AGENDA

1. Welcome & Introductions

2. Study Overview and Schedule Update

3. Existing Conditions Overview
   - Transportation elements and related patterns
   - Drainage integration
   - Land Use/Scenario Building

4. Stakeholder Priorities Exercise

6. GO Bond Sidewalk Discussion
INFRASTRUCTURE INVESTIGATIONS

NORTHERN CROSSING

I-25 INTERCHANGE/38TH

44TH CONNECTION
STUDY COMPLEXITY

CHANGING LAND USE & DEVELOPMENT PRESSURE
LIMITED VEHICULAR ACCESS
MIX of TRANSIT, TDM and PARKING
NEIGHBORHOOD SENSITIVITIES
NEEDED STORMWATER & DRAINAGE IMPROVEMENTS
TEAM INTRODUCTIONS

PROJECT MANAGEMENT

DENVER PUBLIC WORKS PROJECT MGR
KAREN GOOD

CONSULTANT TEAM PROJECT MGR
BETH VOGELSANG

MOBILITY
TEAM LEAD
CHRIS VOGELSANG

MOBILITY PLANNING & ANALYSIS
TRAFFIC ANALYSIS
TDM STRATEGY

LAND USE
TEAM LEAD
CHRIS PAREZO

CIVITAS
LAND USE STRATEGY
URBAN DESIGN

HYDROLOGY
TEAM LEAD
DON JACOBS

DRAINAGE DESIGN
& ANALYSIS

RESILIENCY
& COMMUNITY DESIGN

bridge & roadway design

financing
economic development
STUDY SCHEDULE

PROJECT PHASES

- PROJECT LAUNCH
- DISCOVERY & ANALYSIS
- ALTERNATIVES, CRITERIA EVALUATION & SCENARIO DEVELOPMENT
- DRAFT RECOMMENDATIONS & FINANCE PLAN
- COSTING & PHASING FINAL DRAFT

MEETINGS

- EXECUTIVE MANAGEMENT
  - 1
  - 2
  - 3

- PROJECT MANAGEMENT
  - KICK-OFF MEETING
  - 1
  - 2
  - 3
  - 4
  - 5
  - 6

- STAKEHOLDER COMMITTEE
  - SITE TOUR
  - 1
  - 2
  - 3
  - 4

- PUBLIC ENGAGEMENT
  - 1
  - 2
  - 3
PHASE 1 COMPLETION

- City Project Management Team
- Public Outreach Strategy
- Formation of Stakeholder Committee
- Executive Kick-off with NDCC Steering Committee – April 3rd
- Stakeholder and PMT Tour – April
Foster a collaborative working environment for stakeholders and PMT
Discuss study goals and area opportunities/constraints
Learn from our stakeholders’ unique perspectives and knowledge base
TOUR INSPIRED CONSIDERATIONS

• 41ST and Fox is also Globeville Neighborhood – need to maintain that context and future development should relate to neighborhood

• Need for green/park space within future footprint (41ST pocket park? Other?)

• Barcelona superblock concept relating transportation and land use prioritization

• Local employment within neighborhood is critical—is it part of our current TDM footprint? Do we retain?

• Affordable housing: maintain or build new? What is our affordable housing element?
TRANSPORTATION: ADT

47TH AVE
46TH AVE
45TH AVE
44TH AVE
43RD AVE
42ND AVE
41ST AVE
40TH AVE
39TH AVE
38TH AVE

48TH AVE
45TH AVE
44TH AVE
43RD AVE

15,700
20,600
8,300
15,300
21,200
3,900
143,000
280,000
6,000
174,000
8,300

LOCAL
COLLECTOR
ARTERIAL
Fox North Infrastructure Master Plan

Fox Street 80’ ROW – Parking on Both Sides
44TH AVE BRIDGE
Existing Drainage Patterns
Existing Drainage System
Existing Drainage Issues
Proposed Improvements – Other
TOD Strategic Plan (2014)

General Urban rail stations are characterized by their significant amount of mid to high-density multi-family residential areas. These areas have a variety of building forms, such as urban houses, rowhouses, and mid to high-rise apartment and/or condominium buildings, as well as some limited single-family and two-family residential uses. Commercial areas, generally consisting of low to mid-rise structures, are both embedded in the neighborhood and located along major mixed-use arterials. Buildings have shallow or moderate setbacks, with limited pedestrian orientation and parking located behind or to the side. Areas around general urban stations have a regular, smaller block pattern with linear streets and alleys. Due to the higher residential densities, transit use is strong, especially along high capacity transit corridors. There is a general balance of pedestrian, bicycle and vehicle travel modes.

1. **Adaptive Reuse Opportunities**
   General Urban stations are found in existing urban areas of the city, many with strong opportunities to reuse existing buildings for new uses. These opportunities range from small main street scrolls to out-sized manufacturing facilities and warehouses.

2. **Wide Array of Residential Types**
   The variety of mid to high-density multi-family residential areas is a signature characteristic of General Urban stations. The mix of housing types and significant densities creates a vibrant, active community.

3. **Some Higher Ease-of-Use Bike Facilities**
   Although less intense than an urban center station, some higher use of bike facilities, such as a protected bike lane may be found in General Urban stations.

4. **Balance of All Modes**
   General Urban stations typically have a strong multi-modal transportation network. Pedestrian and bicycle access is balanced with vehicular travel throughout the station area.

5. **Embedded Commercial**
   Commercial uses are typically service oriented and located in low to mid-rise structures embedded within the residential areas of the community.

6. **RTD Parking**
   Commuter parking lots or structures can be found at some General Urban stations. This parking demand should be balanced between the need to provide current vehicular access to the station and future development opportunities.
Urban Center Context

This context contains high intensity residential and significant employment areas. Development typically contains a substantial mix of uses, with good street activation and connectivity. Residents living in this context are well served by high-capacity transit and have access to ample amenity and entertainment options.

Land Use and Built Form

A high mix of uses throughout the urban center context, even the residential areas are highly mixed-use, often with high-intensity multi-unit residential in mixed-use buildings. Block patterns are generally a regular grid with consistent alley access. Buildings are usually multi-story with a high degree of lot coverage.

Quality-of-Life Infrastructure

Smaller scale public parks and pedestrian malls, publicly accessible outdoor spaces and plazas. Trees are within planters, planting areas or structural wells. Ultra-urban green infrastructure is common.

Mobility

Minimal reliance on cars, with high levels of people walking and riding bicycles. Excellent access to transit, including high-capacity transit. Parking is generally structured with on-street availability.
STAKEHOLDER PRIORITIES EXERCISE
AREA PLANNING GOALS

41ST & FOX STATION AREA PLAN (2009)

- Improve pedestrian connections to the station, between neighborhoods, and along major corridors
- Create opportunities to add more housing for a variety of income levels, jobs and services to the station area
- Incorporate plazas, parks and open space into redevelopment areas
- Capitalize on the station area’s proximity to Downtown and location on the Gold Line and Northwest Rail corridors
- Balance the needs of new development and existing uses

GLOBEVILLE NEIGHBORHOOD PLAN (2014)

- Reinforce and enhance Globeville’s unique sense of place
- Effective storm drainage and WQ management
- Improve access to jobs, housing, services, and education
- A connected street network
- A walkable, bikeable, and transit-rich Globeville
- Address traffic operations and roadway maintenance issues
THANK YOU