

MAP WAYFINDING

Existing Conditions Maps

Planned Improvements Maps

Key Concepts Maps

Future Scenario Maps

Network Maps

1



MAP #: EXISTING CURB, GUTTER, & SIDEWALK FACILITIES

This map displays existing public Right of Way infrastructure for curb and gutter and sidewalks.

2



MAP #: CURRENT PAVEMENT QUALITY

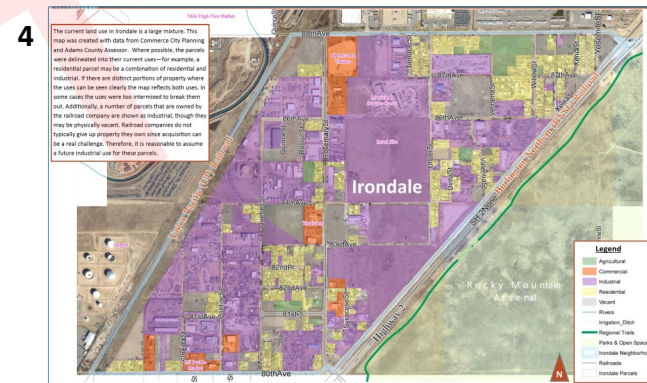
Map displays current roadway condition data to assist in looking at the network as a whole and prioritizing improvement areas for the future.

These maps show critical information for Irondale. The first three maps show existing conditions, from comments and concerns within the neighborhood, to jurisdictions and current land uses. The second set of maps show ideas for future exploration of land uses and direction for the neighborhood.



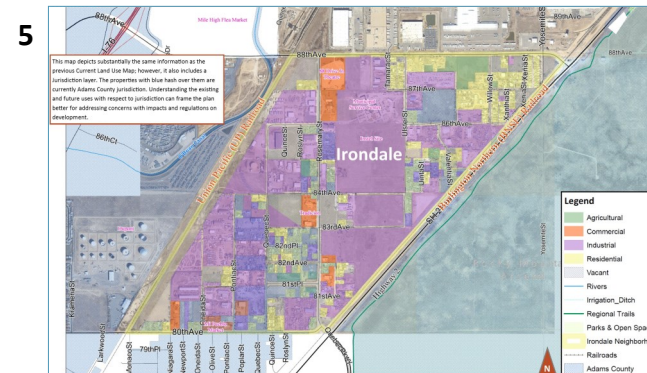
MAP #: PUBLIC MEETING NO. 1 COMMENTS

This map shows the comments from the first public meeting on the Irondale plan. The comments have been mapped in GIS and keyed with quick visuals to understand areas of higher concerns and comments.



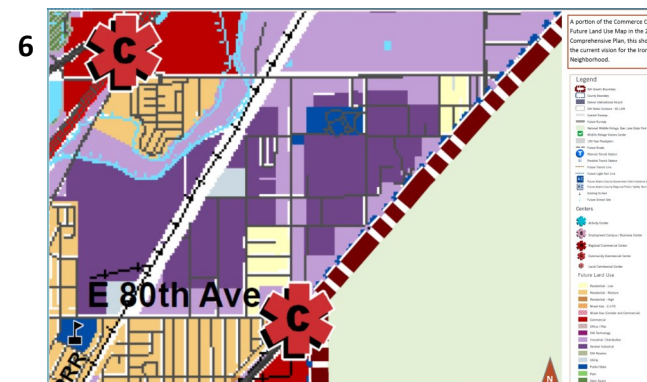
MAP #: CURRENT LAND USE MAP

Current land uses within Irondale can be difficult to separate. This map uses a few assumptions like railroad property being industrial though currently vacant, and breaking apart residential areas from industrial or ag uses on the same lot.



MAP #: CURRENT LAND USE MAP WITH JURISDICTION

Jurisdiction questions in Irondale come up frequently. In addition, there's a perception that residential uses are left in the County while commercial uses are brought into the City. The map provides a clear snapshot reflecting the current conditions with respect to this ongoing question.

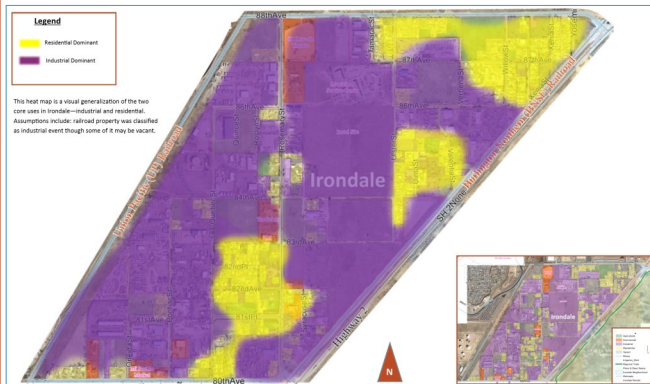


MAP #: ADOPTED FUTURE LAND USE MAP

Adopted with the Commerce City Comprehensive Plan in 2010 this map shows the Irondale neighborhood largely industrial with a few pockets of residential. This is largely the basis for the Current Vision Scenario.

EXPLORE & ASSESS: OPTIONS FOR THE FUTURE

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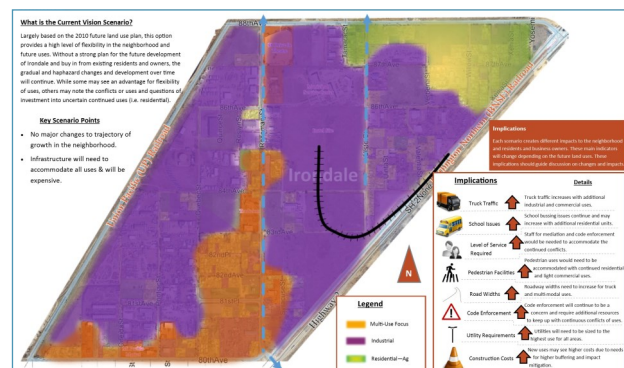
MAP # : CURRENT LAND USE MAP HEAT MAP

This map serves as the jumping off point to look into future land use scenarios. This map is a generalized representation of existing uses within Irondale. The idea being if you squint at the existing land use map these shapes and colors begin to appear.

What is a Scenario Map?

The scenario maps explore possibilities for future land uses in Irondale. They are not intended to portray exact boundaries or zone districts, but rather provide an idea of direction for the sake of discussion and exploring the likely impacts of each plan.

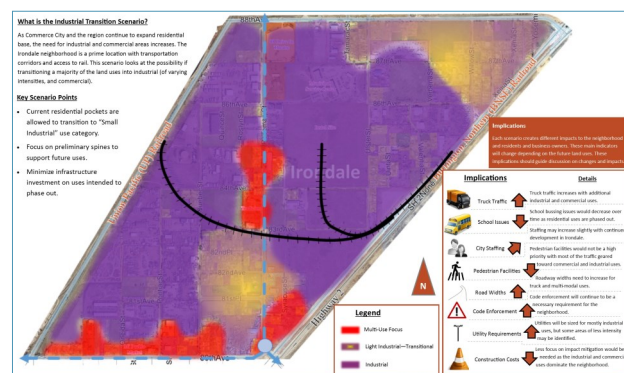
8



MAP # : FUTURE LAND USE SCENARIO: CURRENT VISION

Business as Usual is about continuing on in the current trend and in the 2010 Vision, allowing a high level of flexibility in uses, with the assumption that the pressure for industrial and higher intensities will increase along major corridors in the neighborhood.

