

IRONDALE NEIGHBORHOOD & INFRASTRUCTURE PLAN



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ACKNOWLEDGEMENTS

This plan was developed from 2017 and 2018 with guidance from the following groups:

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INTRODUCTION

About the Irondale Plan

The Irondale Neighborhood and Infrastructure Plan was undertaken in late 2017 with the goal of outlining the existing conditions and upgrades to the roadway, drainage, and utility networks.

The intent of the project is to create a vision for Irondale's future. To that end, the plan process sought answers to key questions on what should remain and where changes and improvements could be made in the neighborhood. Project steps included research and discussion of the neighborhood today and plans for the growth and development into the future. Four major topics include: roads, drainage, utilities and land use.

This plan prioritizes infrastructure needs to help guide growth and change in the neighborhood in the years to come. Planning for the needs of Irondale in advance will help make sure the right improvements happen in the right order to support the shared vision.

Plan Wayfinding

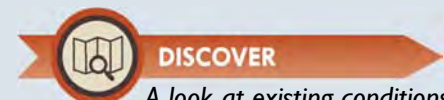
Each of the three sections (shown to the right) is divided by the four key components of the plan. Each is indicated in the graphic below. When a larger map is available it will be noted with a map arrow (below). Additionally, callout boxes (below right) in the sections serve as a guide to understanding the usefulness or purpose to items in that area.



Below: Key Components of the Irondale Plan



The Irondale Neighborhood + Infrastructure Plan is made up of three major sections. Within these sections, the Plan looks directly at categories of Roads, Drainage, Utilities, and Land Use to make recommendations for the growth of the neighborhood.



DISCOVER

A look at existing conditions and challenges.



EXPLORE + ASSESS

Working with the community and stakeholders, review and weigh the options to determine the best fit for Irondale.



IMPLEMENTATION

Putting together the steps to bring the vision forward through district action items.

Understanding the desires of and drives of residents, land owners, and business owners in the neighborhood is an essential step in weighing the alternatives for the future. Public input occurred with each stage of the project.

Full meeting details and results are included in Appendix A of the Plan.



DISCOVER

Discover—A look at existing conditions and challenges.

This section includes details of current roadway, infrastructure, drainage and land use conditions. In addition, the demographics and history of the Irondale neighborhood are used to provide the background for the second chapter looking into alternatives and considerations for the future. Together with public input and recommendations from City staff the section outlines existing conditions, challenges, and concerns.

In this Section

The Discover section sets up the framework for the rest of this plan. Understanding how the residents and business owners see the future of the area plays a major role in how the future takes shape. Important, too, is how the economic pressures surrounding the neighborhood are creating a need for certain uses and pressure for development.

Plan Context

As the 1990's progressed and Commerce City began to grow more rapidly toward Denver International Airport (DIA) and E-470, the older neighborhoods of Commerce City were no longer the only focus for the City. Today the City is looking at historic neighborhoods like Irondale to address long-standing concerns. **For more on Commerce City visit c3gov.com**

