

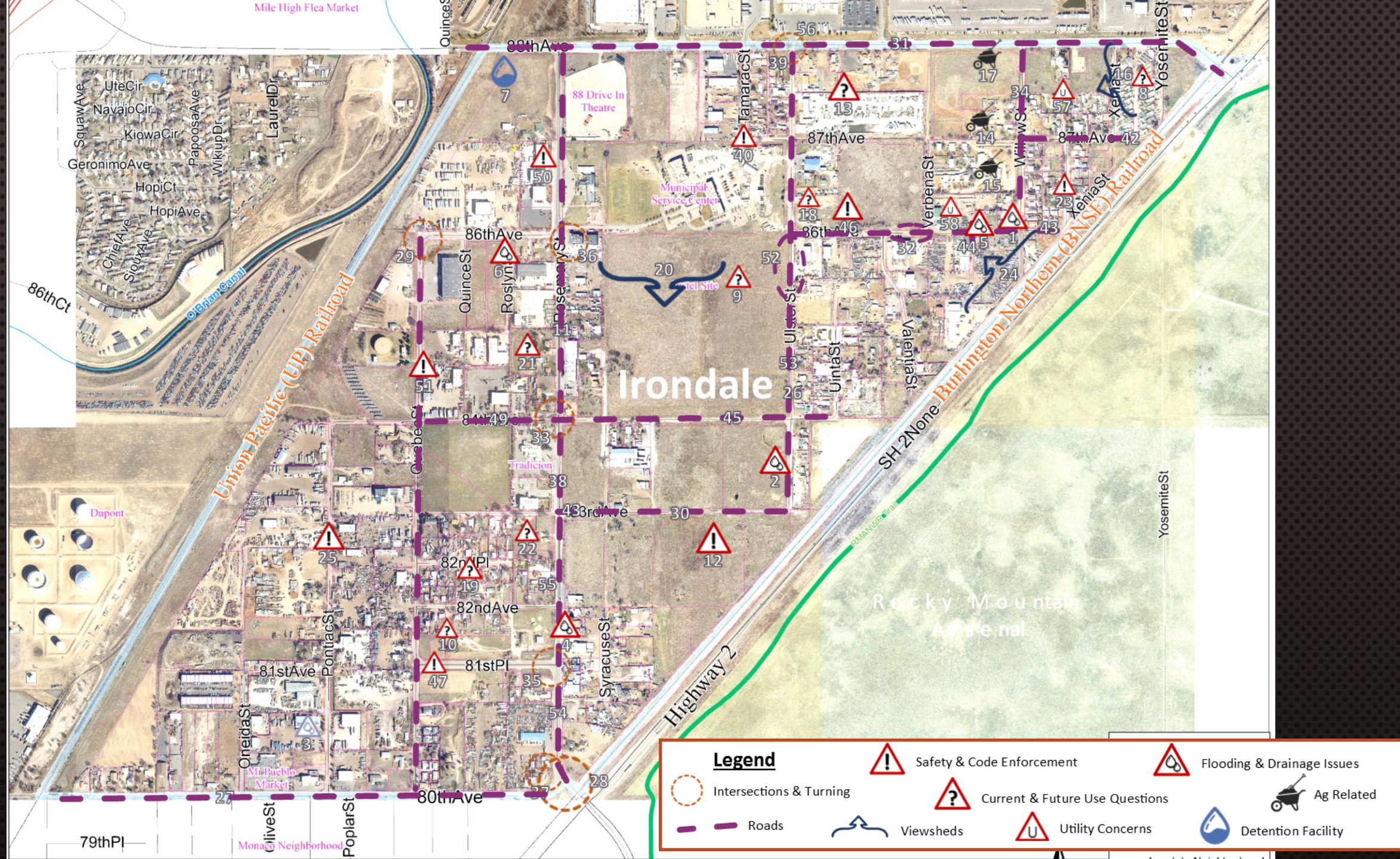
IRONDALE NEIGHBORHOOD + INFRASTRUCTURE PLAN



CITY COUNCIL
STUDY SESSION
1/22/18

WHAT WE HEARD





SNAPSHOT REPORTS

- Current conditions
- Foundation for conversation
- Roads, Land Use, Utilities, and Drainage
- Each report is stand-alone
- Sources: current data & plans, staff & technical advisors, and public input