9



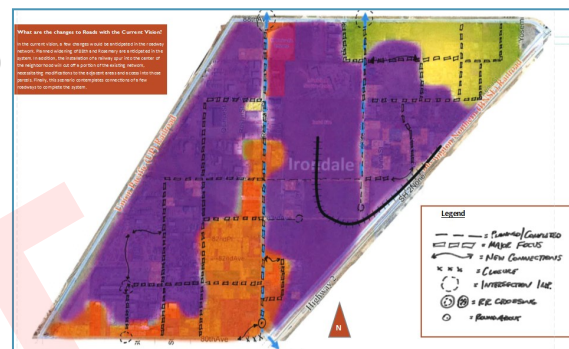
MAP # : FUTURE LAND USE SCENARIO: INDUSTRIAL TRANSITION

With continued pressure for industrial and higher intensity commercial uses in the area, as well as the railroad spur possibilities, this scenario assumes a gradual intensification of uses.

What is a Network Map?

Network maps show a set of future infrastructure conditions for each proposed scenario. For example, how the roadways may look if the neighborhood fully transitions to industrial uses. These maps give us a basis for further communication and understanding of the probable impacts with each scenario.

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MAP #: CURRENT VISION ROADS NETWORK

This map displays likely improvements and changes that may occur as current vision and more flexible uses are allowed.

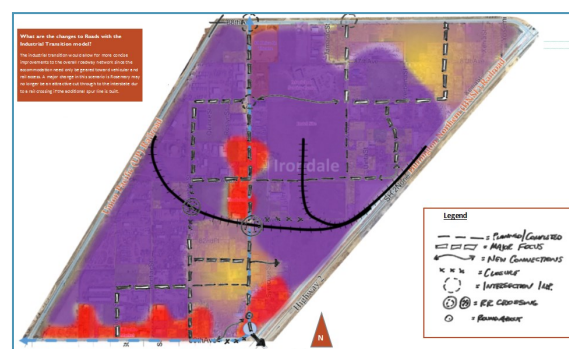
11



MAP #: CURRENT VISION DRAINAGE NETWORK

The current drainage network map includes planned systems for the neighborhood without additional items considered.

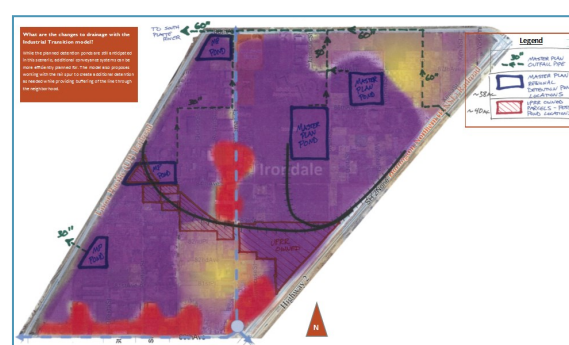
12



MAP #: INDUSTRIAL TRANSITION ROADS NETWORK

Under this model it is anticipated additional rail access will occur in the neighborhood, creating distinct north/south areas and necessitating a rail crossing on Rosemary.

13



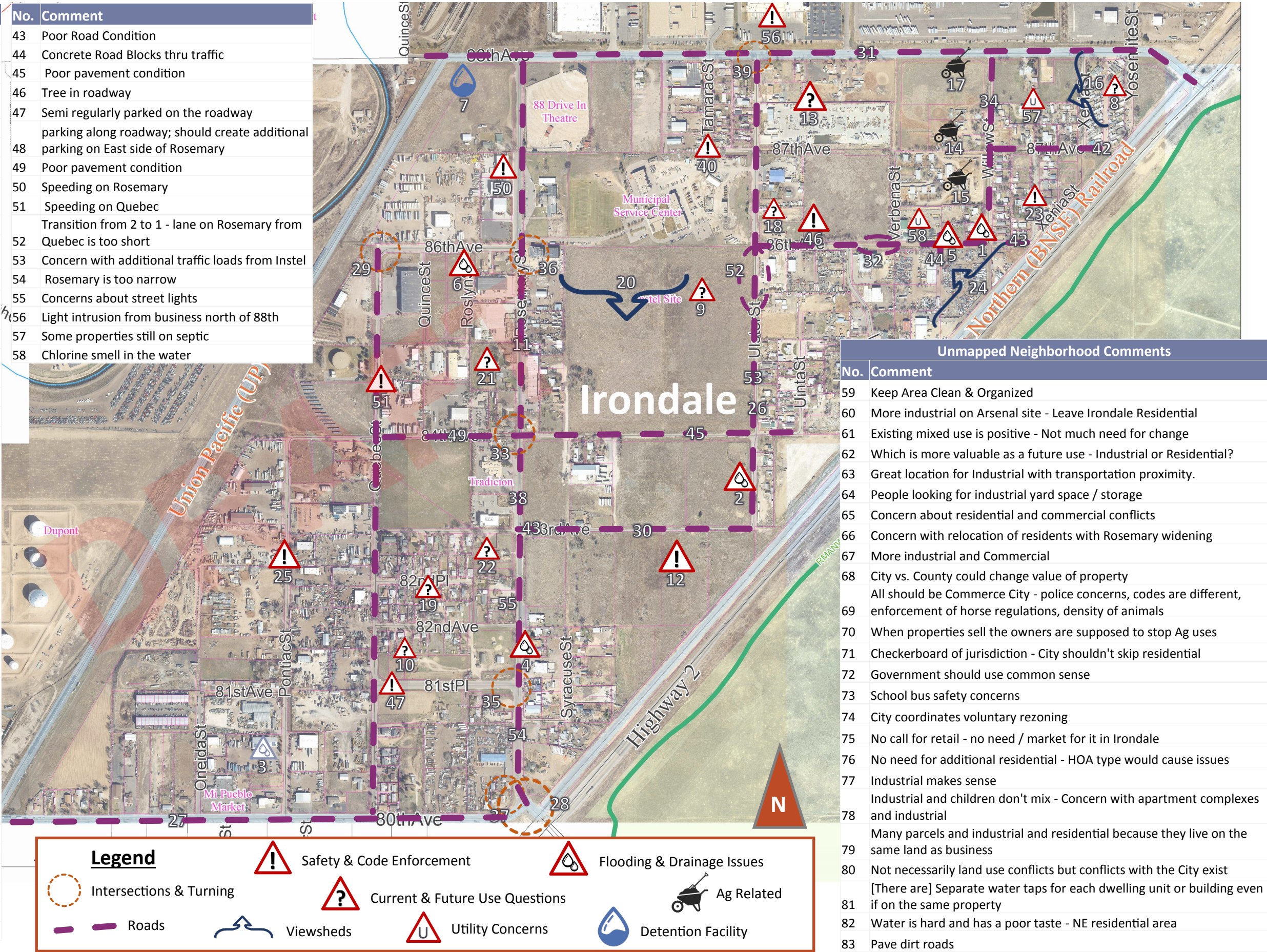
MAP #: INDUSTRIAL TRANSITION DRAINAGE NETWORK

The drainage system in the increased industrial model includes the currently planned detention, but also additional infrastructure that may be accommodated to maximize the efficiency of the system as a whole.