Irondale Neighborhood History

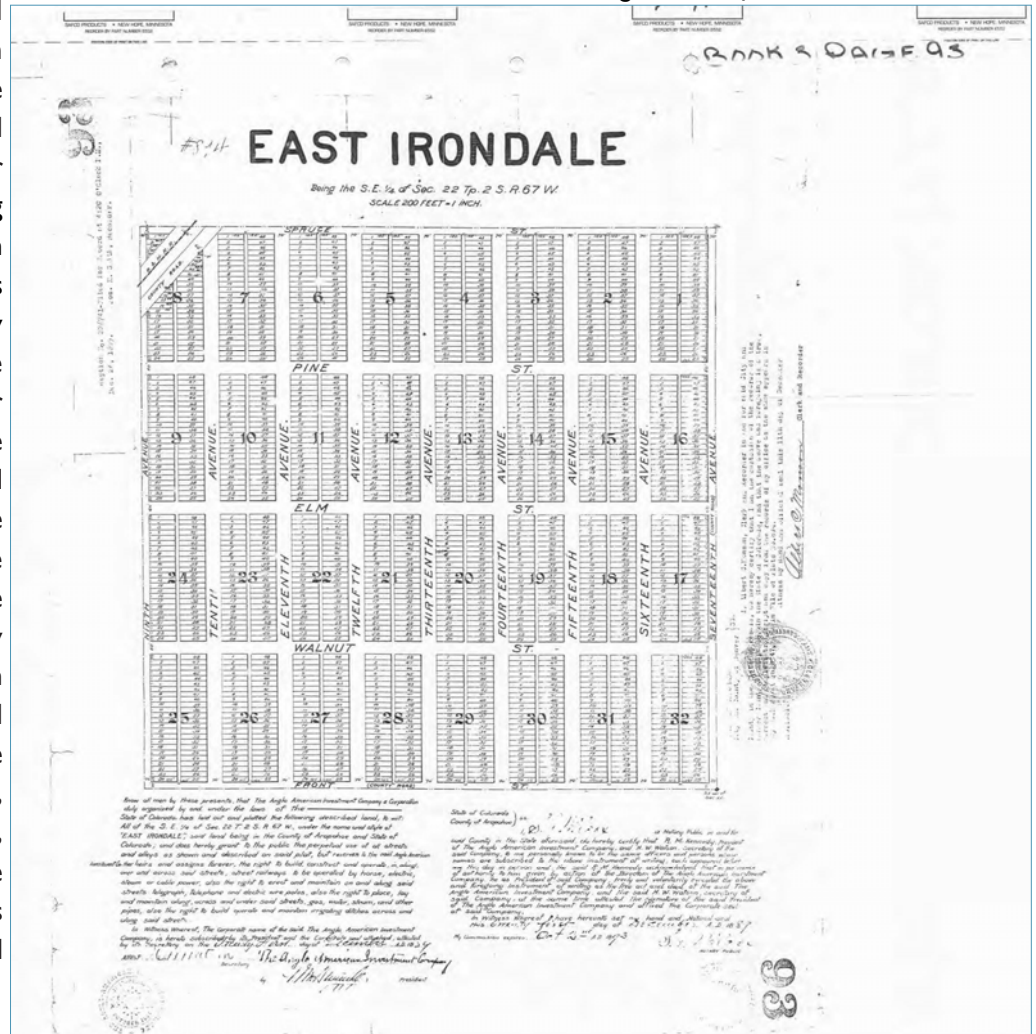
The highlighted section on the map to the right shows where Irondale sits relative to Commerce City and the region. The neighborhood is bounded by 80th and 88th avenues on the south and north, respectively, and railroad tracks to the east and west, making up a total area of approximately 550 acres, less than one square mile.

Below: Irondale and Commerce City context map



Below: Irondale original Plat of record

Irondale is one the City's original communities and was platted in the late 19th Century. Irondale was intended to be a residential community surrounding the Kibler Stove Works Foundry. According to the 2015 Historic Preservation Plan, the neighborhood was originally "planned as a factory town." Unfortunately, the Foundry closed a few years after it was opened and the neighborhood was primarily used for agriculture purposes until the 1950s. In the 1950s, the neighborhood saw some development of single-family residential homes, but that soon gave way to industrial development. With the construction of State Highway 2, State Highway 85, Interstate 76, and the continued presence of the railroads, the neighborhood has been attracting industrial development since the 1970s.



Over time residences were built in the neighborhood as additional industrial uses cropped up. The mixture of uses and timing of development has created a unique environment. The neighborhood today includes nearly every zone district with Commerce City, and additional zones within the Adams County pockets. The mixture includes agricultural uses with animals, residential units, commercial parcels like the restaurant and grocery store, public facilities like the fire station, and various industrial developments. These diverse uses pose a major challenge to development and maintenance of infrastructure.

The neighborhood currently includes a mixture of residential properties, businesses, industrial centers and even agriculture. Change is happening in Irondale as new development takes place, increasing the importance to plan for the future of the area in a thoughtful and collaborative way.