SNAPSHOTS

SNAPSHOT REPORT: ROADS

Existing Network

The transportation network inside Irondale is inefficient. Many streets terminate at dead ends rather than being connected to the network in a grid pattern. Existing railroad corridors on both the east and west sides of Irondale limit the east-west connectivity to the surrounding Commerce City transportation network. Left-turns are prohibited from 80th Ave. to Rosemary Street, as well as from Rosemary Street to 80th Ave. Rosemary Street is the only north-south street that goes all the way through Irondale from 80th Ave. to 88th Ave. As such, Rosemary Street is heavily used by north-bound commuters as a route to the interchange of Interstate 76 at 88th Avenue.

Transportation within Irondale consists of a network of roadways; sidewalks and bicycle facilities are nearly non-existent. The main traffic flow is between 88th accessing the interstate to the west, along Rosemary St through the neighborhood, and continuing beyond to the southeast on Quebec Parkway. There are several school bus routes that pass through the neighborhood, but no public transit stops. Many roadways have issues with construction standards, width, and maintenance. Much of this can be attributed to the varying ages of construction, going back further than other neighborhoods in the City, as well as jurisdictional complications. In addition, there are four at-grade rail crossings at the four points of the neighborhood. These further cut the neighborhood off from other areas and can become a safety concern with the additional traffic loads traveling through Irondale.

The Snapshot Report

The snapshot report is designed to provide an overview of the current conditions within the neighborhood. The snapshot is not exhaustive, but rather a foundation to engage in conversation about the existing and future plans to be developed.

IRONDALE PLAN

DISCOVER PAGE 2

SNAPSHOT REPORT: LAND USE

The Snapshot Report

The snapshot report is designed to provide an overview of the current conditions within the neighborhood. The snapshot is not exhaustive, but rather a foundation to engage in conversation about the existing and future plans to be developed.

	Irondale	Commerce City
Population (2015)	816	50,346
Population (2000)	821	20,991
Median Household Income	\$23,472	\$66,053
Poverty Rate	48.5%	15.6%
Unemployment	5.83%	6.82%
Median Year Home Built	1963	2001
Median Gross Rent	\$635	\$973
Homes with Debt (mortgage, equity loan, etc.)	54.5%	85%
Percent Hispanic / Latino	84.3%	45.6%

Source: US Census & US Census American Community Survey

Demographic Snapshot

As shown in the table below left, Irondale has a unique set of characteristics when compared to Commerce City as a whole. The neighborhood has experienced a slight decline in population in the past 15 or so years, while the City has over doubled. Income is lower and poverty rate higher in the neighborhood. However, the rate of unemployment is low, this could be indicative of underemployment or represent unreported incomes. The Hispanic Latino population makes up the majority of neighborhood residents, nearly double the population percentage of the City. Another interesting item to note is that nearly half of all homeowners in the neighborhood own the property outright.

Historical population of Commerce City city for period 1960-2014:

Data Source: <http://population.us/co/commerce-city/#1>

IRONDALE PLAN

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SNAPSHOT REPORT: DRAINAGE

Waterways and waterbodies

The Irondale neighborhood is located near the downstream end of the Irondale Gulch Watershed. This watershed encompasses 23.4 square miles (14,979 acres) in total, compared to 556 acres for the Irondale neighborhood. The watershed begins upstream in the City of Aurora, near I-70, where it drains northwesterly through the City of Denver, Rocky Mountain Arsenal National Wildlife Refuge (RMA), and Commerce City before ultimately discharging into the South Platte River near 88th Avenue.

Drainage from the upper watershed comes from three different tributaries – named Irondale Gulch, Tributary A, and Tributary B. These flows cross northwesterly into Irondale by crossing over State Highway 2 and ponding behind the BNSF Railroad embankment. If the storm event is large enough, these flows could overtop the railroad tracks and flood into the Irondale neighborhood.

Between Irondale and the South Platte River, the overall flow pattern is northwest towards 88th Avenue and the Union Pacific Railroad crossing, then directly west towards the river. In general, there are no defined flow paths here: flows from upstream and runoff generated in the Irondale area move towards the river as shallow flooding and sheet flow. In the current condition, these flows are prevented from reaching the South Platte by the UPRR embankment, the O'Brian Canal, and Interstate Highway 76.