MAP #: PUBLIC MEETING NO. 1 COMMENTS

| No. | Comment |
|-----|--|
| 1 | Draining and ponding toward back of property |
| 2 | Standing water on Ulster |
| 3 | No concerns at this location |
| 4 | Drainage to east from Rosemary to back of property at this low spot |
| 5 | Concrete barriers cause flooding problems |
| 6 | Roselyn flooding on street |
| 7 | Future Detention location; owner may want higher use |
| 8 | Concern with mobile homes and rezoning to get rid of the use. consider changing back to residential |
| 9 | concern with Instel noise, traffic & parking |
| 10 | Conflict with Residential & Commercial Uses, some owners want industrial |
| 11 | Wayfinding Needed on Rosemary |
| 12 | Trash dumping location |
| 13 | Interested in I2 or higher use zoning |
| 14 | Small properties sold as "horse properties" |
| 15 | Dust issues from riding & flies |
| 16 | Concern with lowered property values |
| 17 | manure issues |
| 18 | May be interested in industrial |
| 19 | Concern with unknown future uses & investment into property that can't be recouped |
| 20 | New development looking nice |
| 21 | Interested in Ag or Industrial zoning |
| 22 | Higher uses for site possible; commercial expansion |
| 23 | Possible squatter |
| 24 | Poor image of the area |
| 25 | Code enforcement on property and in the street |
| 26 | Traffic on Ulster |
| 27 | High commuter traffic on 80th |
| 28 | Train blocks turning traffic on Highway 2 |
| 29 | Curve at 86th & Ulster Unsafe |
| 30 | Poor road condition |
| 31 | Width & thru lanes llength not adequate for traffic |
| 32 | Unpaved section causes issues with high speed and gravel interface |
| 33 | Cannot turn left at 3:30pm |
| 34 | Poor Road Quality |
| 35 | Cannot turn left |
| 36 | Fire station left turn egress nearly impossible at 3:30pm - 6pm with fast southbound traffic on Rosemary |
| 37 | No left turn permitted at intersection |
| 38 | Heavy Traffic backing up on Rosemary |
| 39 | Narrow intersection concern with trucks and car conflicts |
| 40 | Parking occurring in the street blocking roadway |
| 41 | High traffic related to Irondale neighborhood |
| 42 | Poor asphalt & patching |

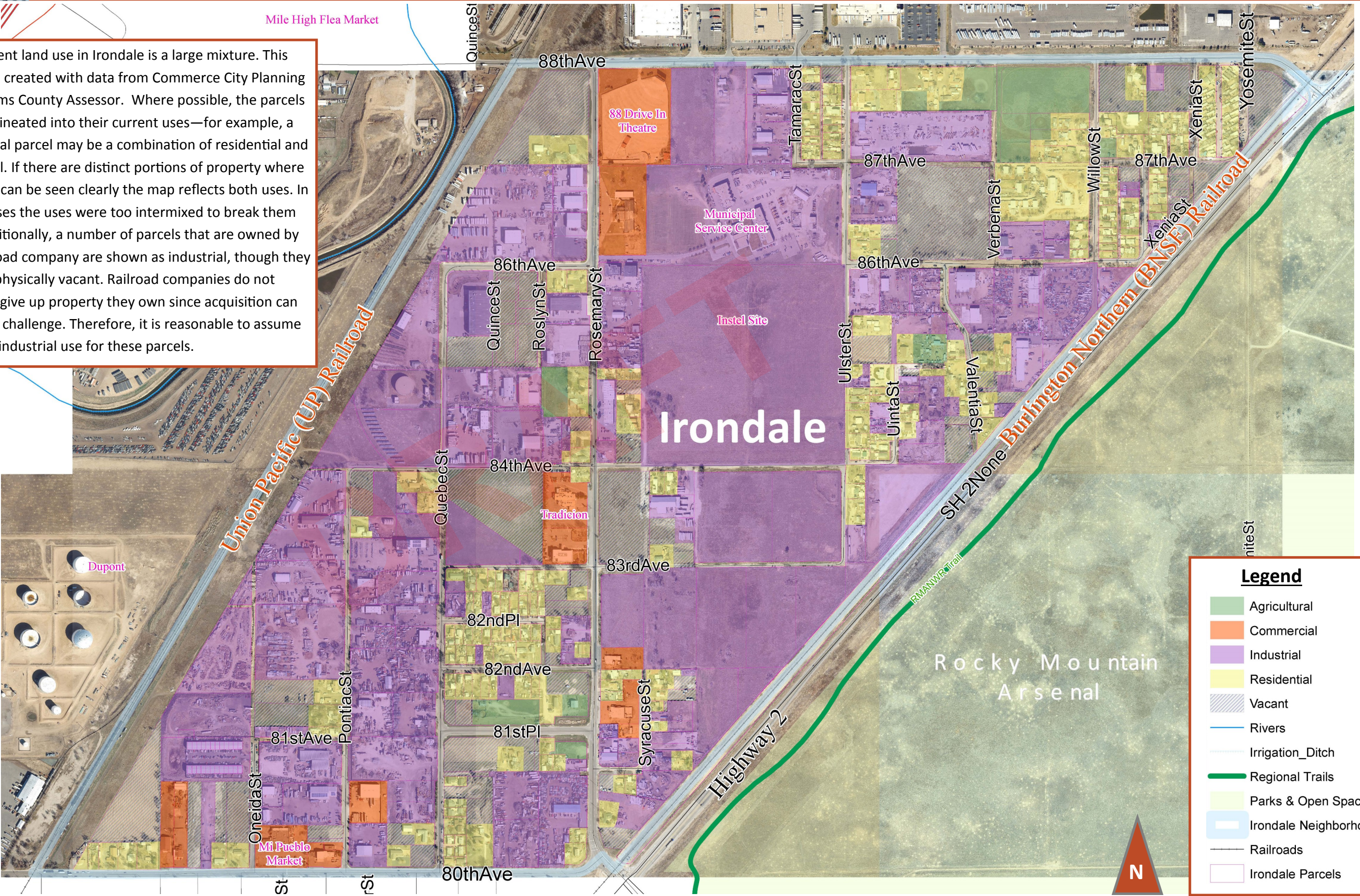
| No. | Comment |
|-----|--|
| 43 | Poor Road Condition |
| 44 | Concrete Road Blocks thru traffic |
| 45 | Poor pavement condition |
| 46 | Tree in roadway |
| 47 | Semi regularly parked on the roadway |
| 48 | parking along roadway; should create additional parking on East side of Rosemary |
| 49 | Poor pavement condition |
| 50 | Speeding on Rosemary |
| 51 | Speeding on Quebec |
| 52 | Transition from 2 to 1 - lane on Rosemary from Quebec is too short |
| 53 | Concern with additional traffic loads from Instel |
| 54 | Rosemary is too narrow |
| 55 | Concerns about street lights |
| 56 | Light intrusion from business north of 88th |
| 57 | Some properties still on septic |
| 58 | Chlorine smell in the water |