Industrial development within the neighborhood is not new; however, increasing pressure on industrial areas within the Denver area have found this area to be a prime location for development. A new rail spur is being built at the time of this report connecting a new large facility for Intsel Steel in the north central part of the neighborhood. Given the trends in the area, it is anticipated this speculation and industrial development will continue to occur.

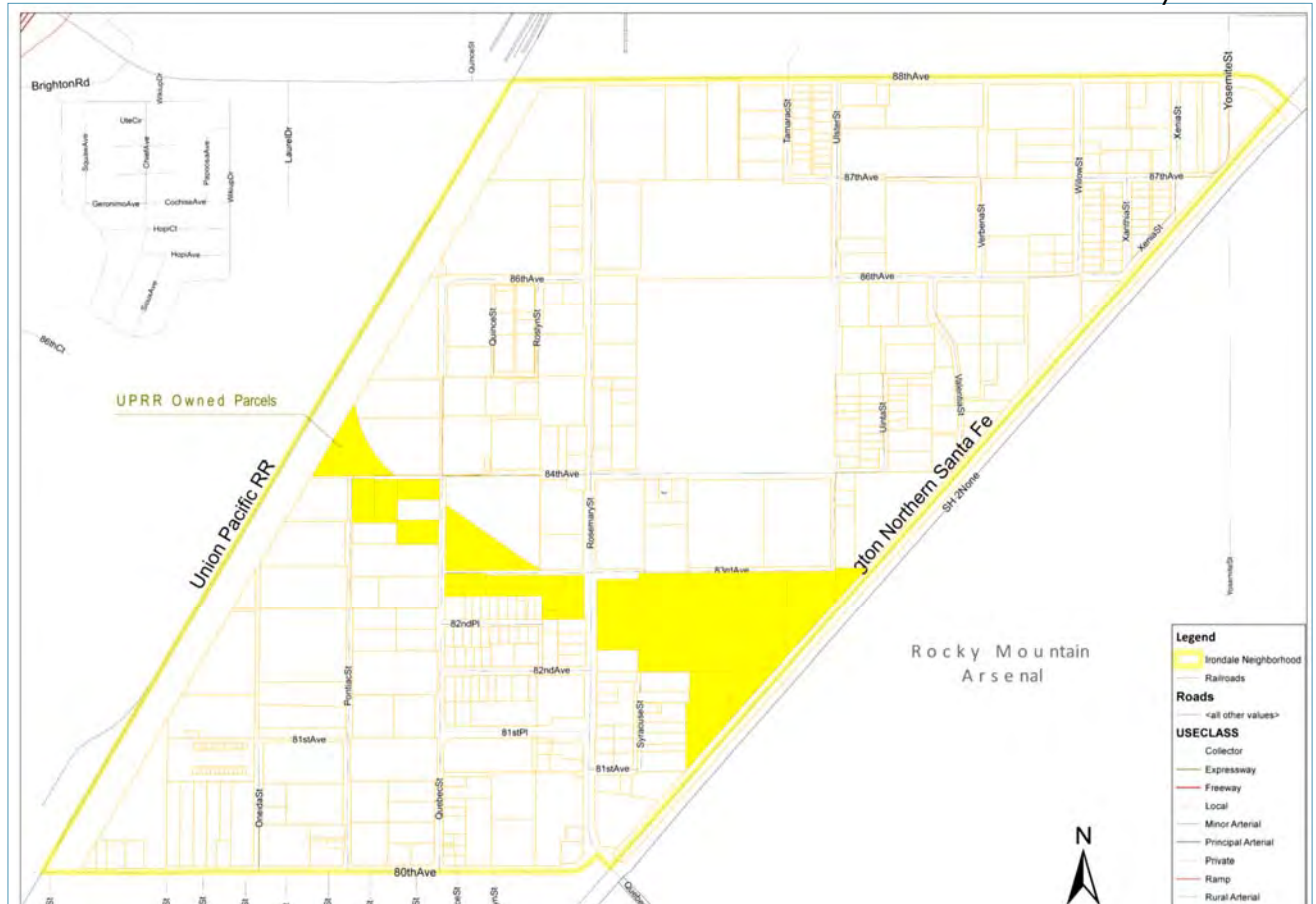


Union Pacific Railroad (UPRR) Cross-Connect

It is believed that a cross-connect track may be planned by the Union Pacific Railroad for the purpose of connecting the UPRR and Burlington-Northern RR tracks. A cross-connect track allows train cars to be transferred from one set of tracks to another. The maps included within this planning document have shown a cross-connect track located through the properties owned by the UPRR. The UPRR will not provide details about this potential cross-connect nor the possible timing for its construction, citing that it will be a business decision made internally and they do not want to alert their competitors about their business plans. Specific recommendations on this topic can be found in the Policy Recommendations section.

Below: UPRR Owned Parcels in yellow

Below: UPRR Owned Parcels in yellow



Snapshot Reports

Each 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.

