North Metropolitan Industrial Area Connectivity Study

City Council of Commerce City

July 10, 2017

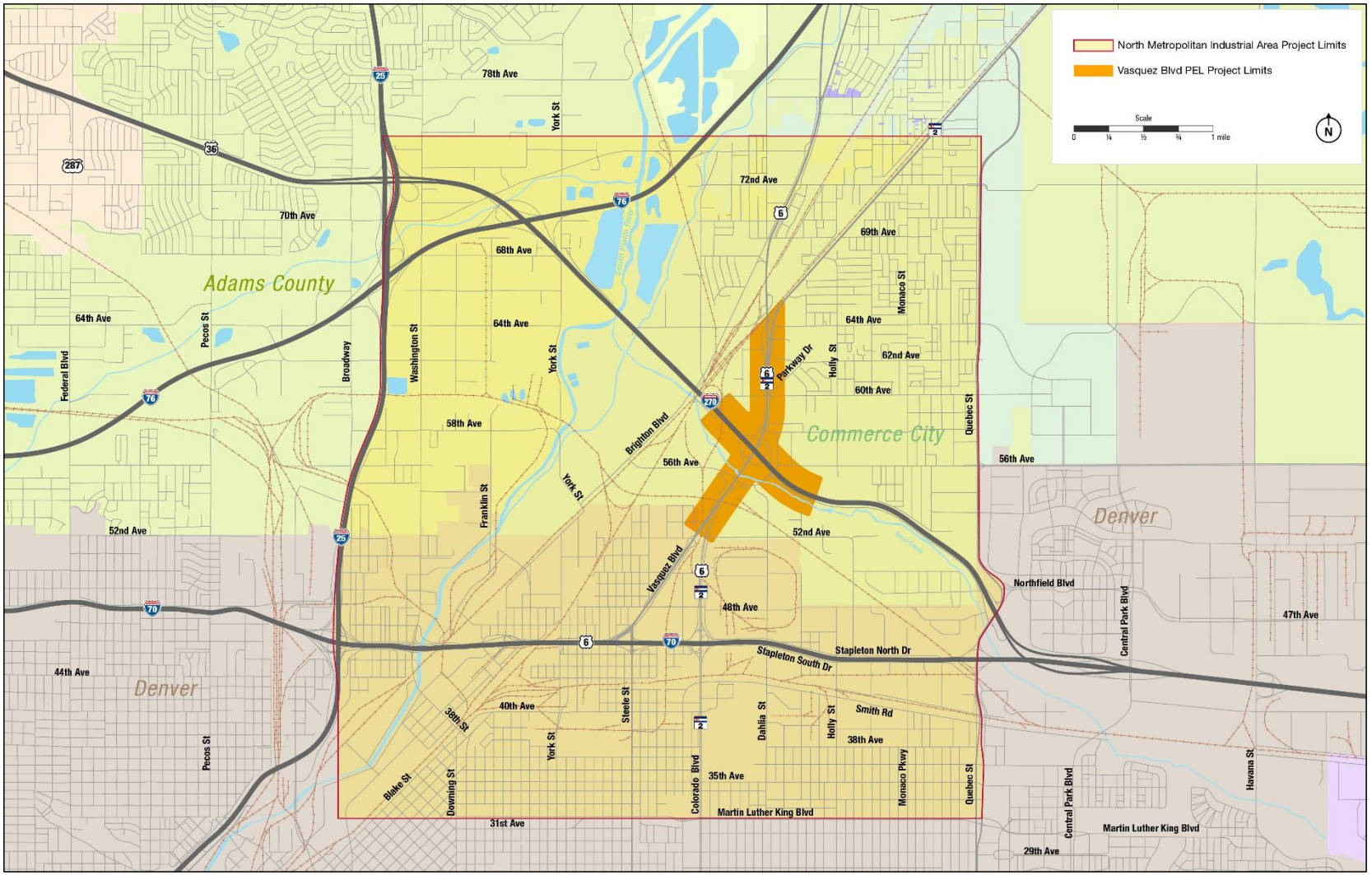
Purpose

- **Provide background on the North Metropolitan Industrial Area Connectivity Study (NMIACS)**

- **Share information on data collected to date**

- **Obtain input on corridor types and priorities**

Background: Study Area



Background: Study Goals and Objectives

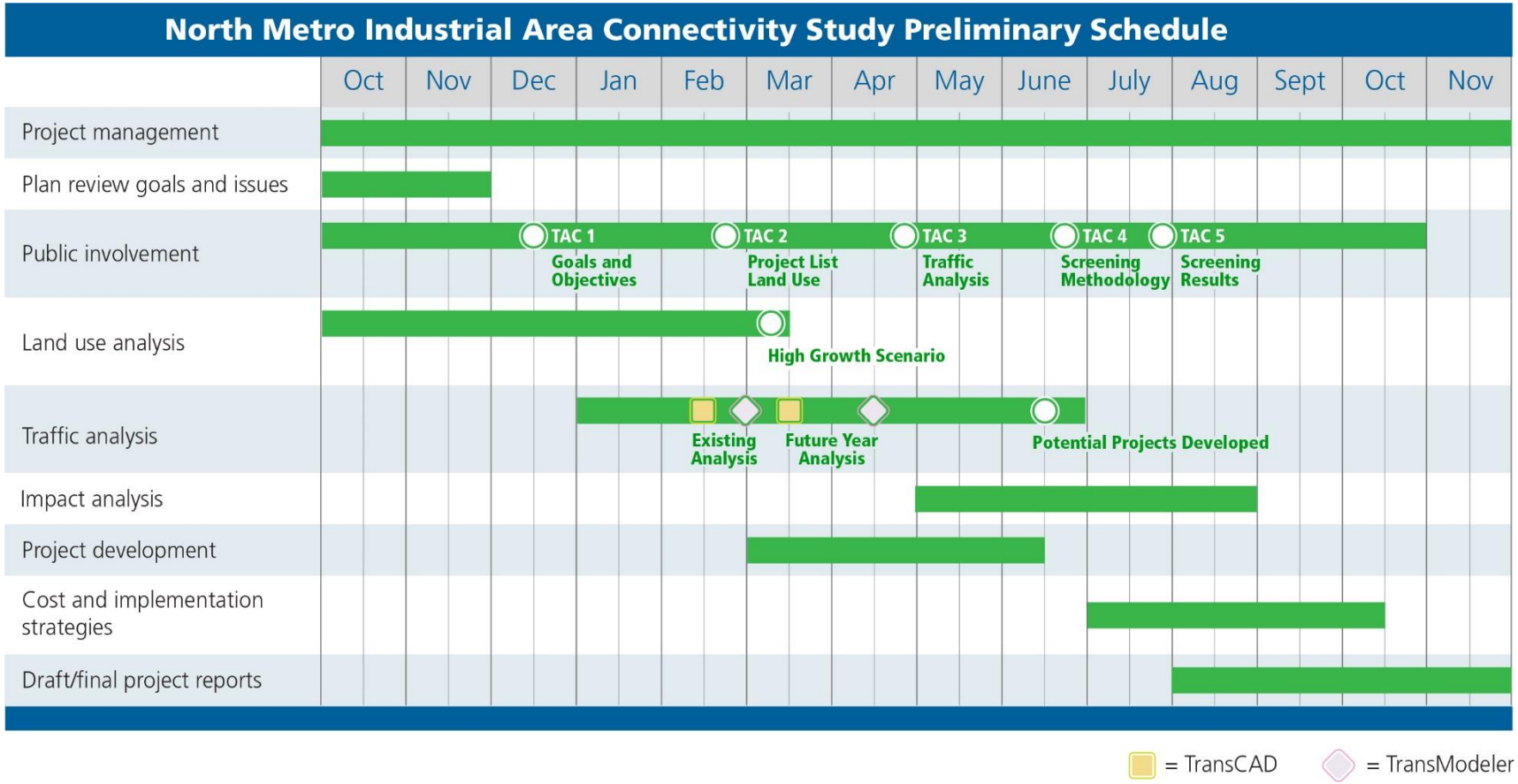
Goals

- Improve mobility in the study area, for all modes: cars, freight, bicycle, pedestrian, and transit.
- Respond to the balance of uses in the study area, recognizing there are pockets of communities and the multi-modal elements they need, and the industrial, warehousing and freight logistics industry with its need for large truck connections to the interstates.
- Recognize that access to redevelopment and new development opportunities within all three jurisdictions is important.
- Provide people connections to transit in an area that is underserved by transit. The study will consider transit improvements that could provide service outside of the peak periods.
- Safe, accessible routes for pedestrian and bicyclists that minimizes conflict between modes.

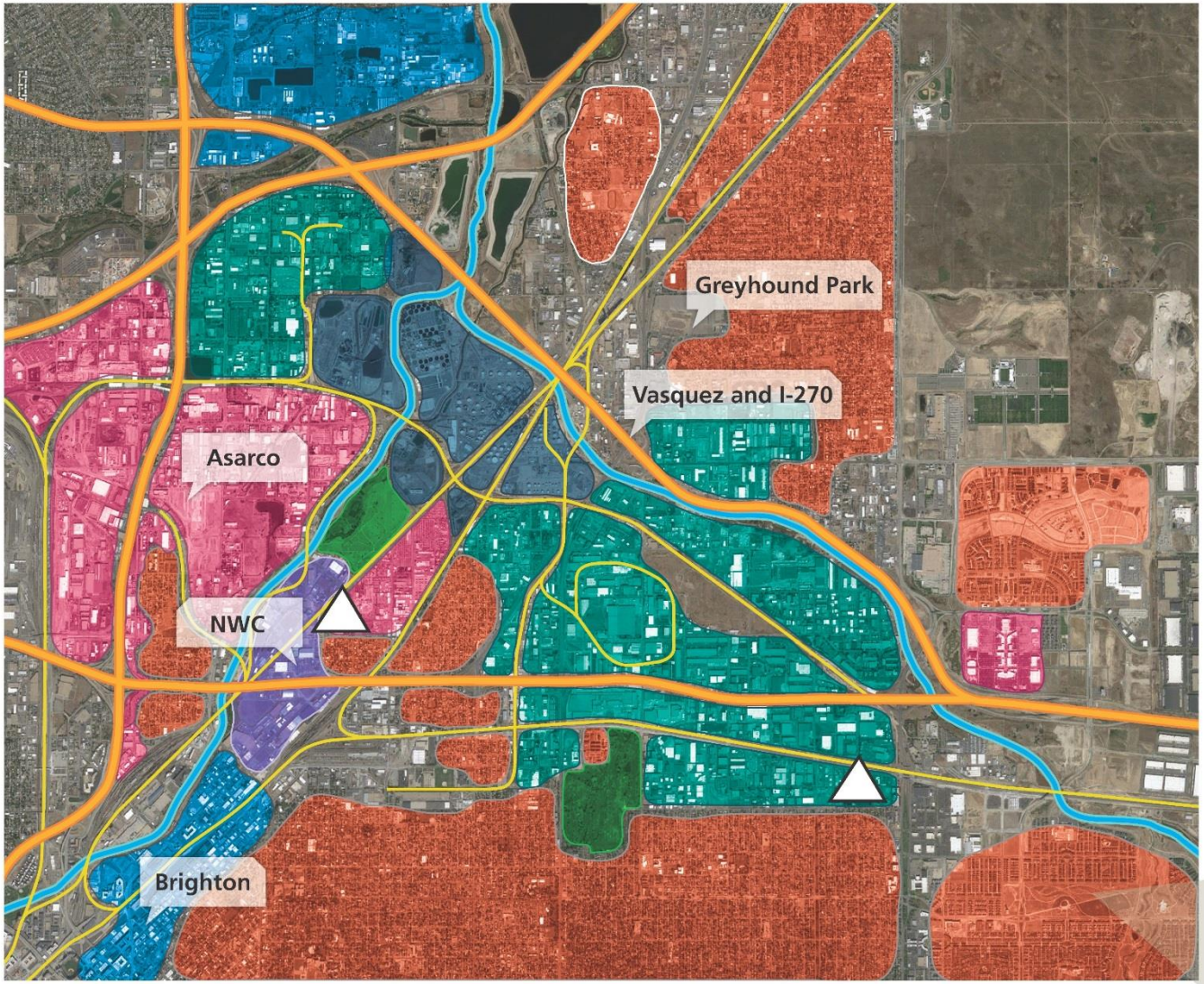
Objectives

- Identify the key travel sheds for different modes.
- Identify those projects that create parallel routes to provide a 2nd tier of connectivity beyond I-25 and I-70, Washington Street and Quebec Street.
- Prioritize projects that create key spines that freight carriers, transit and autos can use through the study area, and transit hubs within the study area.
- Describe the potential for new trends, such as car-sharing services, to removing some of the barriers
- Replace and refurbish obsolete and substandard infrastructure.