Existing Network

The 2011 Irondale Gulch Outfall Systems Plan by Moser & Associates Engineering (Irondale OSP) explained that "the main flood hazard in the study area is the absence of conveyance in Commerce City west of SH 2." There are no culverts under major roadways or railroads with significant embankments and there are no storm water detention or retention facilities within Commerce City. Last, the upper watershed and Irondale neighborhood area do not have a formal or informal outfall to the South Platte River.

There is an existing 48-inch drainage pipe on the north side of 88th Avenue and an existing 18-inch drainage pipe along Ulster Street. However, this storm system empties into a retention basin at the northeast corner of 88th Avenue and the UPRR and does not have a direct connection to the river. This retention basin has a capacity of 15.3 acre-feet.

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SNAPSHOT REPORT: UTILITIES

The Snapshot Report

The snapshot report is designed to provide an overview of the current conditions within the neighborhood. The snapshot is not exhaustive, but rather a foundation to engage in conversation about the existing and future plans to be developed.

Existing Network: Sanitary Sewer

The Irondale neighborhood receives sanitary sewer service from South Adams County Water and Sanitation District (District). The majority of the Irondale neighborhood's wastewater system flows north to East 88th Avenue and heads west. The remaining small area, including the pipe in Oneida Street and the south half block of Rosemary Street, flows south to the sewer line in East 80th Street. The existing sewer system reaches most of properties in Irondale. The few remaining parcels without an adjacent sewer main would need minor sewer extensions to be served.

According to District staff, much of the system on the east side of Rosemary is less than 15 years old, and the gravity main in Rosemary Street is deep and in good condition. The District is currently updating the water and sewer master plan based on land uses in the City's 2010 Comprehensive plan. At this time, there are no short-term improvements identified for this neighborhood, however the master plan update should identify priority improvements to enhance the sewer system.

The sewer pipes within Irondale are between 8 and 16 inches and consist of the following materials: PVC, VCP, concrete and plastic. The existing sanitary sewer system reaches most of the parcels within the neighborhood. Wherever a parcel is not adjacent to a public sewer main, an extension is required per District standards. There are several properties connected to septic systems. These systems are located

IRONDALE PLAN

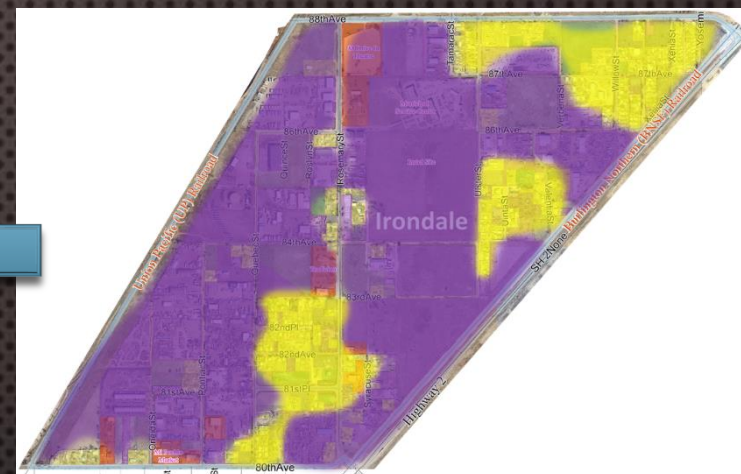
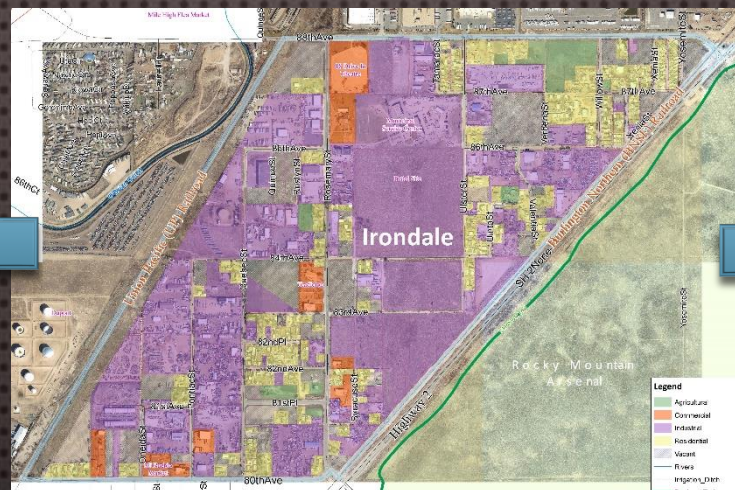
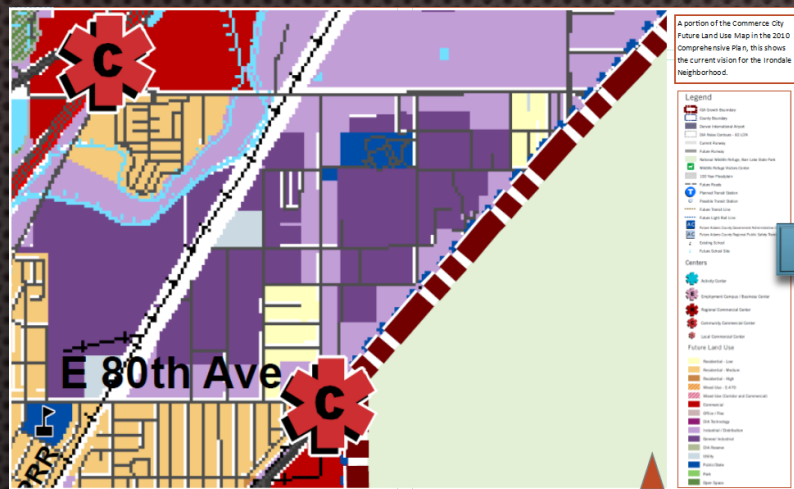
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See Existing Utilities Map on Page #