The snapshots are divided and organized by the major plan sections: Roads, Land Use, Utilities, and Drainage. Each report can be used as a stand-alone reference for understanding current conditions and challenges in the neighborhood. The Snapshots were developed through research of current data, previous planning actions, input from staff and technical advisors, and public input from the neighborhood.





SNAPSHOT REPORT: ROADS

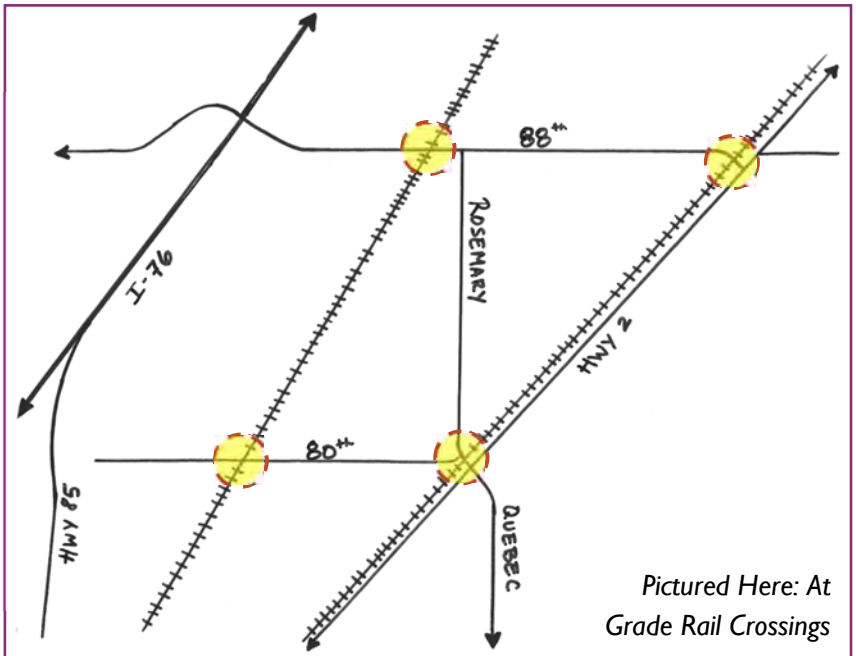
Existing Road Network

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 commuters as a route to the interchange of Interstate 76 / Highway 85 at 88th Avenue.

Transportation options within Irondale consists of a transit 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 Street 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, many of which are older than other neighborhoods in the City. There are also jurisdictional complications resulting from patchwork of unincorporated County/City boundaries. In addition, there are four at-grade rail crossings at the four corners 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.



Above: Intsel Site Plan





Existing Curb, Gutter, & Sidewalk Facilities Map



Current Pavement Quality Map

Planned Improvements & Connections

- As part of the Intsel development Ulster St. and 83rd Ave. will no longer connect. Both of these roadways will terminate in a cul-de-sac to accommodate a railroad spur.
- Staff indicated there are no short-term plans for improvement to the road network inside Irondale.
- Staff indicated there are long term plans to widen both Rosemary St. and 88th Ave.; 88th work is identified in the City five year CIPP.
- Maintenance on potholes is an ongoing task.