Background: Schedule



Barriers and Islands



North Metropolitan Industrial Area Connectivity Study

- Interstate barriers
- River barriers
- Rail barriers
- Residential
- Warehousing
- Open space
- Retail
- Cultural
- Transitional
- Heavy industrial
- Transit station

Land Use

Combined

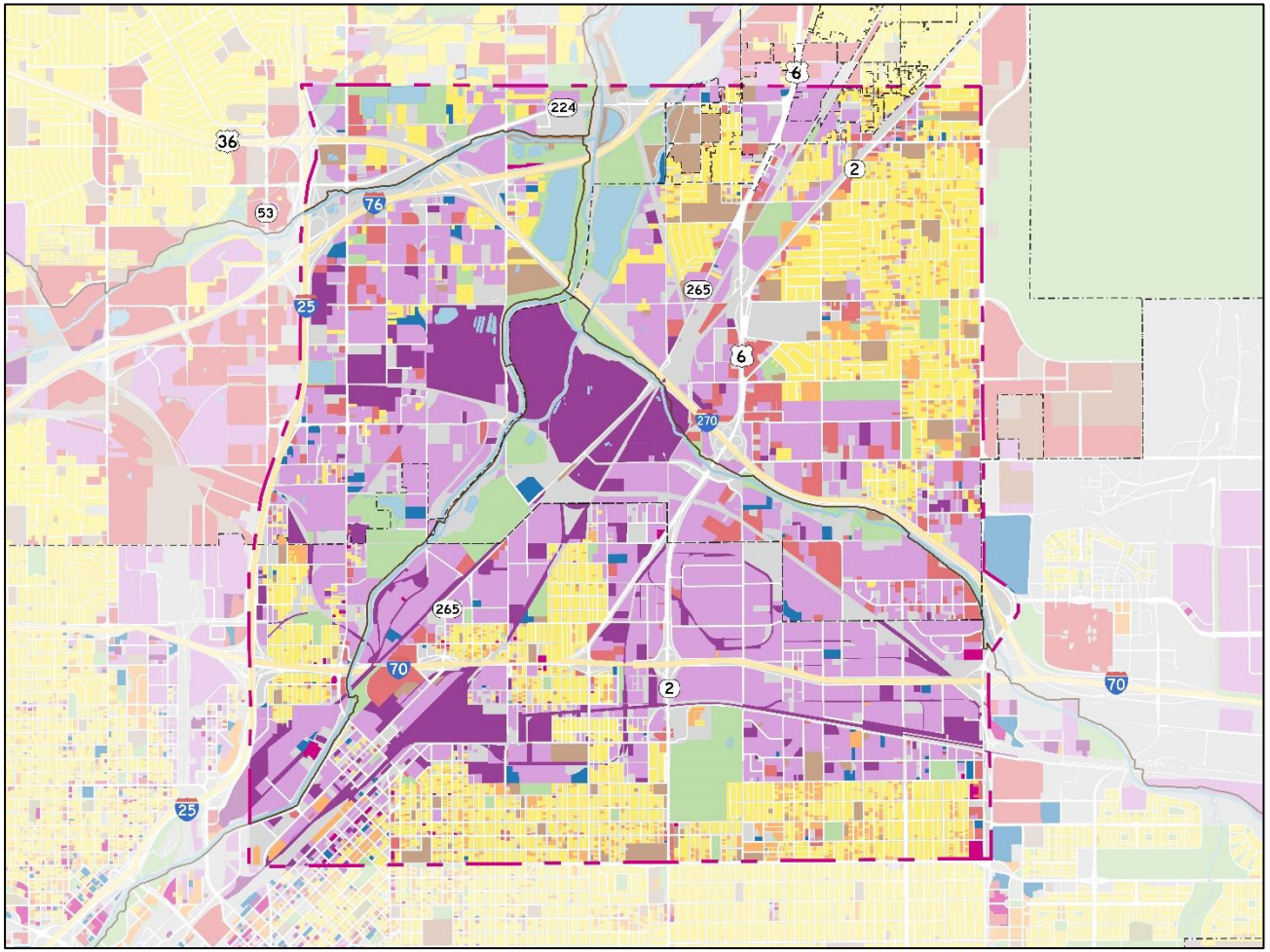
SINGLE FAMILY

MULTI FAMILY

PUBLIC / INSTIT.

PARKS / RECREATION

VACANT / OTHER



LIGHT INDUSTRIAL

HEAVY INDUSTRIAL

COMM. RETAIL

OFFICE

MIXED USE

Employment

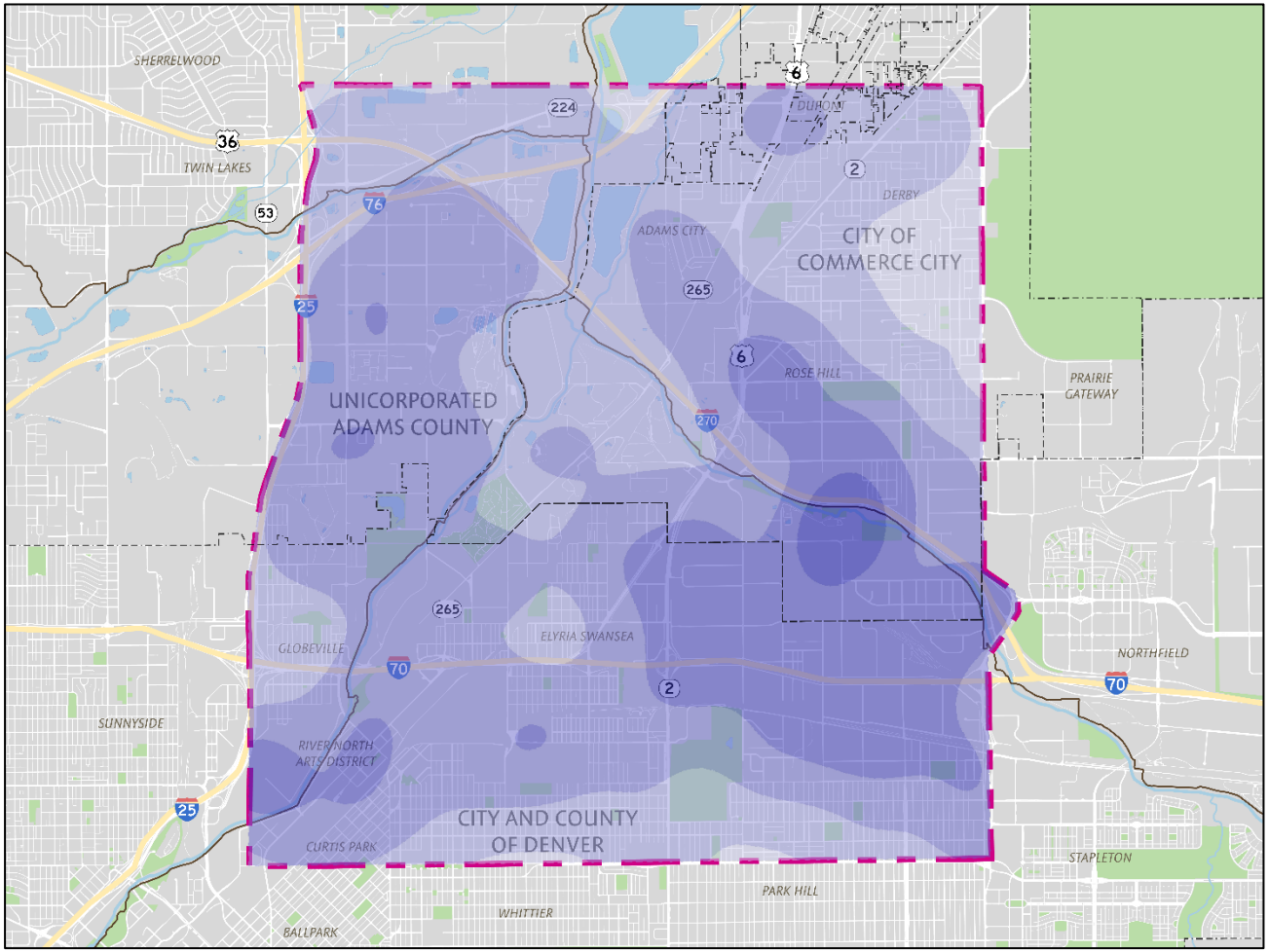
Industry Sectors

There are about 60,000 jobs in the NMIACS Study Area. The top-four industry sectors make up nearly 65% of the total jobs

SECTOR	COUNT	PCT. OF ALL JOBS
WHOLESALE TRADE	10,889	18.3%
MANUFACTURING	10,783	18.2%
TRANSPORT & WAREHOUSING	10,020	16.9%
CONSTRUCTION	6,774	11.4%