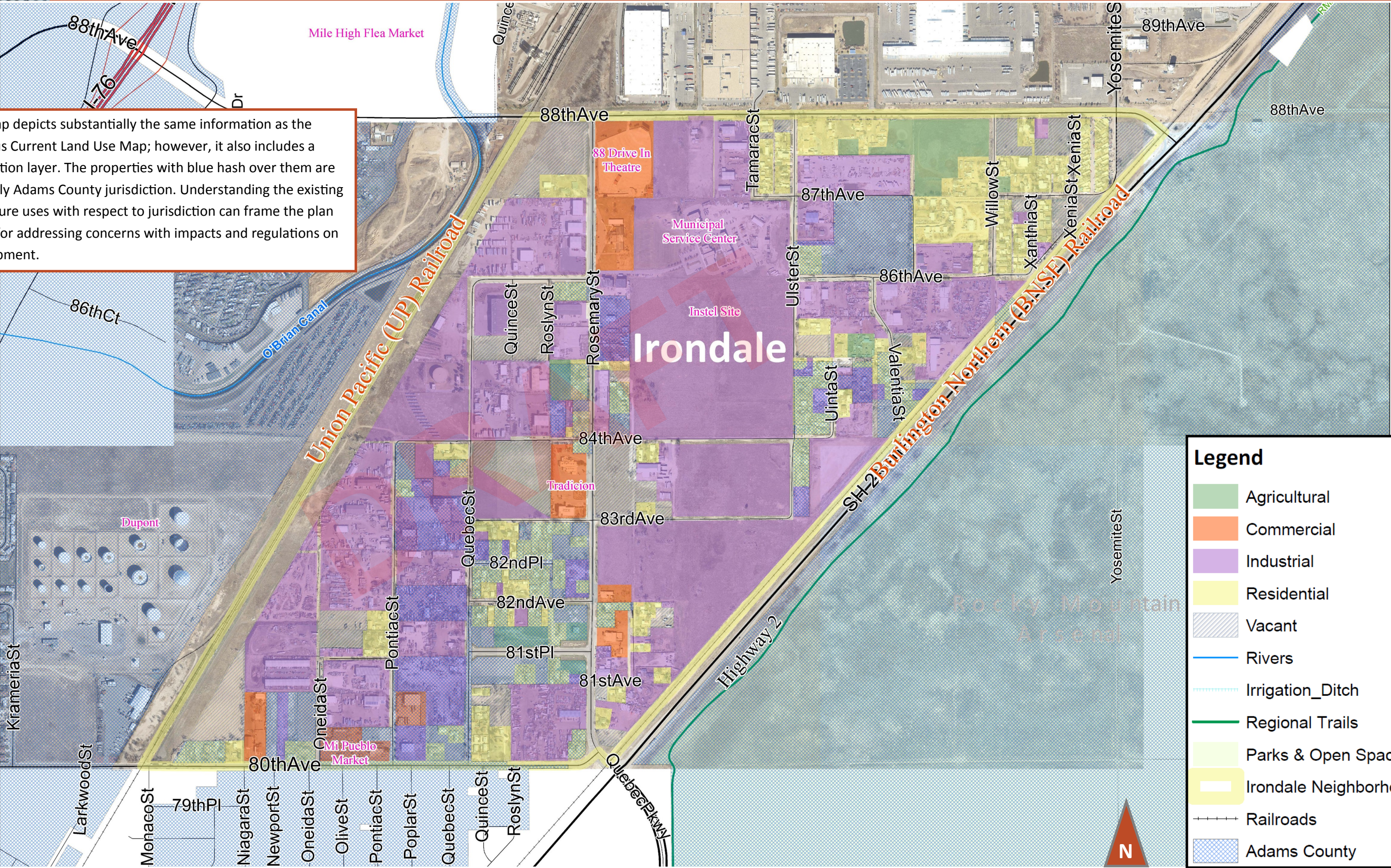


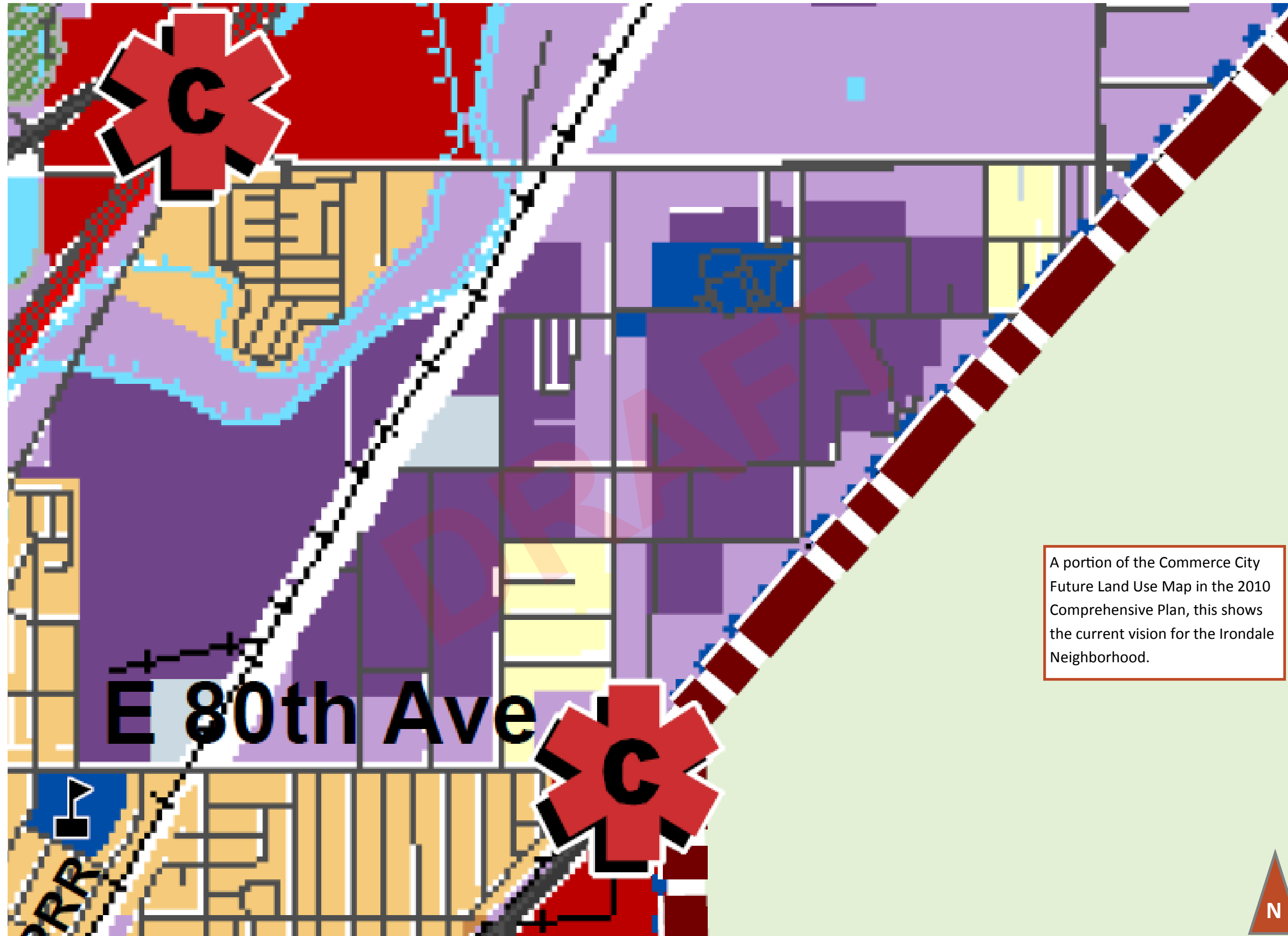


The current land use in Irondale is a large mixture. This map was created with data from Commerce City Planning and Adams County Assessor. Where possible, the parcels were delineated into their current uses—for example, a residential parcel may be a combination of residential and industrial. If there are distinct portions of property where the uses can be seen clearly the map reflects both uses. In some cases the uses were too intermixed to break them out. Additionally, a number of parcels that are owned by the railroad company are shown as industrial, though they may be physically vacant. Railroad companies do not typically give up property they own since acquisition can be a real challenge. Therefore, it is reasonable to assume a future industrial use for these parcels.



This map depicts substantially the same information as the previous Current Land Use Map; however, it also includes a Jurisdiction layer. The properties with blue hash over them are currently Adams County jurisdiction. Understanding the existing and future uses with respect to jurisdiction can frame the plan better for addressing concerns with impacts and regulations on development.