SCENARIOS

WHAT IS A SCENARIO MAP?

- Explore possibilities
- Foundation for discussion
- Explore likely impacts



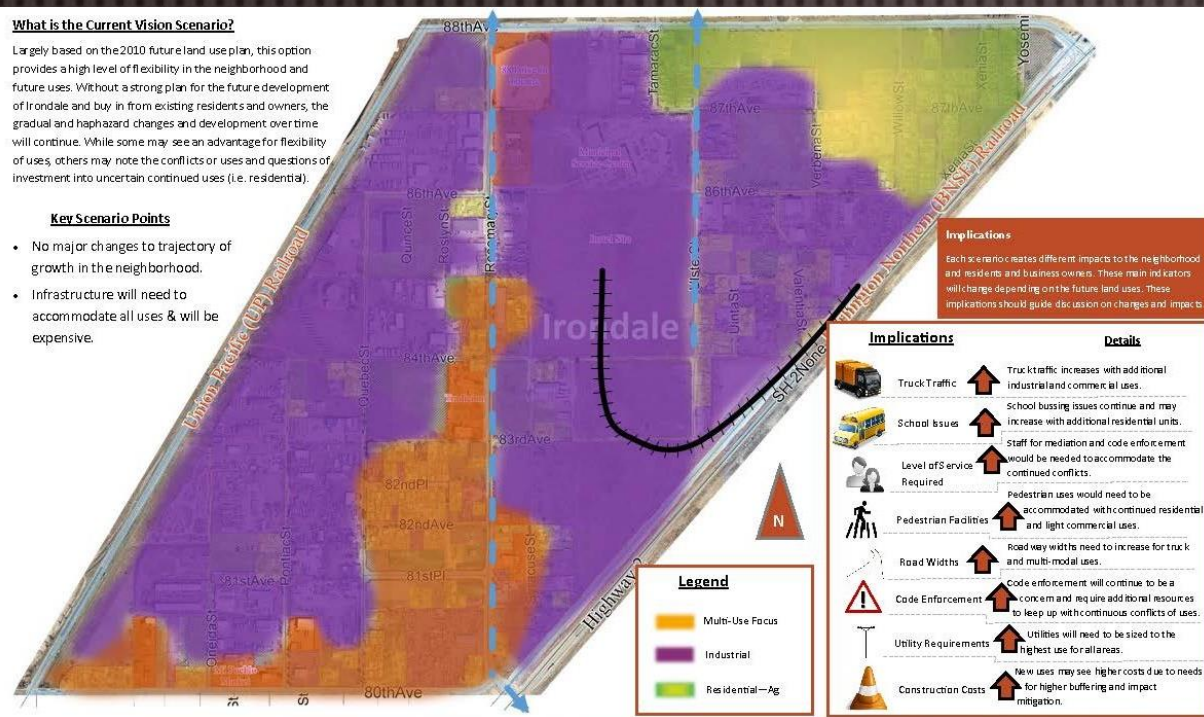
TWO SCENARIOS

What is the Current Vision Scenario?