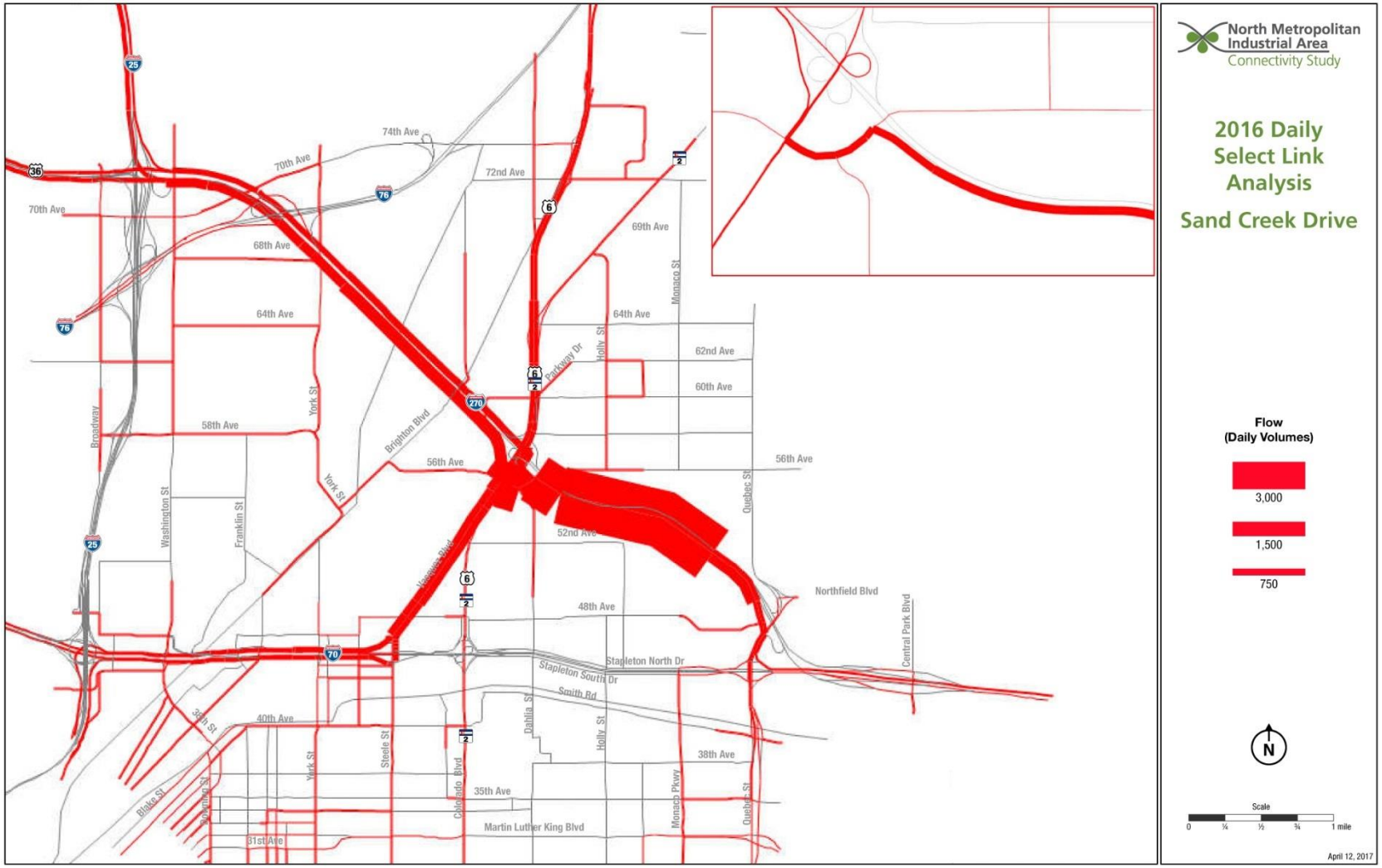
Employment Density

All Jobs



Select Link Analysis – Sand Creek Drive

DRAFT

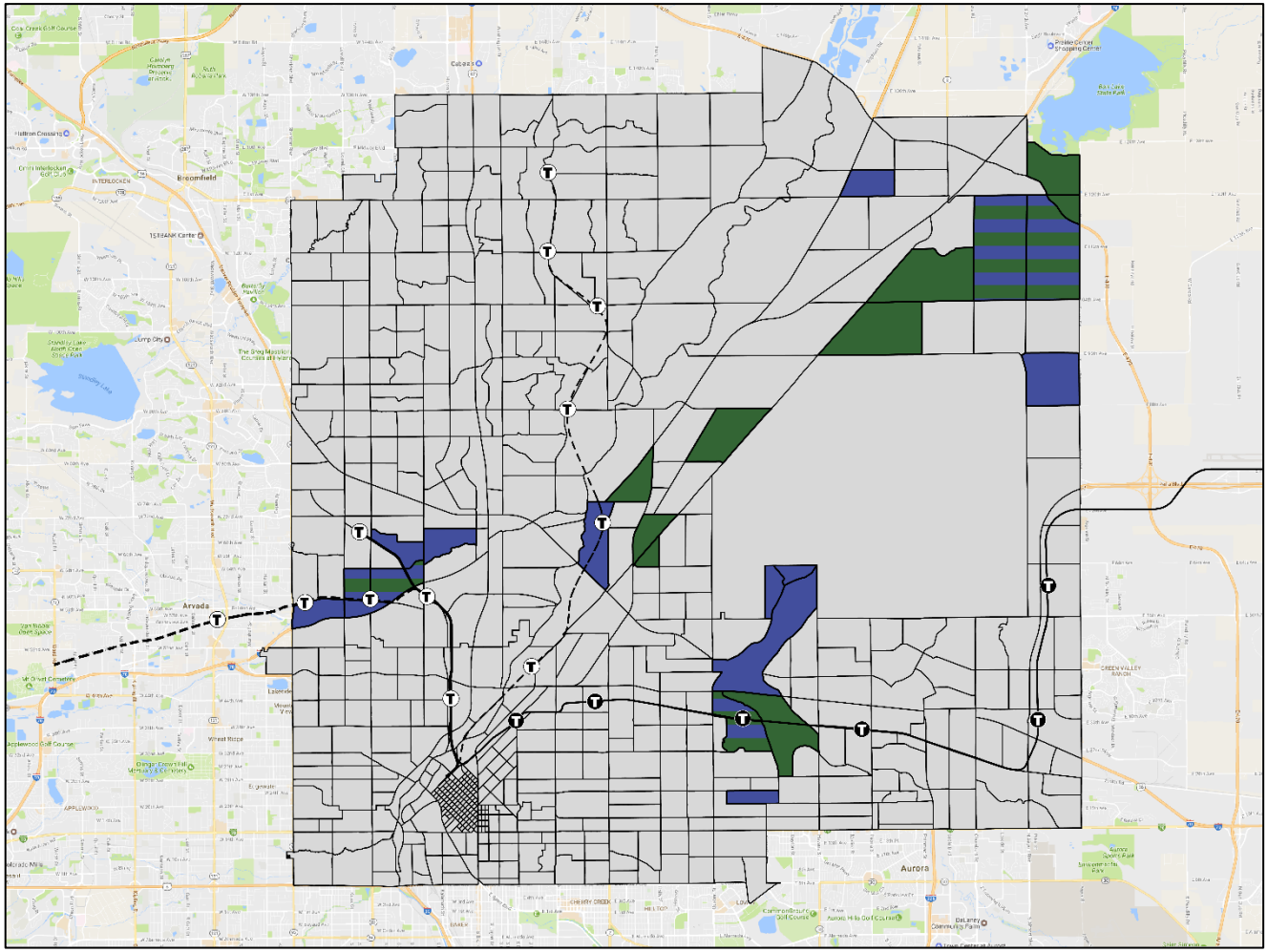


Select Link Analysis – 56th Avenue (east of Vasquez)

Select Link Analysis – Vasquez Blvd (south of 56th) Ave)

NMIACS Model Area

Population & Employment



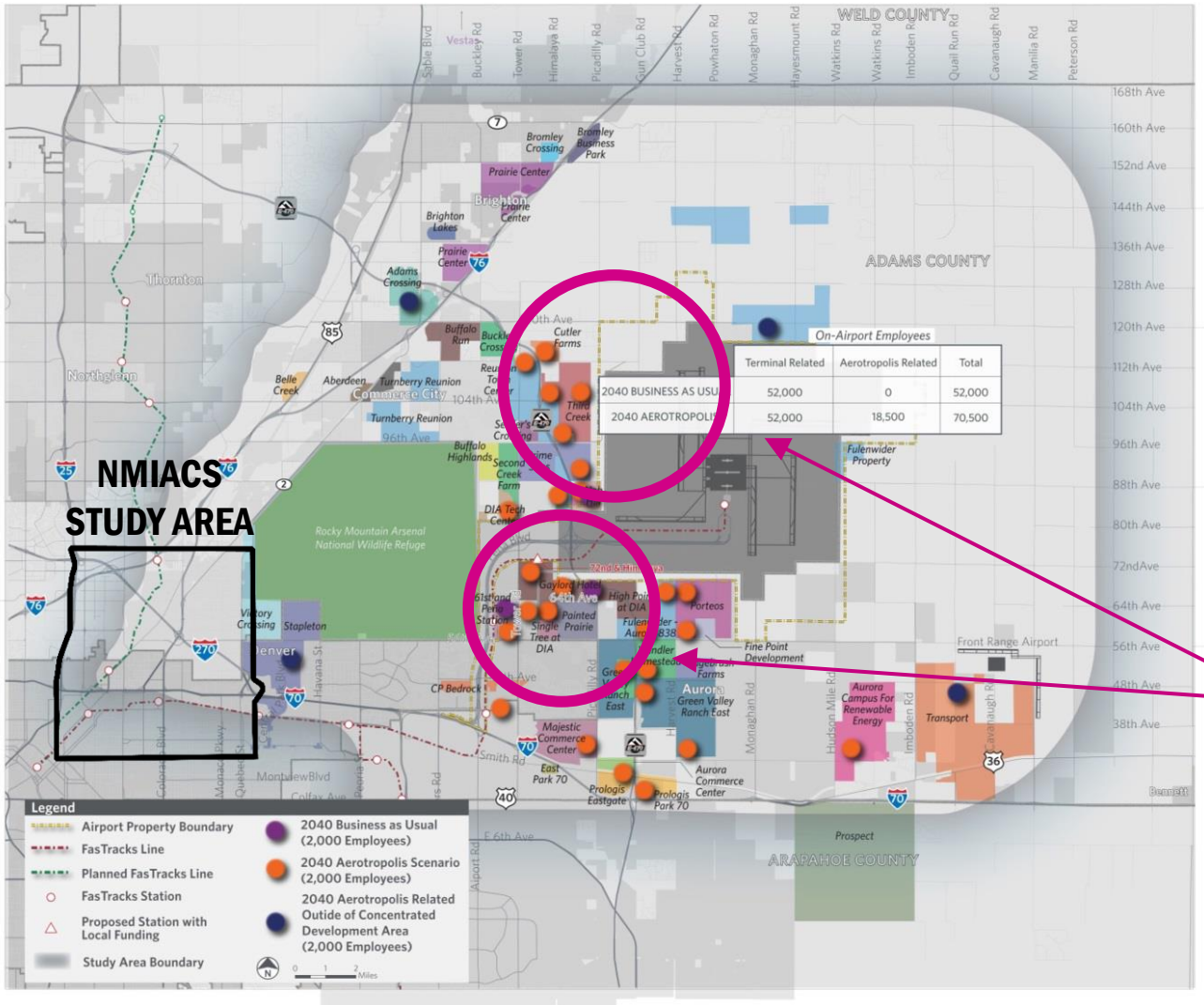
SIGNIFICANT GROWTH TAZ

POPULATION

EMPLOYMENT

EMPLOYMENT & POPULATION

Aerotropolis



On-Airport Employees

	Terminal Related	Aerotropolis Related	Total
2040 BUSINESS AS USU	52,000	0	52,000
2040 AEROTROPOLI	52,000	18,500	70,500

AEROTROPOLIS HIGH GROWTH SCENERIO

2016 VISIONING STUDY

74,000 NEW JOBS

210,000 RESIDENTS

WITHIN AEROTROPOLIS BOUNDARIES

SIGNIFICANT JOB CLUSTERS OUTSIDE OF MODEL AREA

NMIACS Model Area

High Growth Scenario Summary

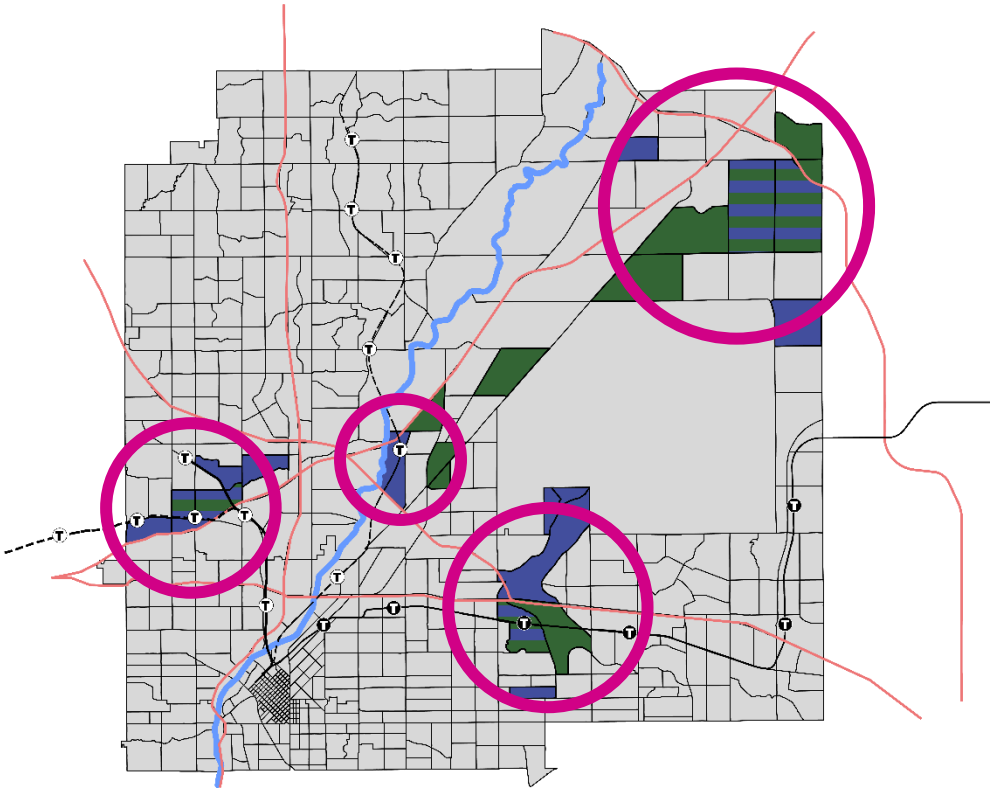
2040 DRCOG

EMPLOYMENT	POPULATION
580,996	982,122

2040 HIGH GROWTH

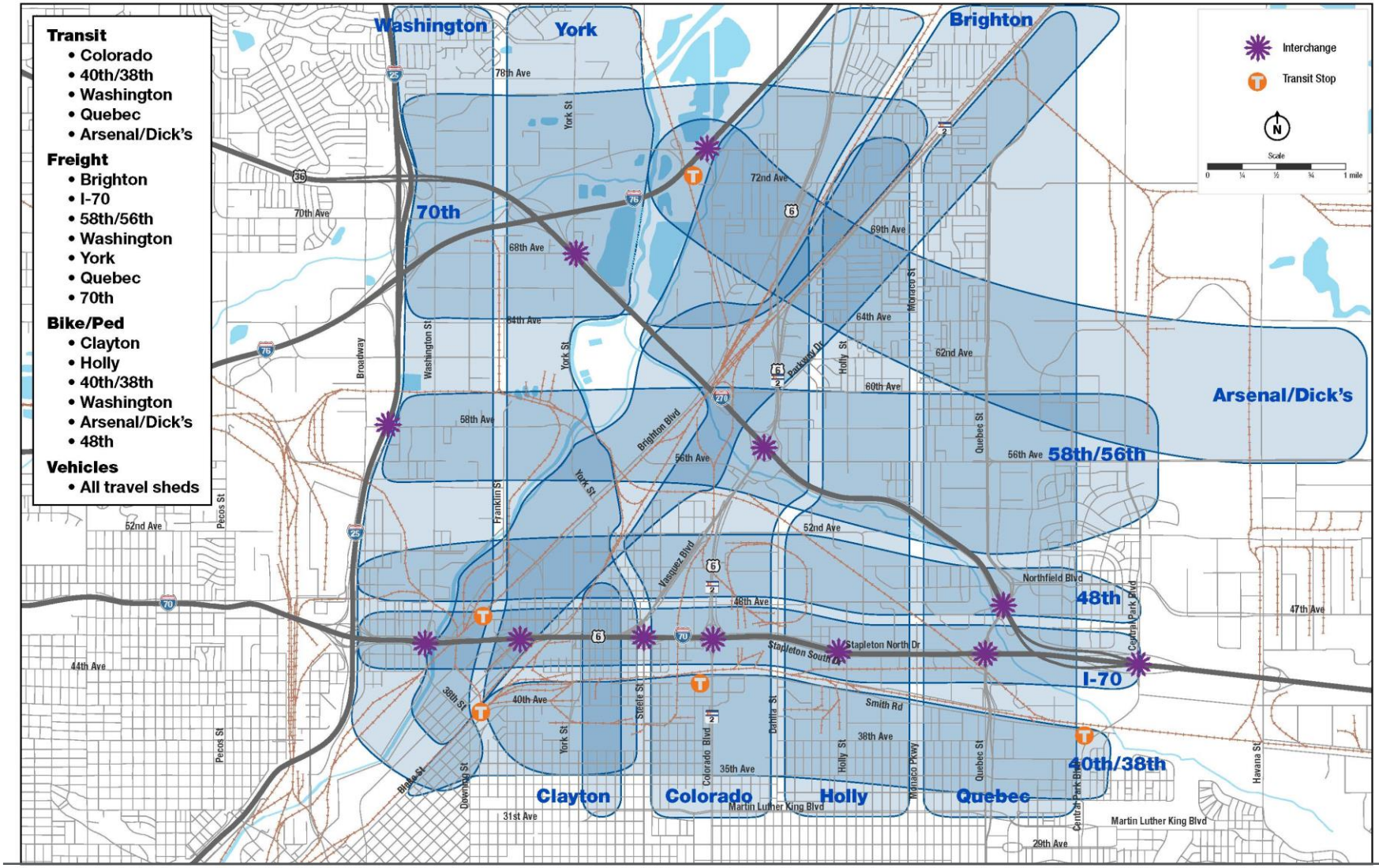
EMPLOYMENT	POPULATION
637,597	1,003,727
10% HIGHER	2% HIGHER

*** Population and employment totals are representative of all TAZ within the Model Area*



- Transit service areas
- Greenfield developments

Travelsheds



North Metropolitan Industrial Area Connectivity Study

Commerce CITY

DENVER THE MILE HIGH CITY

Preferred Travel Modes

Colorado/ Vasquez Boulevard

Prioritized Modes	Travel Shed Goals and Priorities
Freight	• Increase freight connectivity and access to industrial areas. • Confirm interchange accesses accommodate all truck traffic.
Transit	• Make sure neighborhoods have access to transit stations or bicycle and pedestrian facilities that lead to transit stations
Vehicles	• Ensure neighborhoods have adequate access to the interstate network.
Bicycle/Pedestrian	• Solidify neighborhood access to trails, neighborhood facilities, and transit hubs.