Legend

- IGA Growth Boundary
- County Boundary
- Denver International Airport
- DIA Noise Contours - 60 LDN
- Current Runway
- Future Runway
- National Wildlife Refuge, Barr Lake State Park
- Wildlife Refuge Visitors Center
- 100 Year Floodplain
- Future Roads
- Planned Transit Station
- Possible Transit Station
- Future Transit Line
- Future Light Rail Line
- Future Adams County Government Administrative Complex
- Future Adams County Regional Public Safety Training Center
- Existing School
- Future School Site

Centers

- Activity Center
- Employment Campus / Business Center
- Regional Commercial Center
- Community Commercial Center
- Local Commercial Center

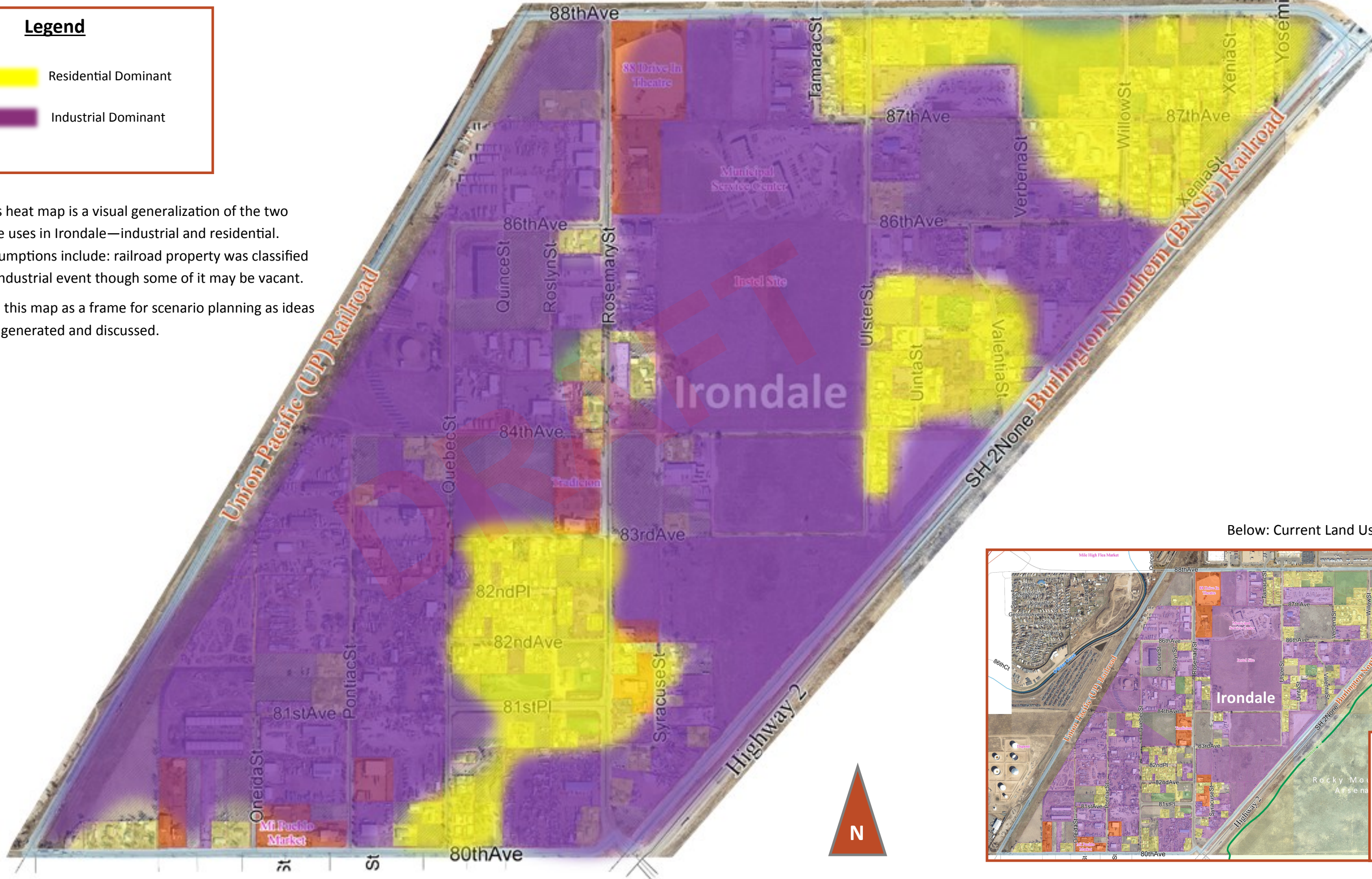
Future Land Use

- Residential - Low
- Residential - Medium
- Residential - High
- Mixed-Use - E-470
- Mixed-Use (Corridor and Commercial)
- Commercial
- Office / Flex
- DIA Technology
- Industrial / Distribution
- General Industrial
- DIA Reserve
- Utility
- Public/State
- Park
- Open Space