Largely based on the 2010 future land use plan, this option provides a high level of flexibility in the neighborhood and future uses. Without a strong plan for the future development of Irondale and buy in from existing residents and owners, the gradual and haphazard changes and development over time will continue. While some may see an advantage for flexibility of uses, others may note the conflicts or uses and questions of investment into uncertain continued uses (i.e. residential).

Key Scenario Points

- No major changes to trajectory of growth in the neighborhood.
- Infrastructure will need to accommodate all uses & will be expensive.

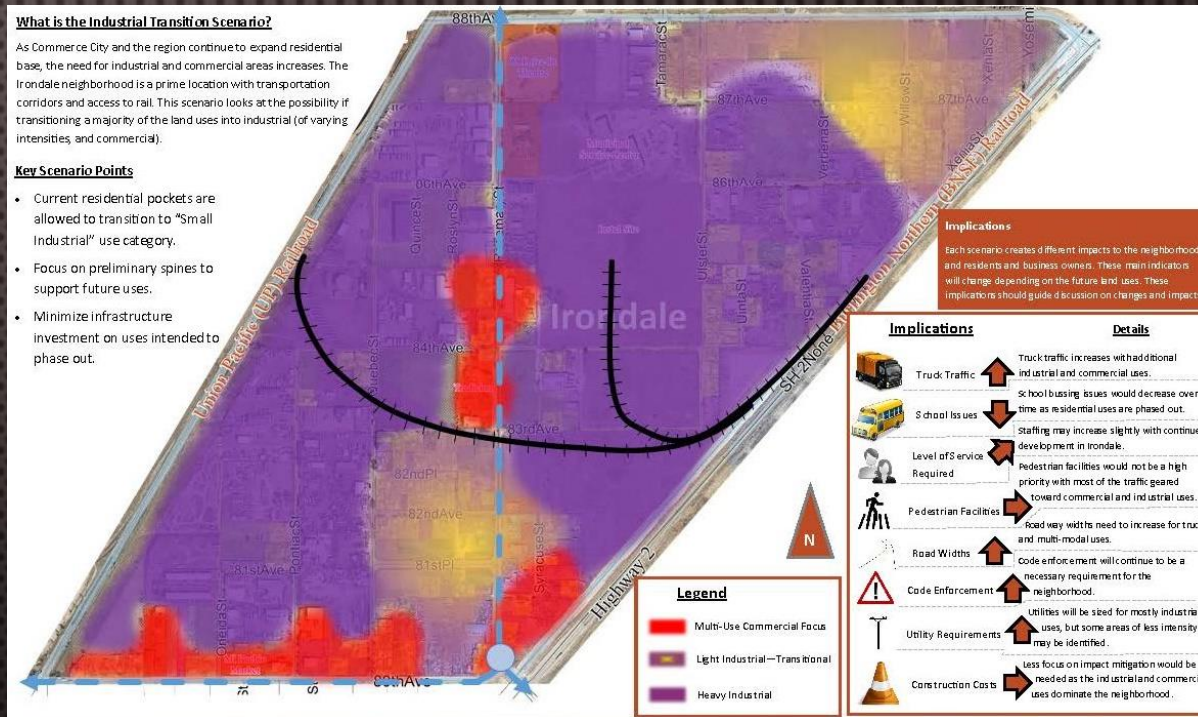


What is the Industrial Transition Scenario?

As Commerce City and the region continue to expand residential base, the need for industrial and commercial areas increases. The Irondale neighborhood is a prime location with transportation corridors and access to rail. This scenario looks at the possibility of transitioning a majority of the land uses into industrial (of varying intensities, and commercial).

Key Scenario Points

- Current residential pockets are allowed to transition to "Small Industrial" use category.
- Focus on preliminary spines to support future uses.
- Minimize infrastructure investment on uses intended to phase out.