58th / 56th Avenue

Prioritized Modes	Travel Shed Goals and Priorities
Freight	• Improve freight access and connectivity from industrial areas to the major roadway network. • Confirm interchange accesses accommodate all truck traffic.
Vehicles	• Provide a continuous east-west facility within the travel shed.
Transit	• Increase neighborhood access to transit stations or bicycle and pedestrian facilities that lead to transit stations.
Bicycle/Pedestrian	• Solidify neighborhood access to trails, neighborhood facilities, and transit hubs.

Preferred Travel Modes

Quebec Street

Prioritized Modes	Travel Shed Goals and Priorities
Transit	• Improve access from neighborhoods to transit stations.
Bicycle/Pedestrian	• Establish connected bicycle networks and multi-use paths.
Vehicles	• Provide safe and reliable access for passenger vehicles.
Freight	• Provide safe and efficient movement of freight.

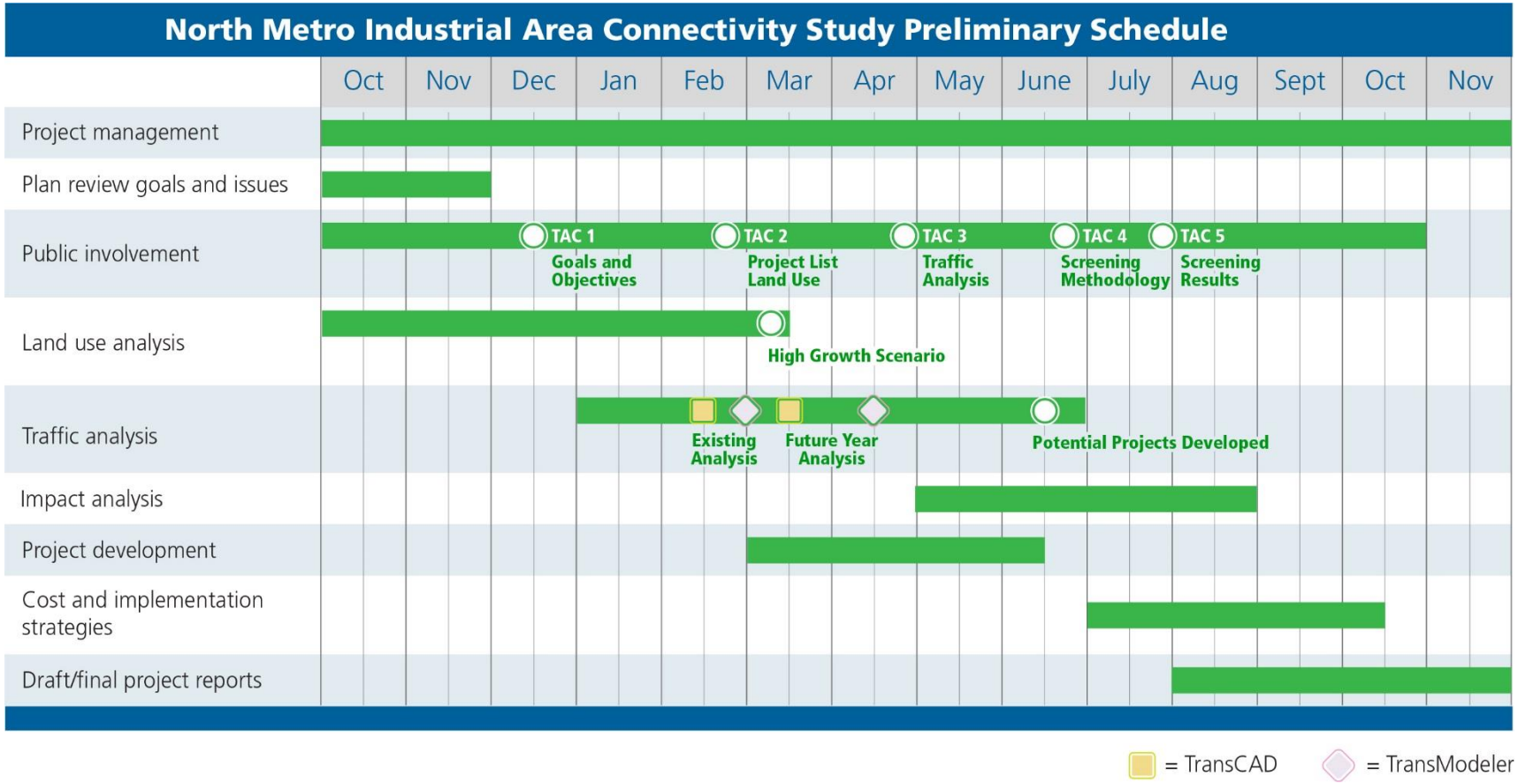
72nd/Arsenal

Prioritized Modes	Travel Shed Goals and Priorities
Bicycle/Pedestrian	• Establish connected bicycle networks and multi-use paths.
Transit	• Improve access from neighborhoods to transit stations and major destinations.
Vehicles	• Provide for safe and reliable access for passenger vehicles.
Freight	• Maintain freight access to industrial land uses within the travel shed.

Preferred Travel Modes

	Prioritized Modes	Travel Shed Goals and Priorities
70th Avenue	Vehicles	• Enhance connectivity of roadway network and increase capacity of existing corridors.
	Bicycle/Pedestrian	• Establish network of bicycle/pedestrian routes within residential portion of travel shed. • Solidify neighborhood access to trails and transit hubs.
	Transit	• Improve neighborhood access to transit stations and bus services or bicycle and pedestrian facilities that lead to transit services.
	Freight	• Improve freight access to interstate and road network surrounding industrial areas.

Next Steps


North Metro Industrial Area Connectivity Study Preliminary Schedule
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
June
July
Aug
Sept
Oct
Nov
Project management
Plan review goals and issues
Public involvement
TAC 1
Goals and Objectives
TAC 2
Project List Land Use
TAC 3
Traffic Analysis
TAC 4
Screening Methodology
TAC 5
Screening Results
Land use analysis
High Growth Scenario
Traffic analysis
Existing Analysis
Future Year Analysis
Potential Projects Developed
Impact analysis
Project development
Cost and implementation strategies
Draft/final project reports
= TransCAD
= TransModeler

North Metropolitan Industrial Area Connectivity Study

Questions

July 10, 2017

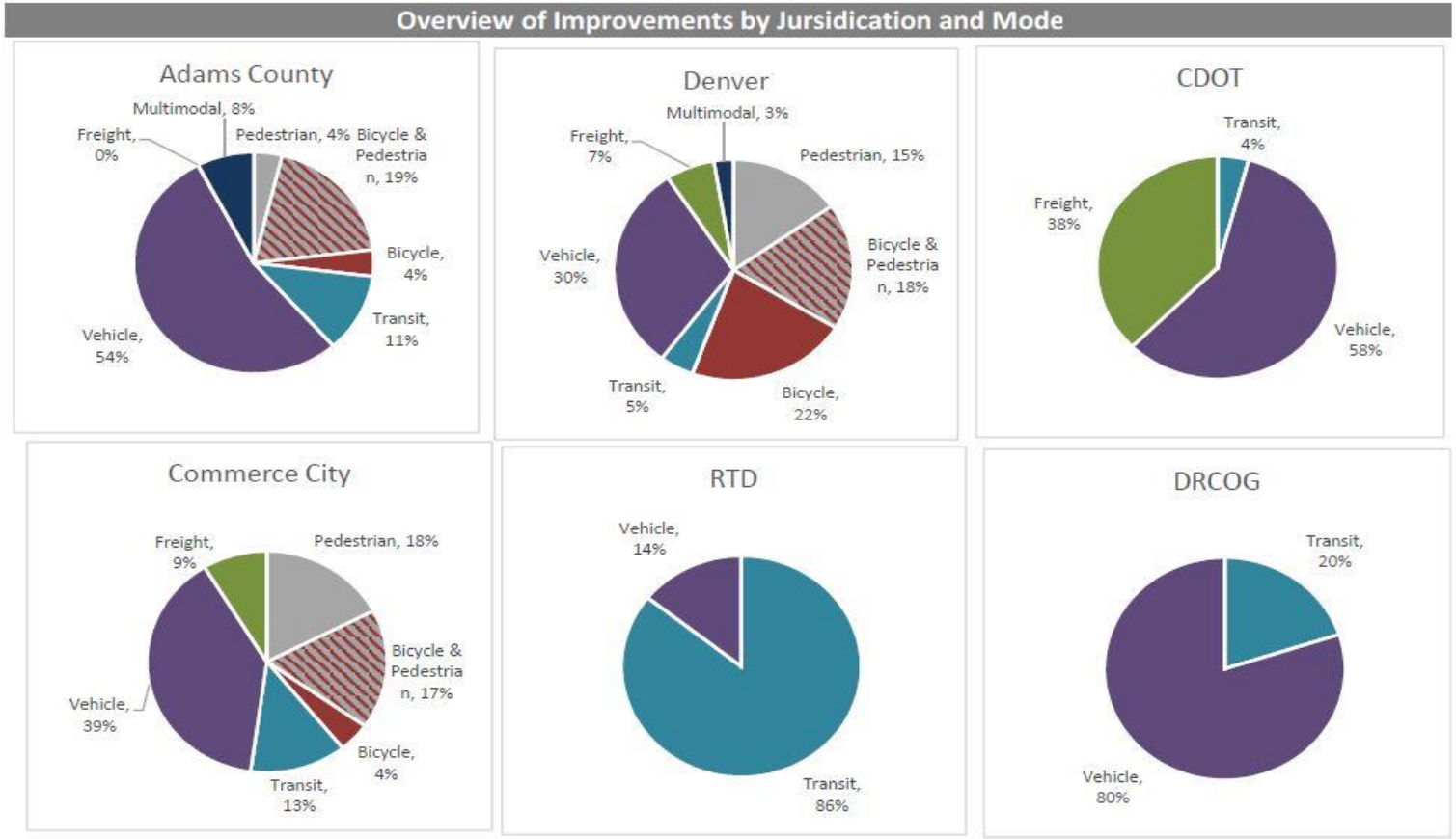
North Metropolitan Industrial Area Connectivity Study

Additional Background Information

July 10, 2017

Plan Review

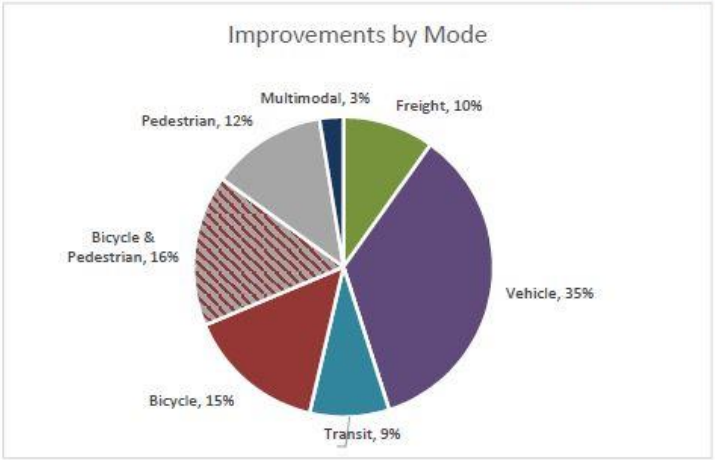
Master List of Improvements | Analysis | 2/20/2017