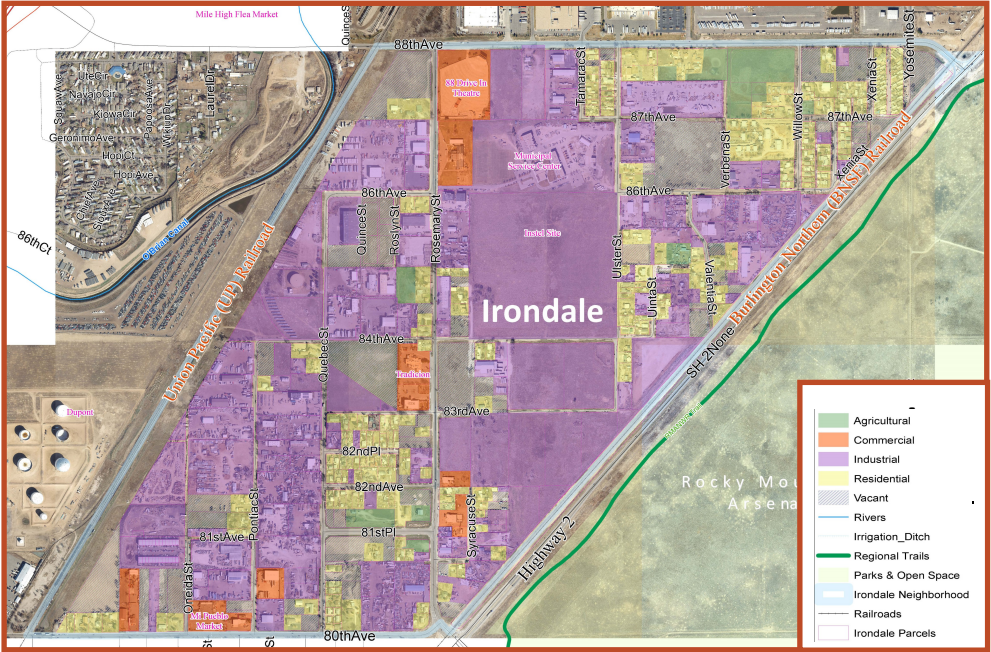
Legend

- Residential Dominant
- Industrial Dominant

This heat map is a visual generalization of the two core uses in Irondale—industrial and residential. Assumptions include: railroad property was classified as industrial event though some of it may be vacant. Use this map as a frame for scenario planning as ideas are generated and discussed.



Below: Current Land Use Map

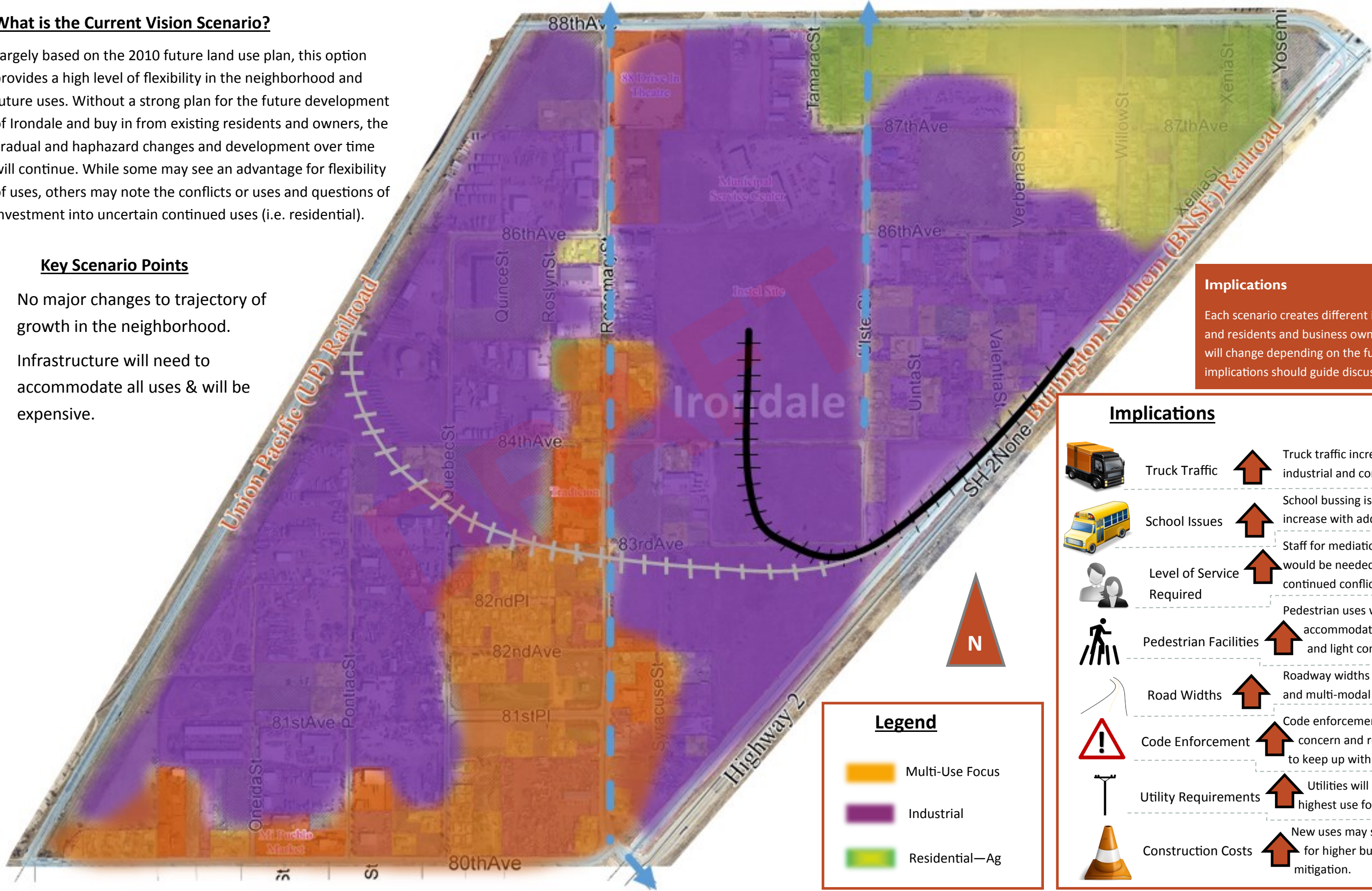


What is the Current Vision Scenario?

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.



Implications

Each scenario creates different impacts to the neighborhood and residents and business owners. These main indicators will change depending on the future land uses. These implications should guide discussion on changes and impacts.

Implications

Details

| | | | |
|--|---------------------------|---|---|
| | Truck Traffic | ↑ | Truck traffic increases with additional industrial and commercial uses. |
| | School Issues | ↑ | School bussing issues continue and may increase with additional residential units. |
| | Level of Service Required | ↑ | Staff for mediation and code enforcement would be needed to accommodate the continued conflicts. |
| | Pedestrian Facilities | ↑ | Pedestrian uses would need to be accommodated with continued residential and light commercial uses. |
| | Road Widths | ↑ | Roadway widths need to increase for truck and multi-modal uses. |
| | Code Enforcement | ↑ | Code enforcement will continue to be a concern and require additional resources to keep up with continuous conflicts of uses. |
| | Utility Requirements | ↑ | Utilities will need to be sized to the highest use for all areas. |
| | Construction Costs | ↑ | New uses may see higher costs due to needs for higher buffering and impact mitigation. |

