	\$1,799	\$2,655	\$263	\$2,655	NA	\$1,270	NA	\$3,243	\$5,375	\$80	NA
Average Annual Wage for CCOD Residents	\$40,266	\$34,064	\$82,791	\$26,508	NA	\$25,047	\$62,267	\$63,289	\$51,386	NA	\$95,764	NA	\$77,378	\$31,936	\$61,278	\$43,465
New Housing Units	NA	NA	176	NA	29	74	NA	NA	NA	50	NA	13	NA	54	NA	396
New On-Site Residents	NA	NA	275	NA	61	134	NA	NA	NA	67	NA	27	NA	52	NA	616
Total Household Income	NA	NA	\$4,901,720	NA	\$2,905,845	\$5,521,945	NA	NA	NA	\$2,307,840	NA	\$363,625	NA	\$2,490,544	NA	\$18,491,519
New Annual Retail Sales	\$5,398,925	\$2,913,136	\$0	\$2,605,506	NA	\$2,686,700	NA	\$14,056,725	\$2,122,454	NA	\$0	NA	\$1,007,000	\$942,590	\$0	\$31,733,036
New Total Ten Year Sales & Use Tax Revenue	\$2,164,180	\$1,093,976	\$1,446,668	\$1,034,611	\$414,261	\$1,951,317	\$59,450	\$6,209,986	\$743,470	\$281,971	\$201,850	\$30,820	\$513,586	\$660,018	\$1,883,336	\$18,689,501
New Annual Sales & Use Tax Revenue	\$211,925	\$107,285	\$107,461	\$99,505	\$23,704	\$138,319	\$5,725	\$613,983	\$77,057	\$18,826	\$17,575	\$2,966	\$47,295	\$57,430	\$113,929	\$1,642,985
New Annual Property Tax Revenue	\$43,871	\$13,580	\$121,802	\$20,237	\$32,965	\$53,802	\$7,257	\$241,429	\$14,320	\$15,439	\$29,387	\$2,401	\$23,961	\$25,278	\$151,886	\$797,616
New Annual Occupational Tax Revenue	\$4,291	\$2,214	\$11,595	\$2,430	NA	\$1,960	\$936	\$23,254	\$2,691	NA	\$3,276	NA	\$3,297	\$845	\$53,130	\$109,920
Property Acquisition ¹	\$1,317,734	\$550,000	\$2,355,000	\$247,500	\$2,000,000	\$5,391,200	\$595,000	\$4,730,338	\$1,325,000	\$800,000	\$1,000,000	\$1,350,000	\$0	\$3,550,000	\$5,999,000	\$31,210,772
Total Capital Investment	\$4,554,079	\$1,599,613	\$28,241,946	\$2,177,548	\$13,048,252	\$40,540,064	\$719,905	\$27,656,280	\$4,200,098	\$6,968,441	\$3,247,335	\$1,570,007	\$2,191,538	\$9,356,077	\$53,060,712	\$199,131,895
Colfax Mainstreet Funds	\$48,673	\$49,982	\$83,292	\$60,196	\$28,252	\$30,575	\$21,240	\$52,431	\$61,064	\$2,400	\$35,570	\$38,007	\$90,814	\$37,622	\$61,712	\$701,828
Capital to Grant Fund Leverage	\$94	\$32	\$339	\$36	\$462	\$1,326	\$34	\$527	\$69	\$2,904	\$91	\$41	\$24	\$249	\$860	NA

TABLE 2

10 Year Net Fiscal Benefits of Denver Projects



Table 2: 10 Year Net Fiscal Benefits of Denver Projects

10 year total, Local Government Revenues: \$37,304,932

10 year total, Local Government Costs: \$37,079,730

10 year total, Property Taxes From Prior Uses: \$3,031,383

Total Local Government Revenues and Costs