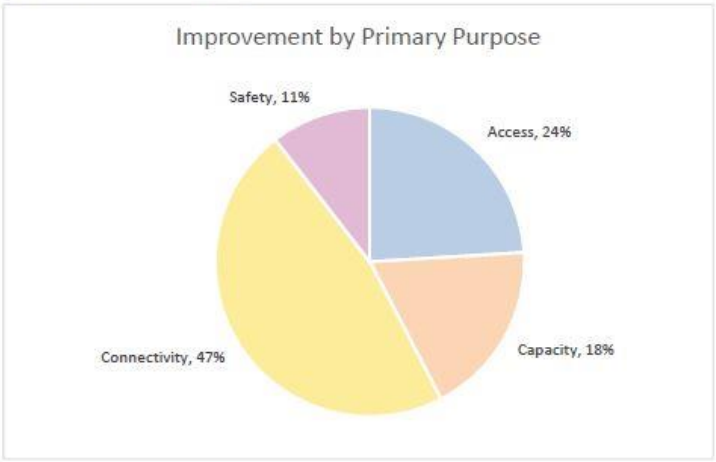


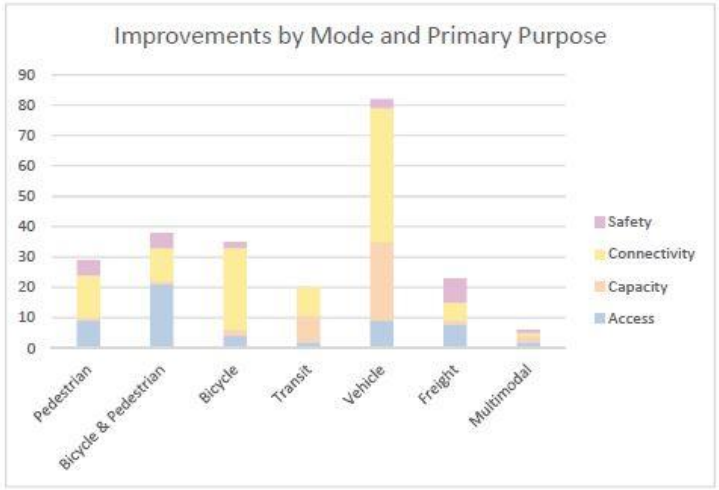
Plan Review

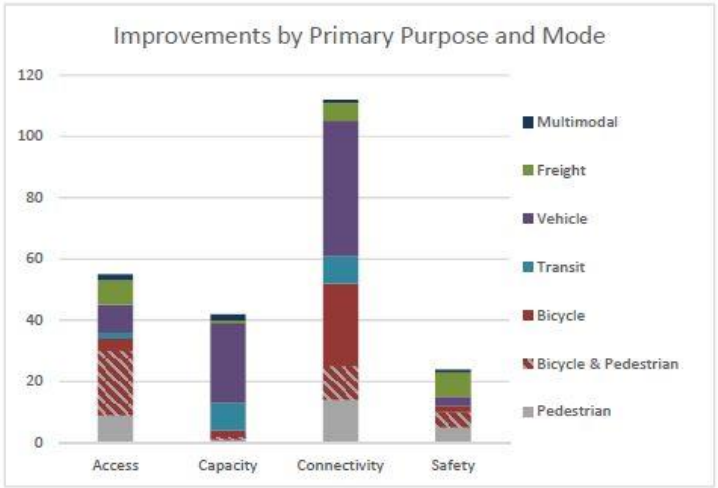
Master List of Improvements | Analysis | 2/20/2017