NETWORKS & KEY CONCEPTS

NETWORK MAPS

WHAT ELEMENTS LOOK LIKE FOR EACH SCENARIO

I.E. ROAD SYSTEM IN THE NEIGHBORHOOD

KEY CONCEPTS

IMPROVEMENTS AND CHANGES INDEPENDENT OF SCENARIOS

I.E. 88TH & ROSEMARY WIDENING

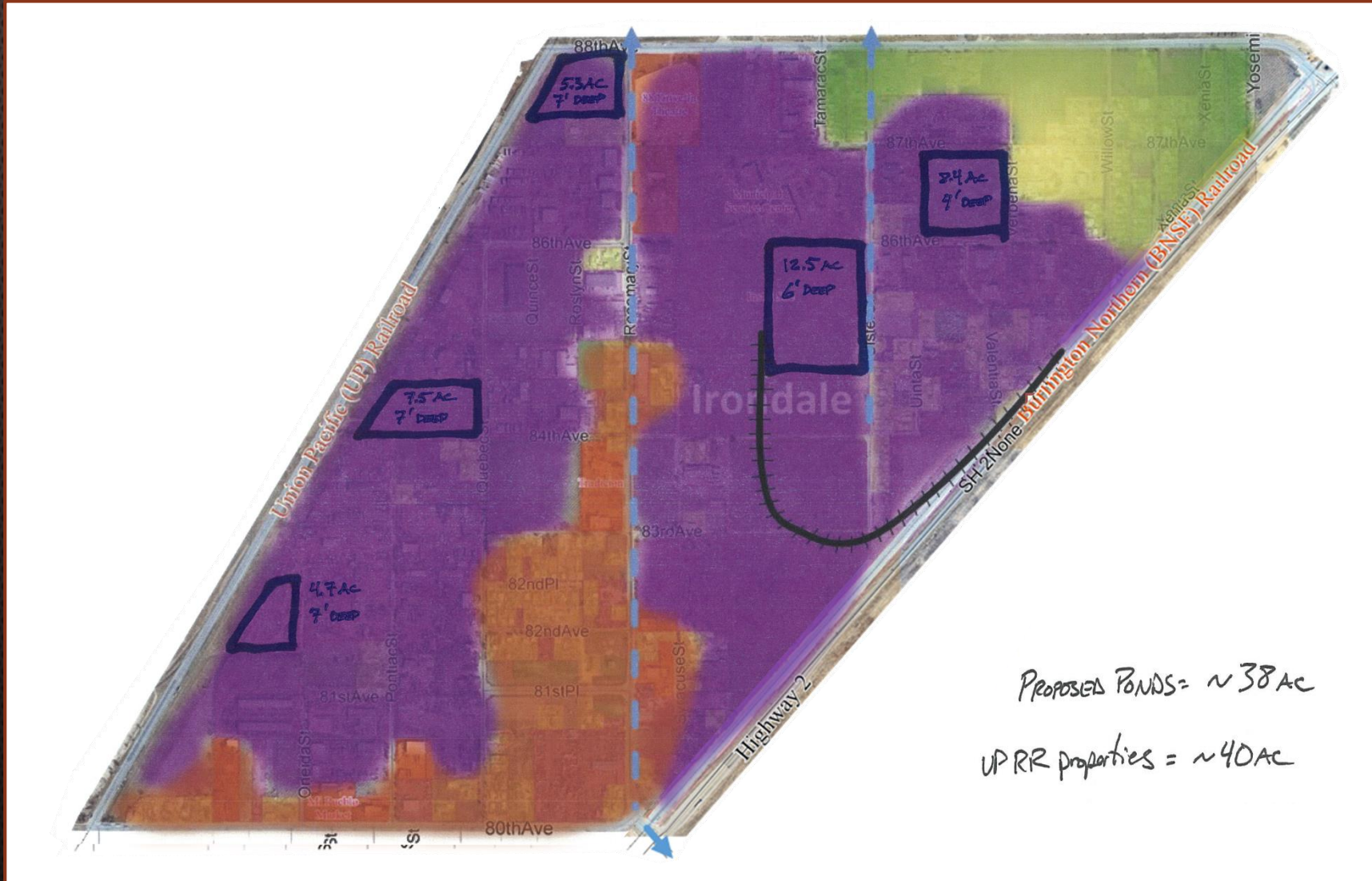
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ROADWAY NETWORK: CURRENT VISION