Special Considerations

- The roadways inside Irondale neither meet the Commerce City Engineering Construction Standards – Typical Street Sections, nor the Adams County Development Standards and Regulations – Typical Cross Sections, - for width nor amenities such as curb, gutter and sidewalk.
- There are no existing public transit stops inside Irondale.
- Rosemary St. is heavily used by north-bound vehicles at the evening peak-hour as a route to 88th Ave. to access Interstate-76.
- Rosemary St. is the only continuous north-south street through Irondale with access to the east-west roadway network.

Previous & Related Plans

Several prior plans have been completed which have relevant transportation information for the Irondale Neighborhood. The Comprehensive Plan has a section for Transportation items. This is referenced with the Land Use Snapshot.

WALK BIKE FIT MULTIMODAL TRANSPORTATION PLAN (2012)

This city-wide plan looked to address the increasing traffic with swelling population and prepare and implement active transportation. The Irondale neighborhood appears in many of the maps in the document, but does not contain major destinations for active transportation, and is somewhat cut-off from existing networks. The planned improvement according to this plan would be to create a multi-use path along Rosemary Street to provide access through the neighborhood for alternative transportation modes.



EXISTING CURB, GUTTER, & SIDEWALK FACILITIES



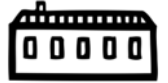
CURRENT PAVEMENT QUALITY



Perspectives

The comments heard from public meetings reflect differing concerns and opinions about the future of the neighborhood. These comments are illustrative of the several perspectives and comments regarding Irondale.

Business



Due to heavy northbound traffic on Rosemary St. during the evening peak hour, making a left turn onto Rosemary St. is nearly impossible for customers and employees.

Resident



- Roads are in bad condition, even the repairs do not last.
- There are trees, mailboxes and utility poles in the roads.
- Width of Ulster St. near 88th Ave. is narrow. Cars are forced off the road and into the ditch to allow trucks to turn here.
- Transition from two lanes to one lane on Rosemary St. from Quebec Parkway is too short.
- Vehicles drive too fast on Rosemary St.
- Quebec St. is too narrow.

Government



School District 14 – Lack of sidewalks and poor street lighting impacts safety of bus stops for children.

South Adams County Fire Protection District –

- Fire Station #4 is on the southeast corner of Rosemary St. and E. 86th Avenue. During heavy traffic it is hard to get an engine out of the Fire Station and onto Rosemary St.
- Between Pontiac St. and the railroad tracks there is very little road access for fire engines to access a potential fire in that area.

Visitor



- Not enough parking at businesses on east side of Rosemary St., between 81st Ave. and 82nd Ave.
- Left turns onto 88th during the evening commute back up several blocks.



ROADS: CHARACTER IMAGES

Roadway character images within the Irondale neighborhood shown here.





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.