Overview of Improvements by Mode and Primary Purpose

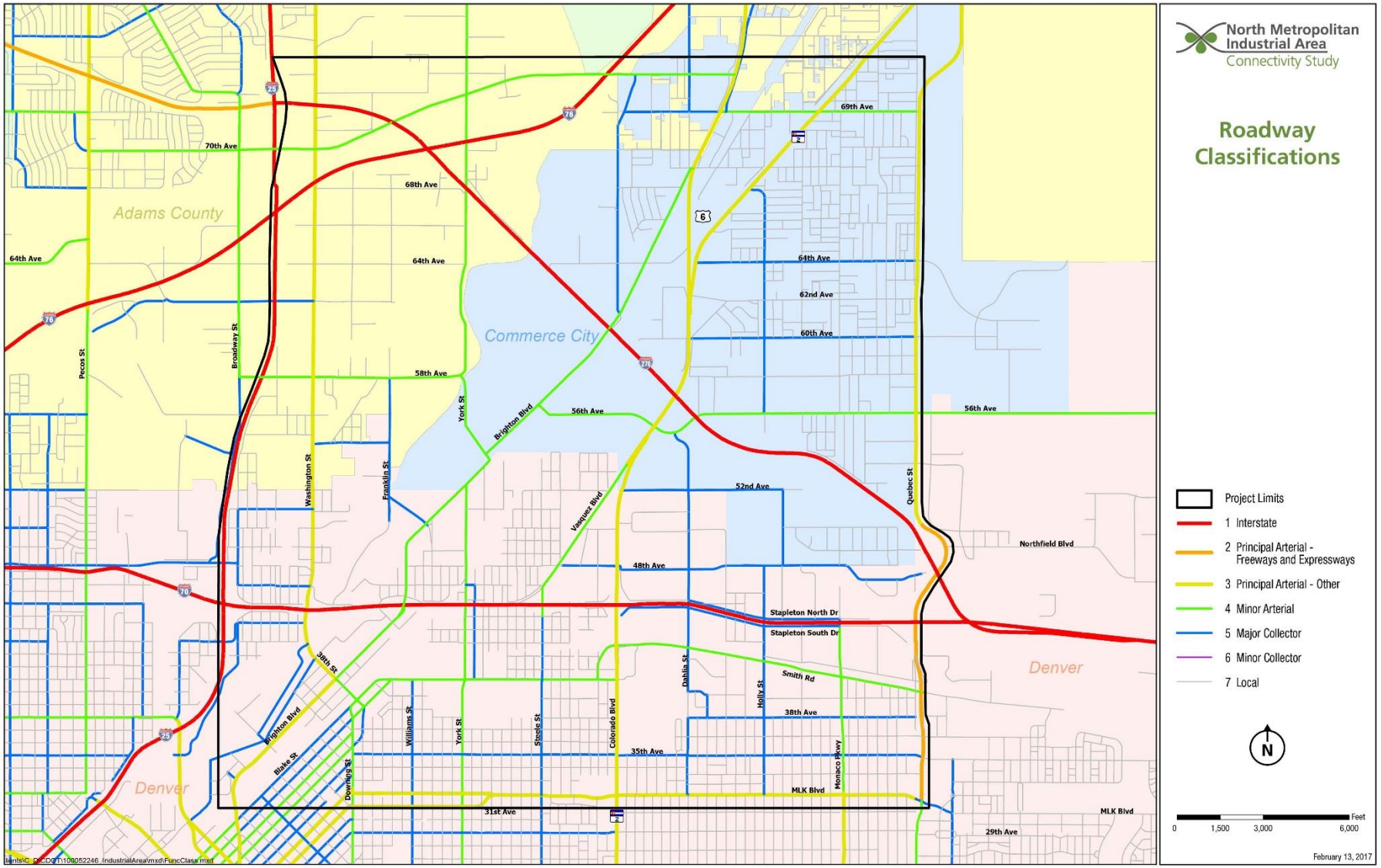








Transportation Network

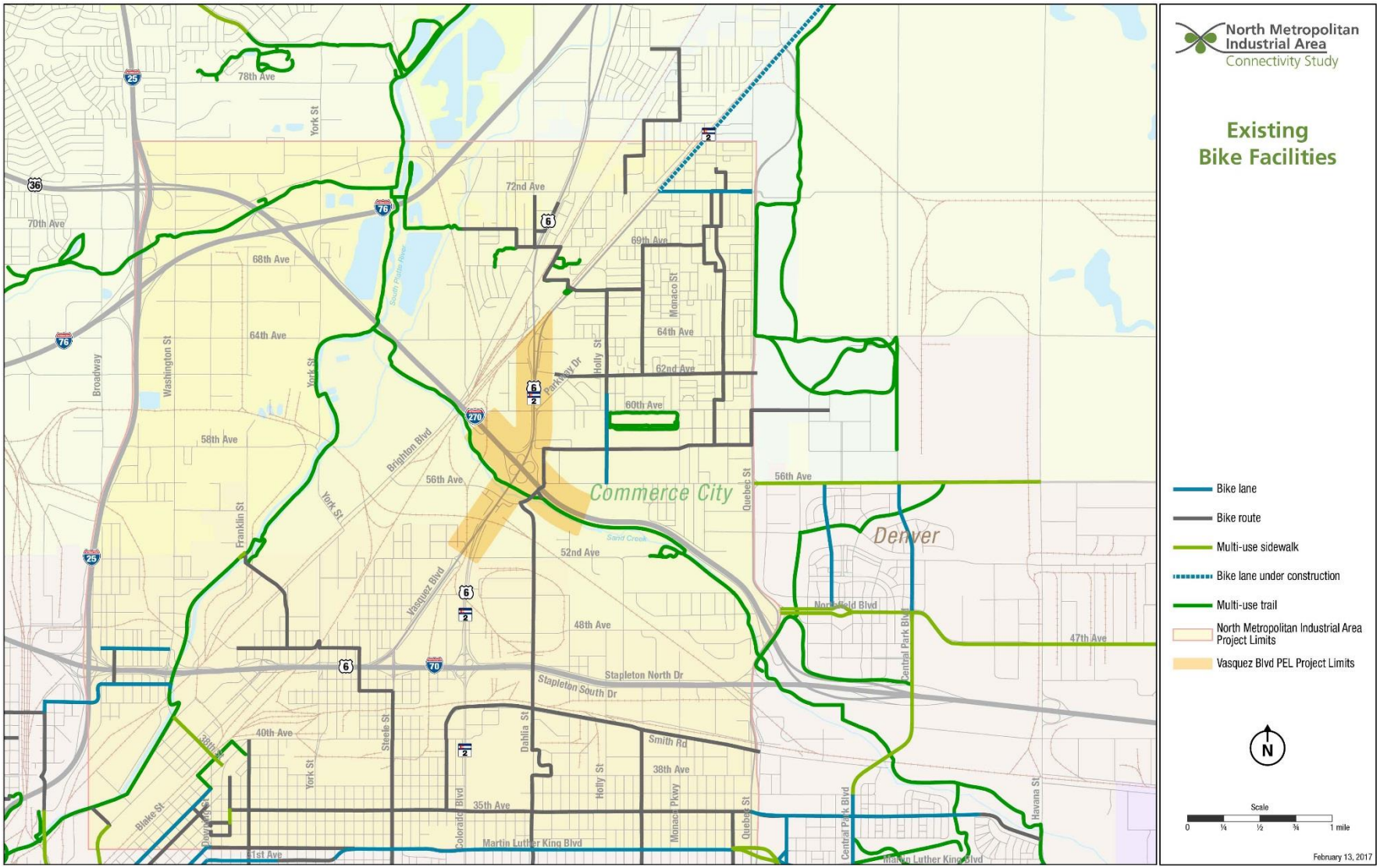


North Metropolitan Industrial Area Connectivity Study

Commerce CITY

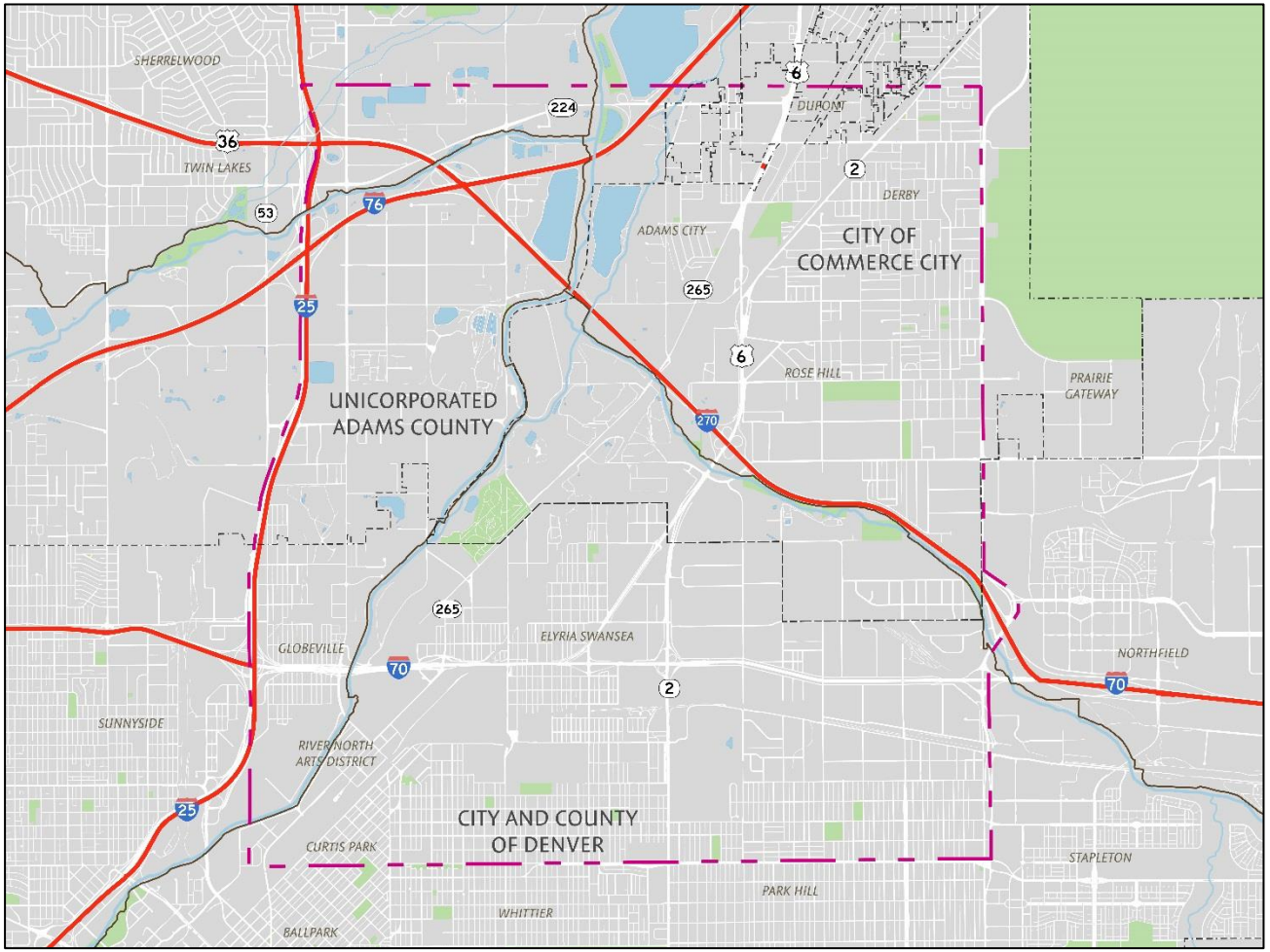
DENVER THE MILE HIGH CITY

Transportation Network



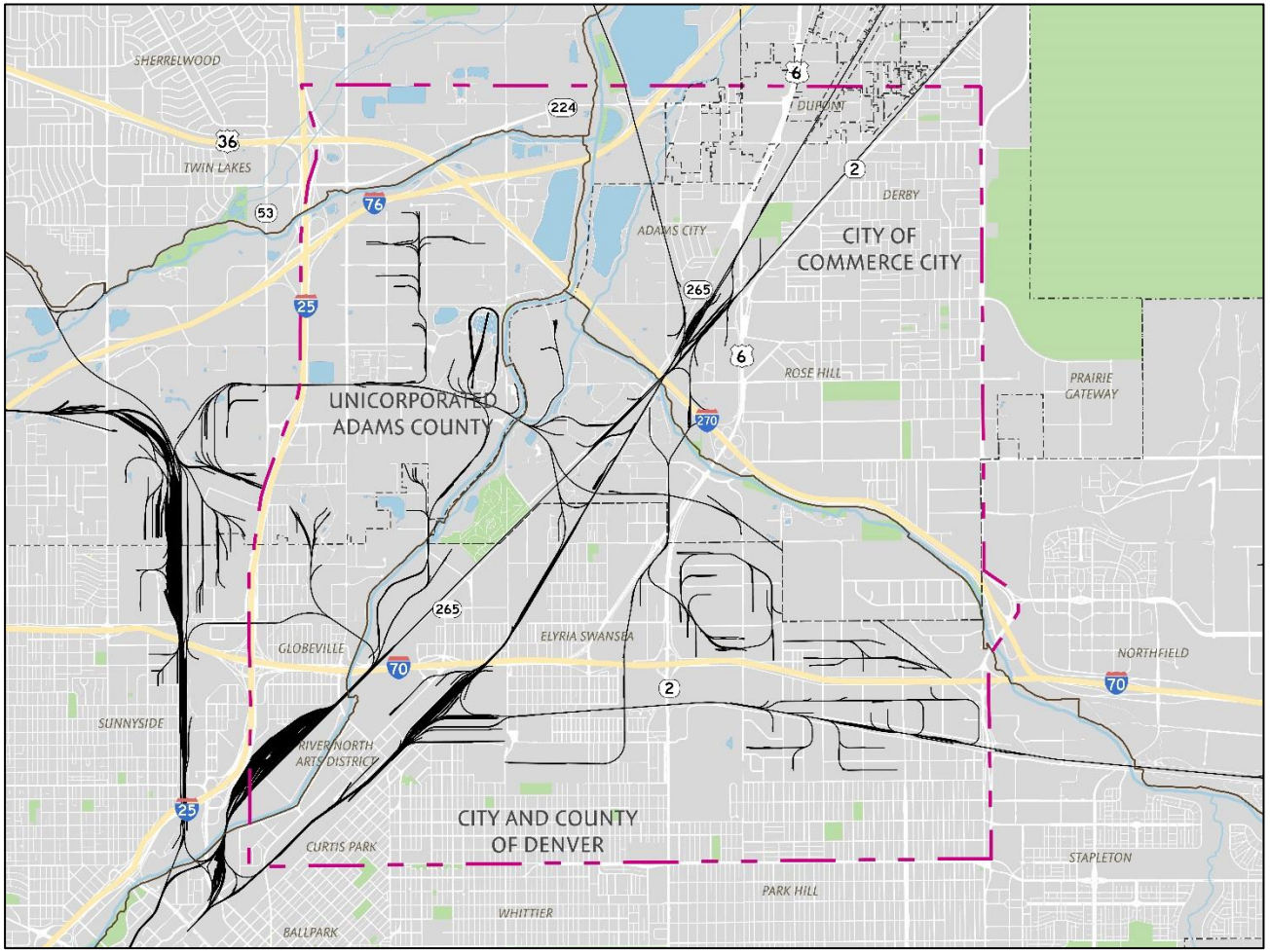
Transportation Network

Hazardous Materials Routes

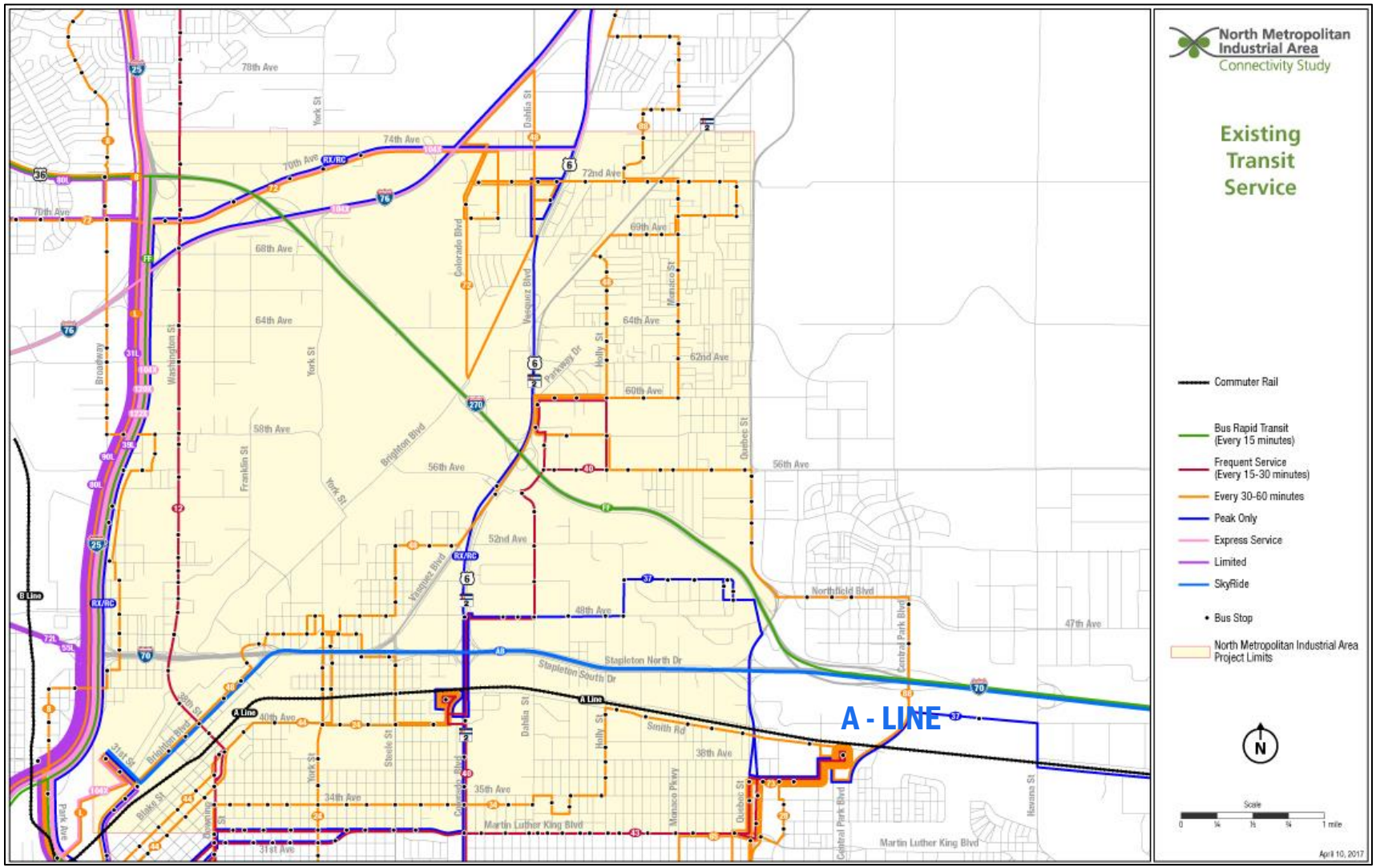


Transportation Network

Railroads

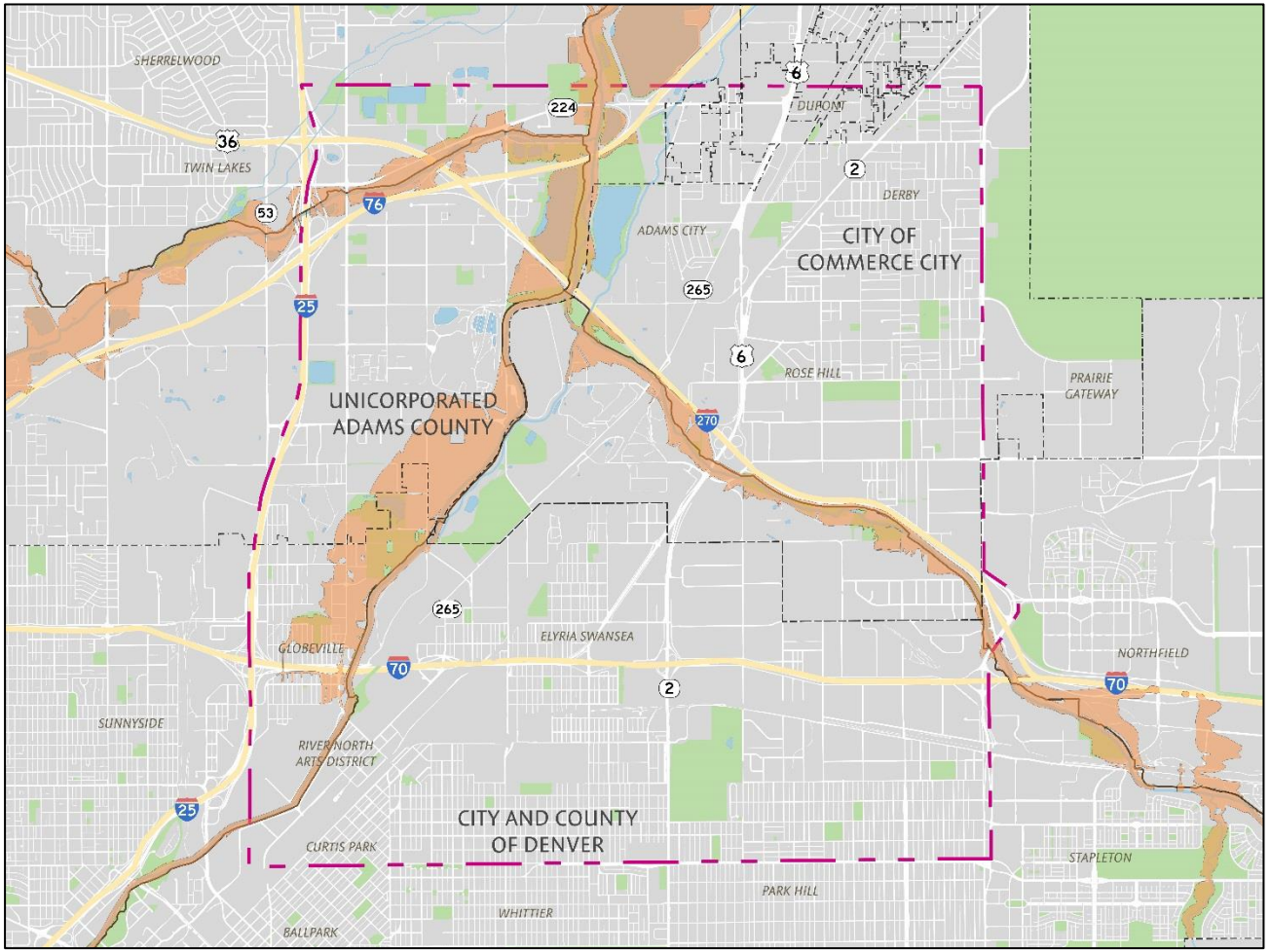


Transportation Network



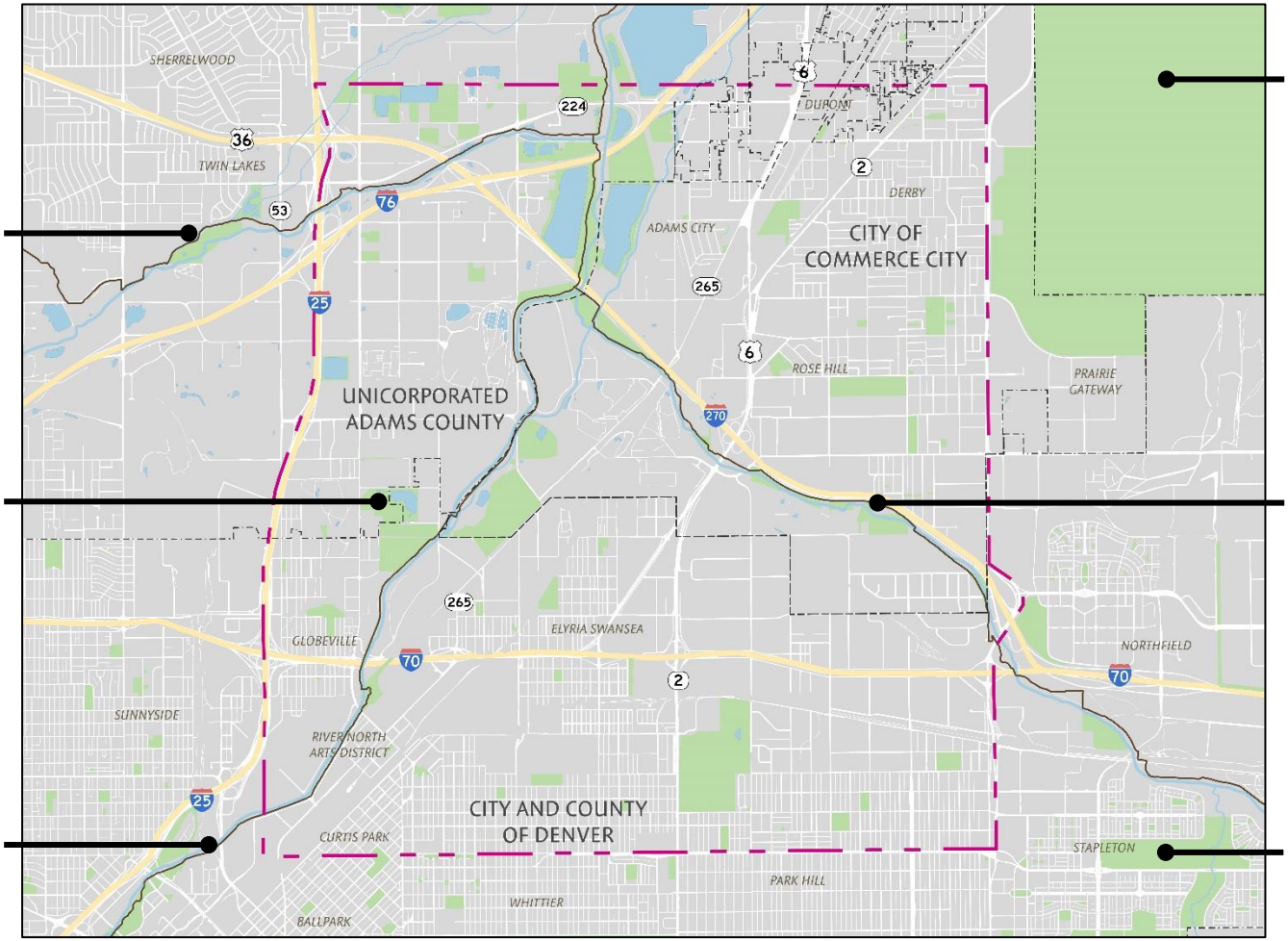
ENVIRONMENTAL SCAN

100-Year Floodplain



Environmental Scan

Parks, Trails & Open Space



CLEAR CREEK TRAIL

HERON POND

SOUTH PLATTE RIVER TRAIL

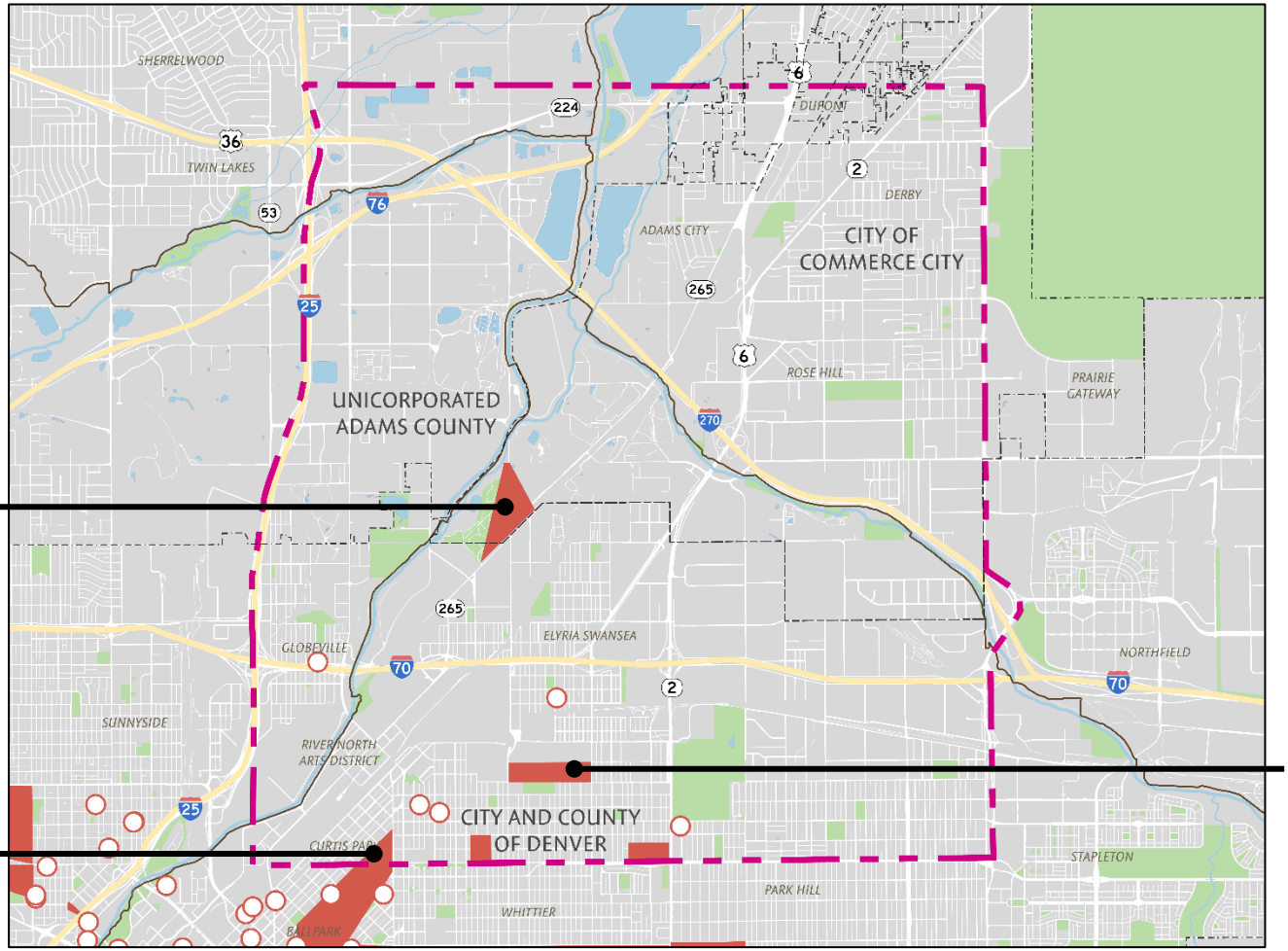
RMA NWR

SAND CREEK REGIONAL GREENWAY

STAPLETON CENTRAL PARK

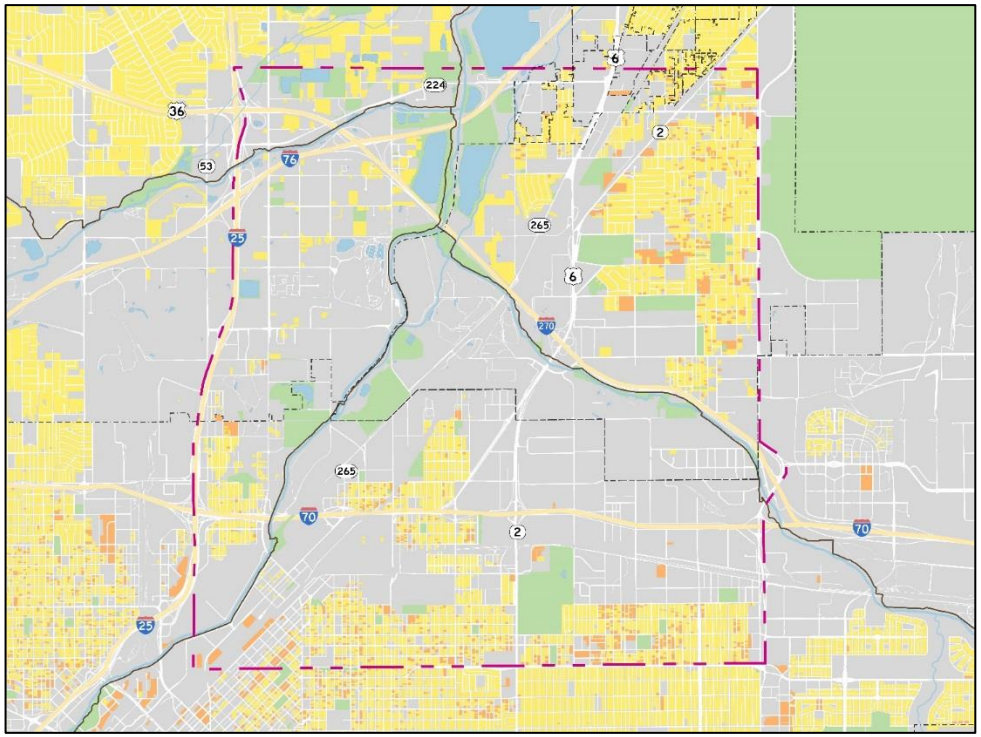
Environmental Scan