Legend

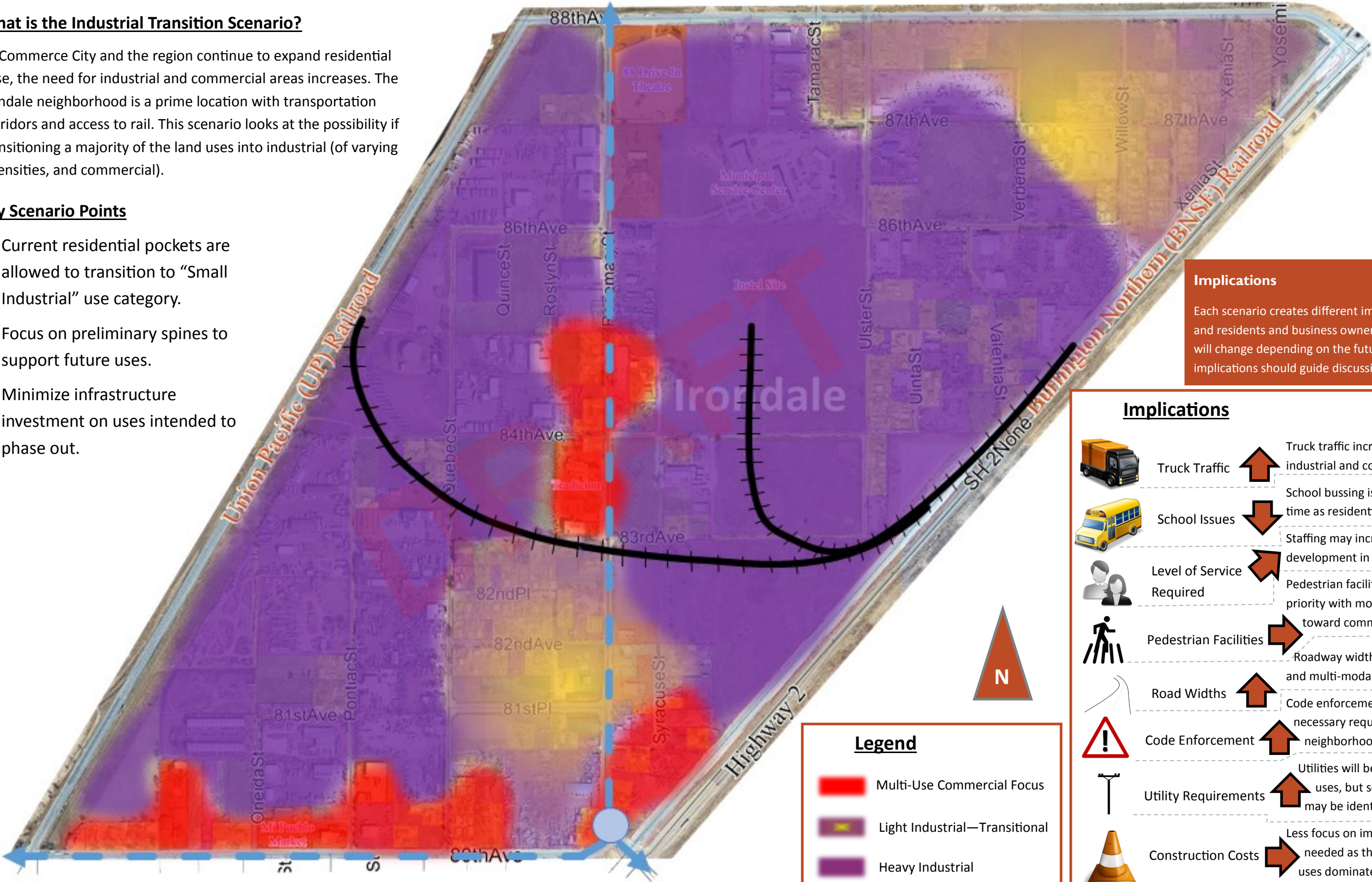
- Multi-Use Focus
- Industrial
- Residential—Ag

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 if 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.



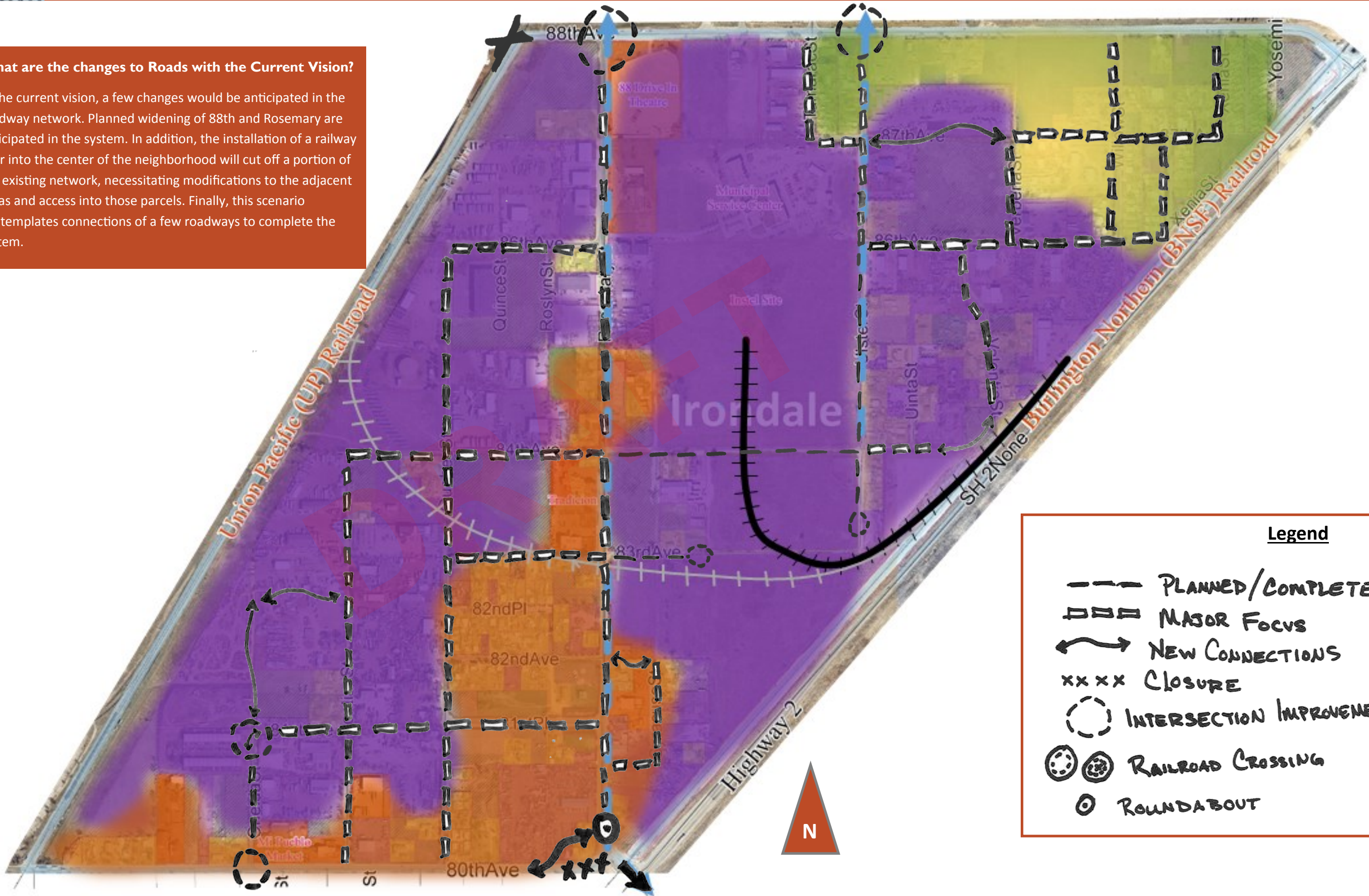
Implications

Each scenario creates different impacts to the neighborhood and residents and business owners. These main indicators will change depending on the future land uses. These implications should guide discussion on changes and impacts.