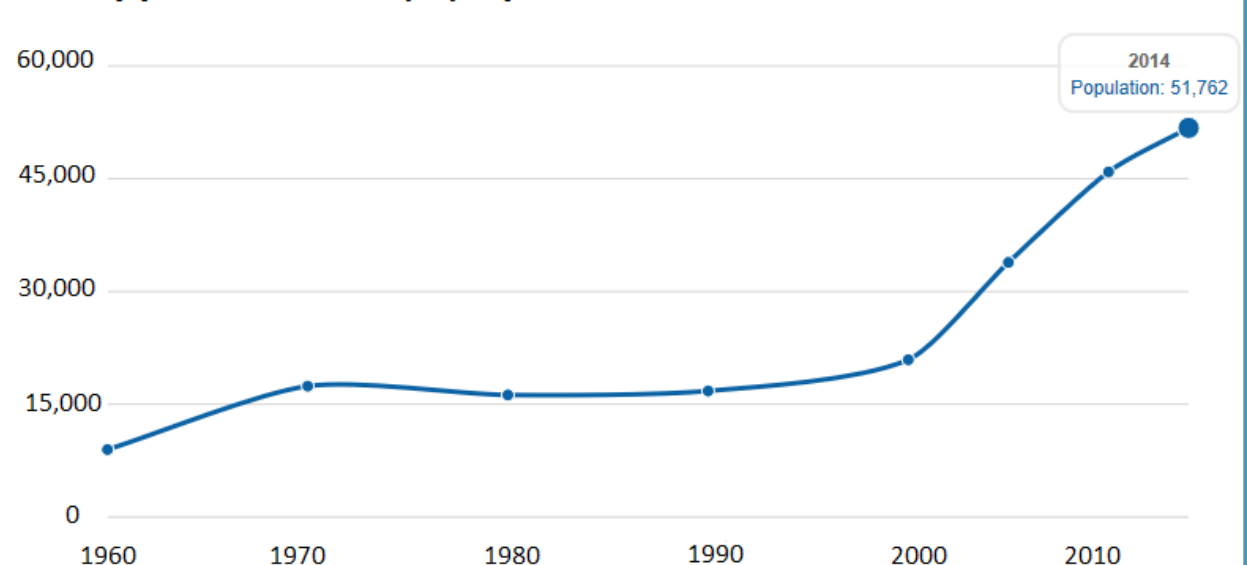
Demographic Snapshot

As shown in the table to the right, 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 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.

	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, 2016

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



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



Previous & Related Plans

Several prior plans have been completed which have relevant information for the Irondale Neighborhood, shown here.

CITY COUNCIL GOALS (2017)

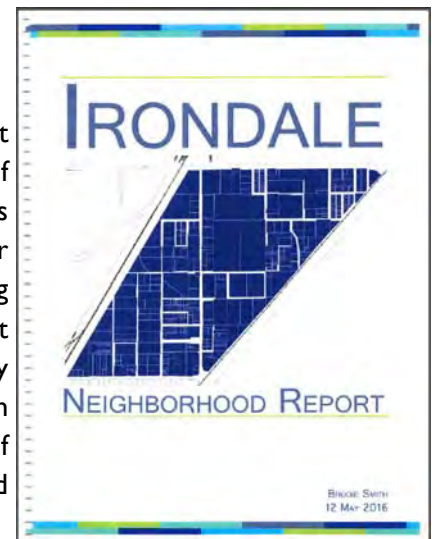
Commerce City Council uses an annual workplan that details individual steps to reach their major goals. To stay on track with the plans for the community, each step is broken down further into actionable items.

For the most current information on Commerce City Council Goals, visit: <http://www.c3gov.com/government/city-council/council-goals>

Goal	Objective	Measure	Target	Responsible	Status
CITY COUNCIL GOAL #1 Develop a balanced and vibrant economy to improve socioeconomic status	Adopt the Irondale Neighborhood Plan by December 15, 2017.	Adopt the Irondale Neighborhood Plan by December 15, 2017.	Adopt the Irondale Neighborhood Plan by December 15, 2017.	City Council	Completed
	1.1. Increase the number of income-restricted units by 2025.	1.1.1. Increase the number of income-restricted units by 2025.	1.1.1. Increase the number of income-restricted units by 2025.	City Council	In Progress
	1.2. Increase the total number of businesses by 10% by 2025.	1.2.1. Increase the total number of businesses by 10% by 2025.	1.2.1. Increase the total number of businesses by 10% by 2025.	City Council	In Progress

THE IRONDALE NEIGHBORHOOD REPORT (2016)

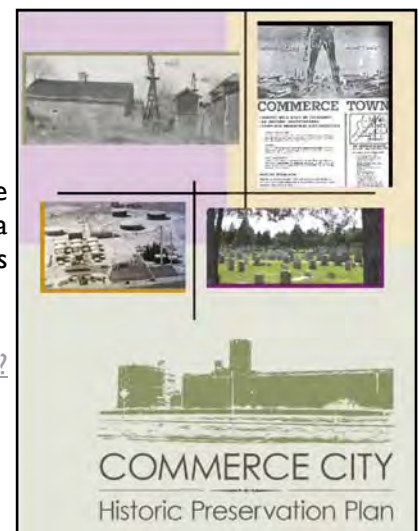
Developed as a CU-Denver planning graduate student capstone project, the Report recounts the Irondale neighborhood area development relative to the rest of Commerce City, inventories infrastructure, land use, and zoning, and provides recommendations to assist with future redevelopment efforts. Major recommendations included, generally, improving the infrastructure, creating priorities and guidelines for development, and incentivizing desirable development patterns. The report compares a snapshot of land uses to zoning, as well as City versus County jurisdictions. The plan identifies a significant correlation between pockets of County parcels and non-conforming uses. Further, a statistical analysis of the population and economic indicators highlight the disparity between Irondale and the larger City. This report provides a snapshot into current conditions.