NRHP Properties & Districts



LAND USE

RESIDENTIAL



SINGLE FAMILY

MULTI FAMILY

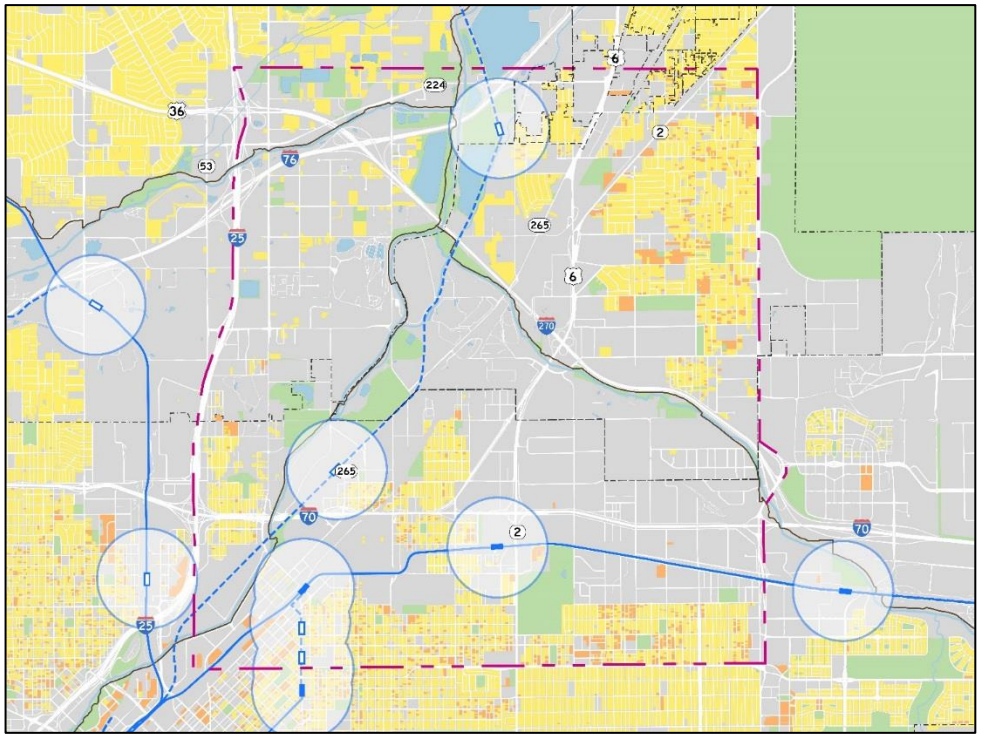
COMBINED RESIDENTIAL

2,360 ACRES

21%

LAND USE

RESIDENTIAL & TRANSIT



SINGLE FAMILY

MULTI FAMILY

TRANSIT AREAS

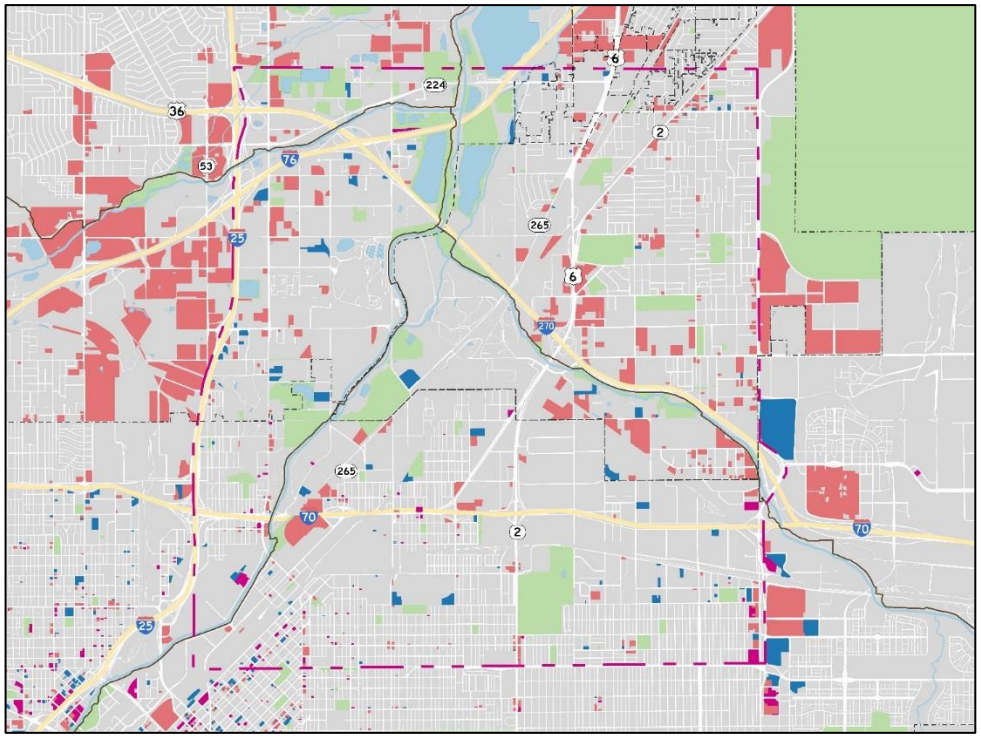
EXISTING

FUTURE

¼ MILE

LAND USE

RETAIL, OFFICE & MIXED USE



RETAIL

OFFICE

MIXED USE

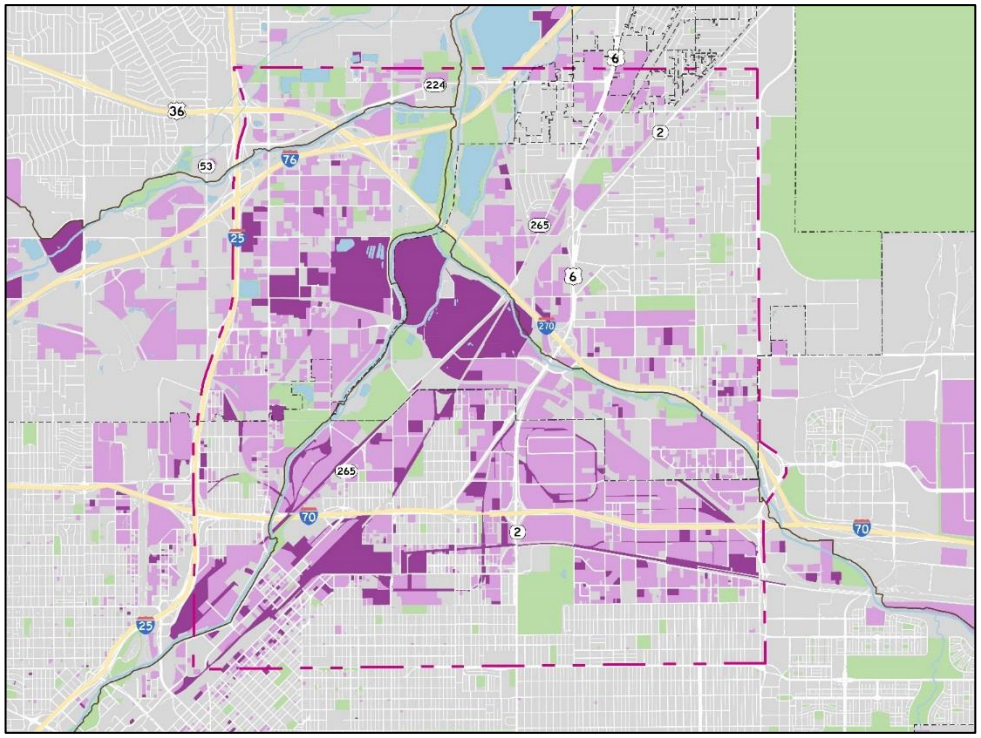
COMBINED COMMERCIAL

709 ACRES

6%

LAND USE

INDUSTRIAL



HEAVY INDUSTRIAL

LIGHT INDUSTRIAL

COMBINED INDUSTRIAL

5,062 ACRES

45%

Land Use

Combined

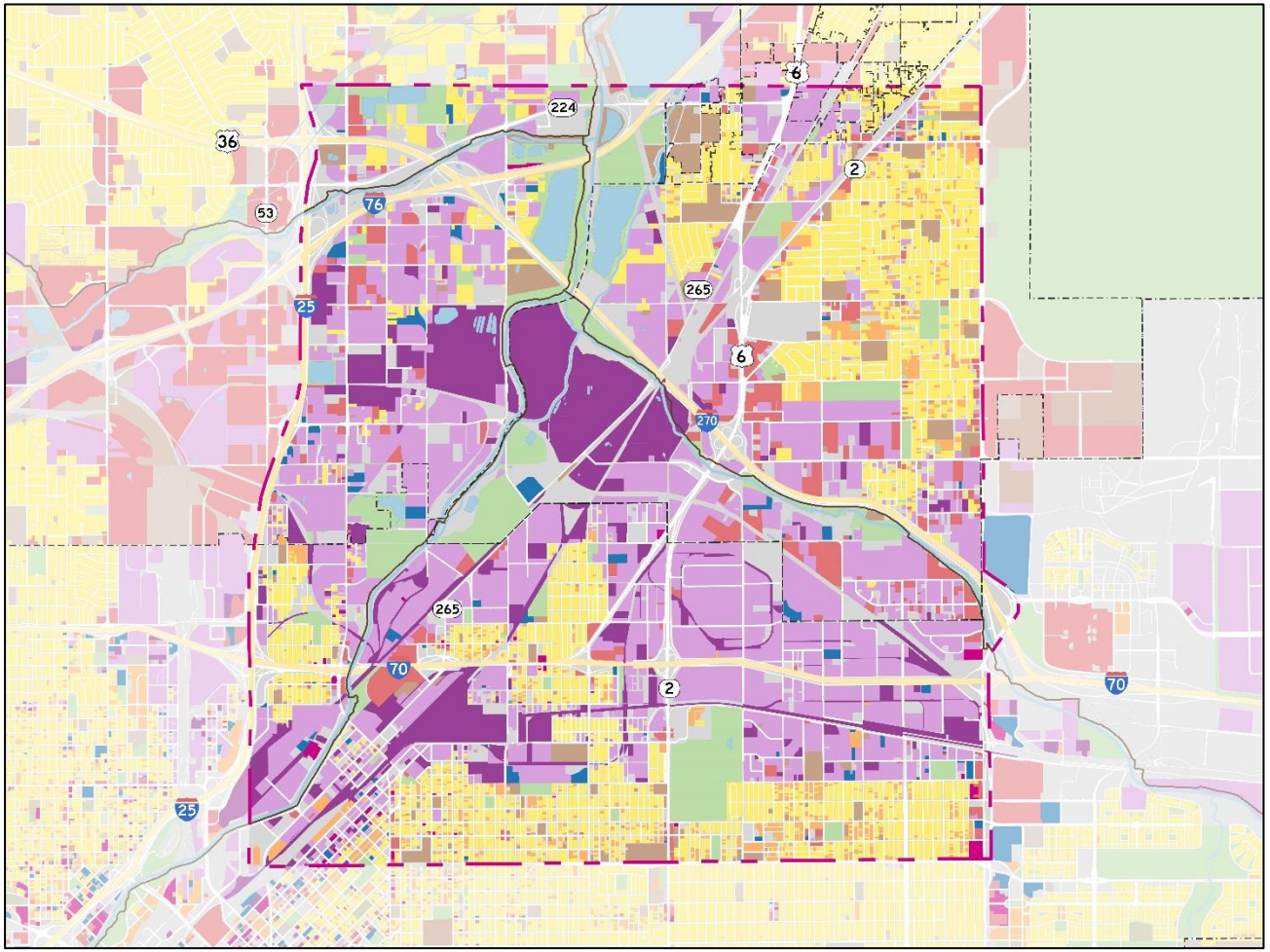
SINGLE FAMILY

MULTI FAMILY

PUBLIC / INSTIT.

PARKS / RECREATION

VACANT / OTHER



LIGHT INDUSTRIAL

HEAVY INDUSTRIAL

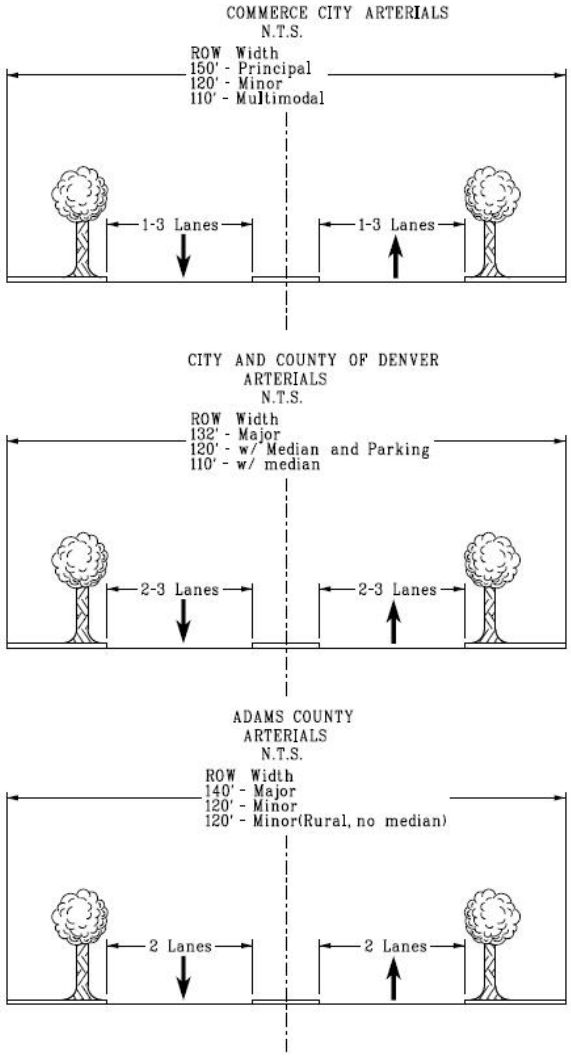
COMM. RETAIL

OFFICE

MIXED USE

Roadway Typologies – Existing Sections Comparison

Arterial Streets



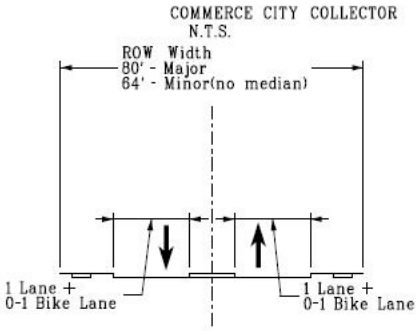