| Implications | | Details |
|---|---------------------------|---|
|  | Truck Traffic | Truck traffic increases with additional industrial and commercial uses. |
|  | School Issues | School bussing issues would decrease over time as residential uses are phased out. |
|  | Level of Service Required | Staffing may increase slightly with continued development in Irondale. |
|  | Pedestrian Facilities | Pedestrian facilities would not be a high priority with most of the traffic geared toward commercial and industrial uses. |
|  | Road Widths | Roadway widths need to increase for truck and multi-modal uses. |
|  | Code Enforcement | Code enforcement will continue to be a necessary requirement for the neighborhood. |
|  | Utility Requirements | Utilities will be sized for mostly industrial uses, but some areas of less intensity may be identified. |
|  | Construction Costs | Less focus on impact mitigation would be needed as the industrial and commercial uses dominate the neighborhood. |

What are the changes to Roads with the Current Vision?

In the current vision, a few changes would be anticipated in the roadway network. Planned widening of 88th and Rosemary are anticipated in the system. In addition, the installation of a railway spur into the center of the neighborhood will cut off a portion of the existing network, necessitating modifications to the adjacent areas and access into those parcels. Finally, this scenario contemplates connections of a few roadways to complete the system.



Legend

- PLANNED/COMPLETED
- === MAJOR FOCUS
- ↪ NEW CONNECTIONS
- xxxx CLOSURE
- INTERSECTION IMPROVEMENT
- ⊙ RAILROAD CROSSING
- ⊙ ROUNDABOUT

What are the changes to Drainage with the Current Vision?

The existing drainage network includes planned detention areas within the neighborhood. At present, most of these areas have not been constructed. The current vision allocates large detention areas throughout the neighborhood to accommodate most of the industrial uses without a significant amount of attention to the residential areas.

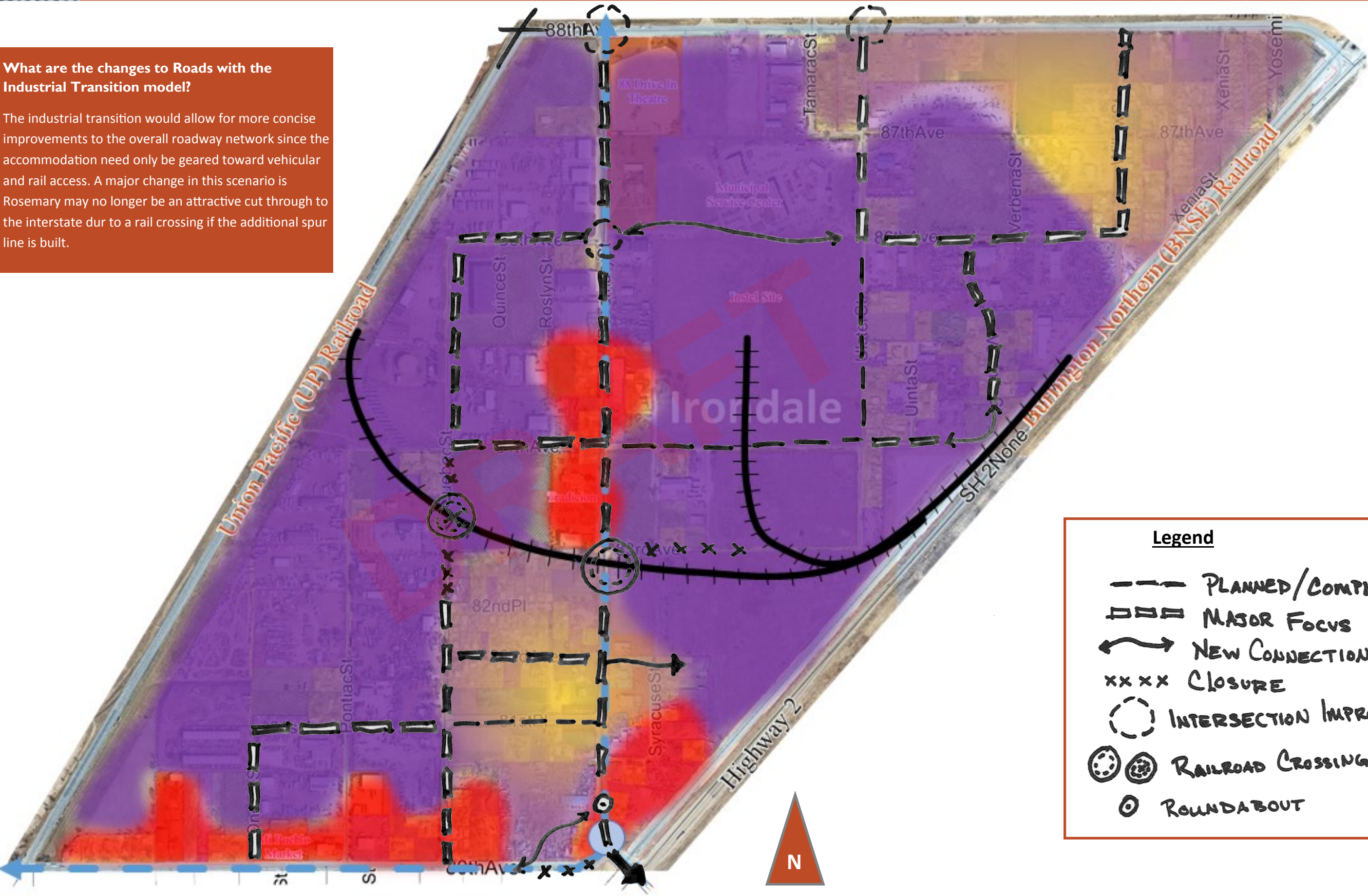


Legend

PROPOSED PONDS = ~38 AC
UP RR properties = ~40 AC

What are the changes to Roads with the Industrial Transition model?

The industrial transition would allow for more concise improvements to the overall roadway network since the accommodation need only be geared toward vehicular and rail access. A major change in this scenario is Rosemary may no longer be an attractive cut through to the interstate due to a rail crossing if the additional spur line is built.



Legend

- PLANNED/COMPLETED
- == MAJOR FOCUS
- ↪ NEW CONNECTIONS
- xxx CLOSURE
- INTERSECTION IMPROVEMENT
- RAILROAD CROSSING
- ROUNDABOUT

What are the changes to drainage with the Industrial Transition model?

While the planned detention ponds are still anticipated in this scenario, additional conveyance systems can be more efficiently planned for. The model also proposes working with the rail spur to create additional detention as needed while providing buffering of the line through the neighborhood.