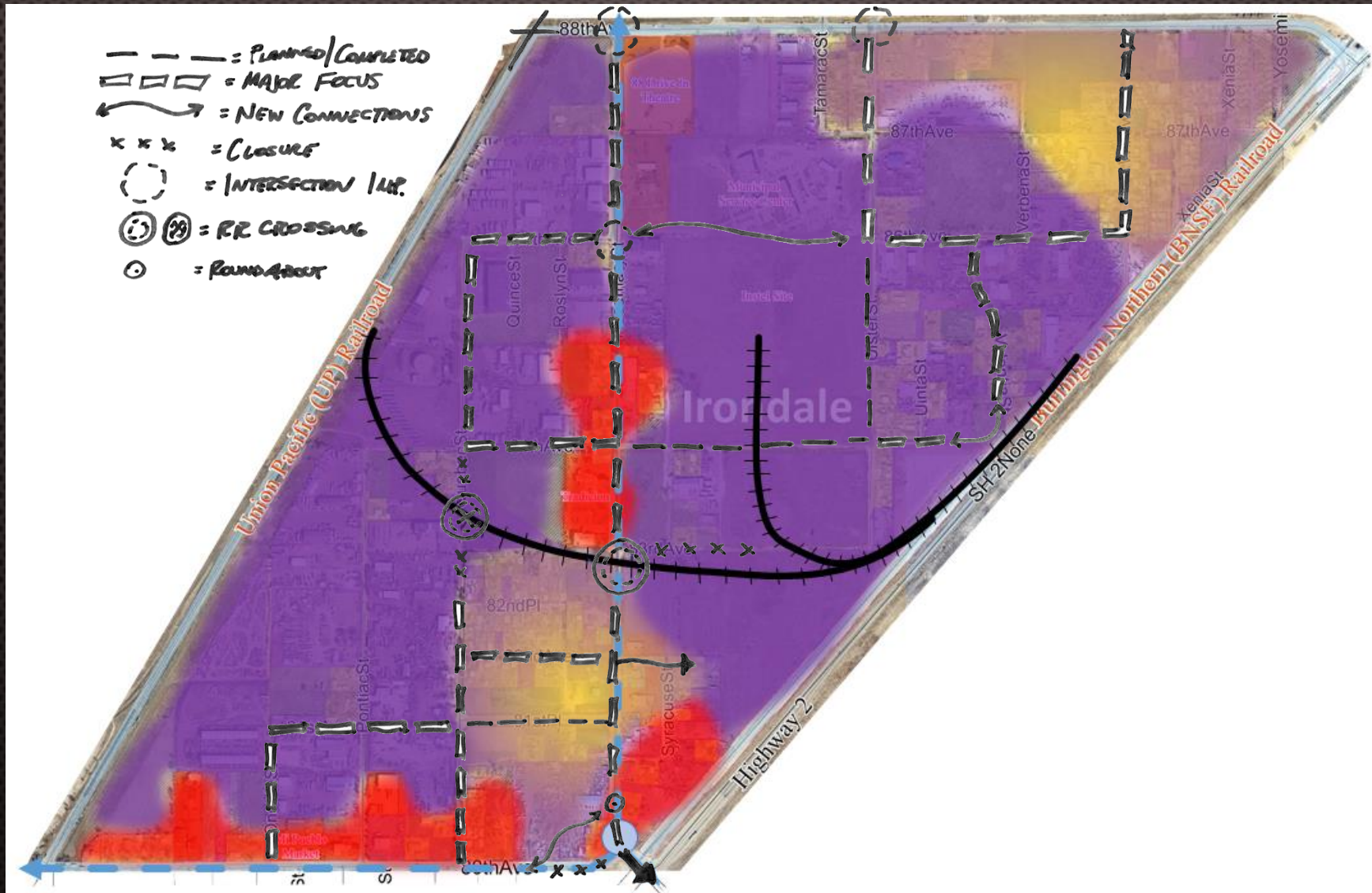


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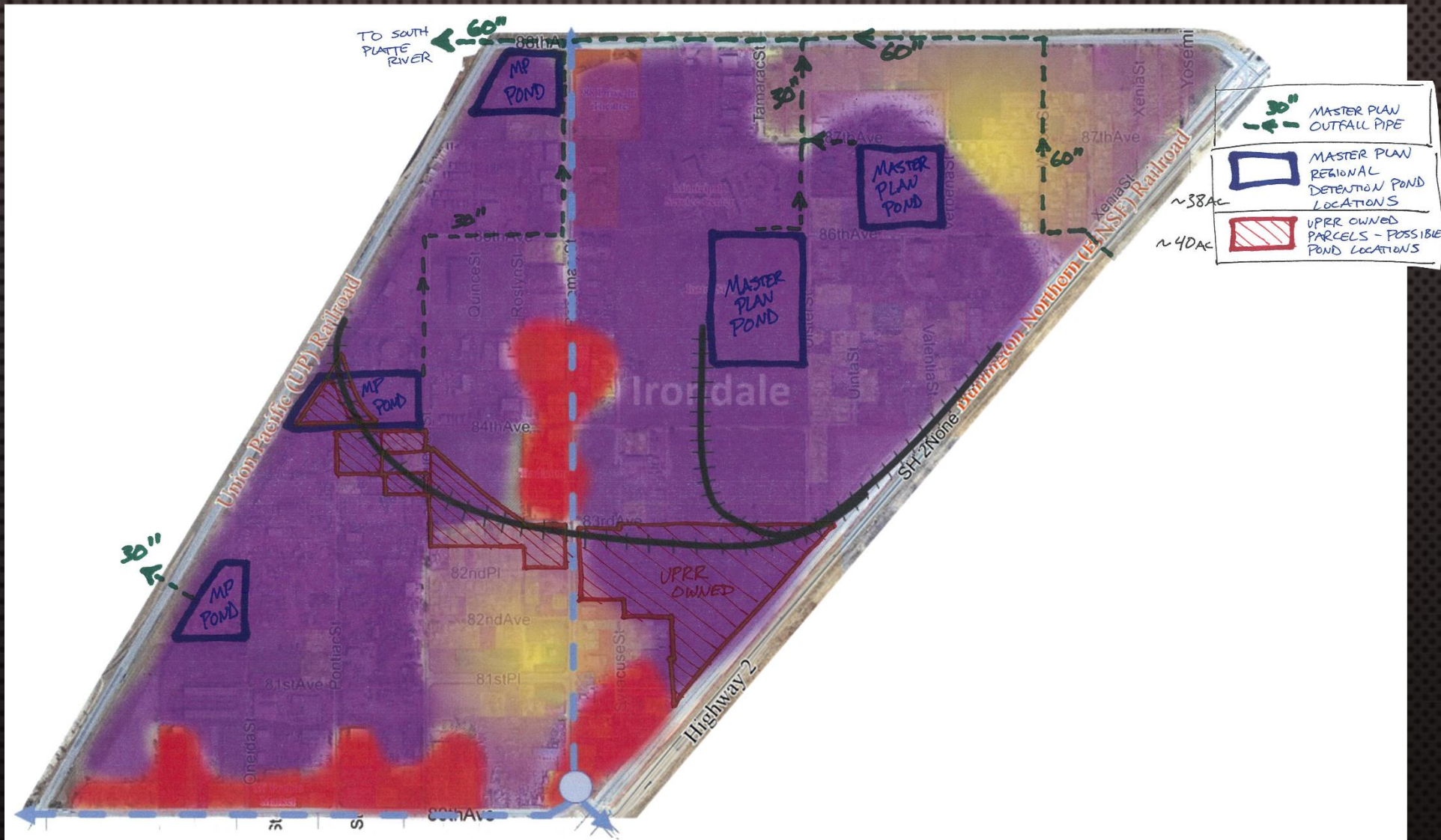
DRAINAGE NETWORK: CURRENT VISION



DRAFT ROADWAY NETWORK: INDUSTRIAL TRANSITION



DRAFT DRAINAGE NETWORK: INDUSTRIAL TRANSITION



POLICIES

DISTINCT POLICY ITEMS TO EXPLORE FOR THE NEIGHBORHOOD

- **ANNEXATION INCENTIVES**
- **COORDINATED ZONE CHANGE**
- **ECONOMIC DEVELOPMENT ASSISTANCE**

QUESTIONS -

1. Are we headed in the right direction with Scenarios?
2. Are we looking at the right issues?

NEXT STEPS

- **Additional Exploration**
- **Public Meeting #2**
 - Tuesday, January 30th: 4pm at Tradicion