QUEBEC STREET ONE BLOCK NORTH OF 60TH AVENUE
LOOKING NORTH

COLORADO BOULEVARD ONE BLOCK NORTH OF MLK BOULEVARD
LOOKING NORTH

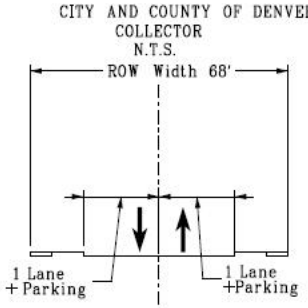
WASHINGTON STREET BETWEEN 66TH AVENUE AND 68TH AVENUE
LOOKING NORTH

Roadway Typologies – Existing Sections Comparison

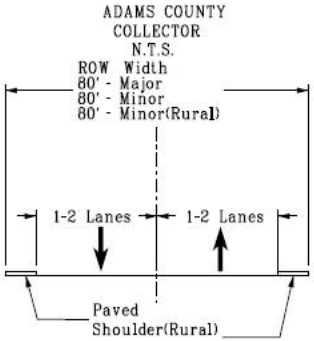
Collector Streets



HOLLY STREET BETWEEN 58TH AVENUE AND 60TH AVENUE
LOOKING NORTH



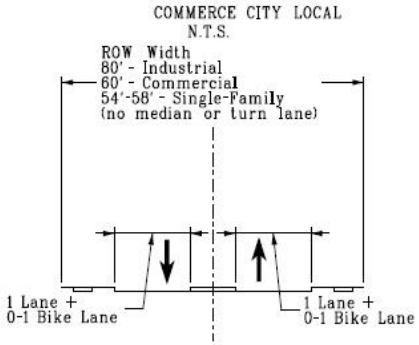
35TH AVENUE BETWEEN JOSEPHINE STREET AND COLUMBINE STREET
LOOKING EAST



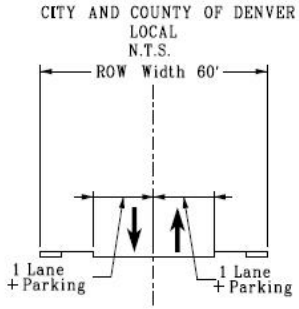
62ND AVENUE BETWEEN I-25 AND WASHINGTON STREET
LOOKING EAST

Roadway Typologies – Existing Sections Comparison

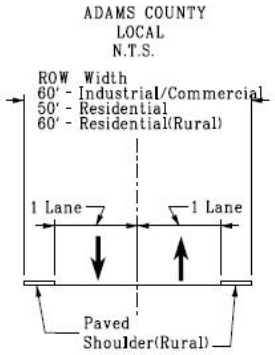
Local Streets



CLAYTON STREET BETWEEN 49TH AVENUE AND BEEKMAN PLACE
LOOKING SOUTH



RACE STREET HALF A BLOCK NORTH OF 33RD AVENUE
LOOKING NORTH



64TH AVENUE BETWEEN DOWNING STREET AND FRANKLIN STREET
LOOKING EAST