THE COMMERCE CITY HISTORIC PRESERVATION PLAN (2015)

This document is the first major historic preservation plan for the City. It outlines the history of the area and original neighborhoods, including Irondale. Additionally, a SWOT analysis and implementation strategies make up the remaining portion of this plan.

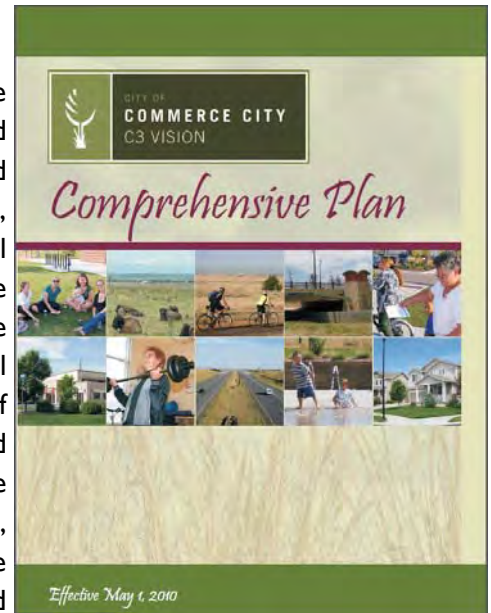
Full document available online at: <http://www.c3gov.com/home/showdocument?id=2000>



THE COMMERCE CITY COMPREHENSIVE PLAN (2010)

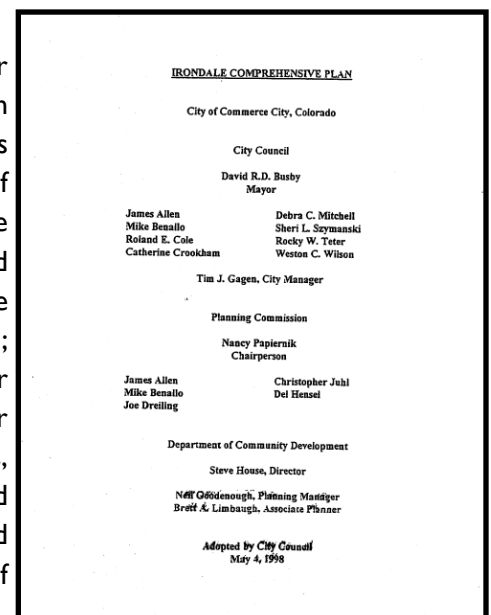
The 2010 Plan features a visioning component, as well as chapters on: future land use, economic development, fiscal sustainability, housing and neighborhoods, redevelopment and reinvestment, transportation, safety and wellness, parks, open space and recreation, public facilities and infrastructure, appearance and design, cultural facilities and tourism, environmental conservation and stewardship, and implementation. This document aligned the many silos of the community into one major plan and set of goals to move toward. It also calls out the Irondale Neighborhood as one of the five original City neighborhoods with goals for better connectivity of public infrastructure of all types, improving the image of the area through new policies and enforcement, and encouraging lighter industrial and commercial uses. Future land uses for the area include: Low density residential, Industrial / Distribution, General Industrial, embedded commercial, and more. Goals for Irondale include strengthening industrial areas, new employment opportunities, rezoning and annexation, encourage infill development, maintaining effective emergency services, creating clinics and programs, improving the overall appearance, and increasing connectivity within and outside the neighborhood. The plan recommends focus of planning efforts on job creation through redevelopment of the district as a whole.

Full Plan available online at: <http://www.c3gov.com/home/showdocument?id=798>



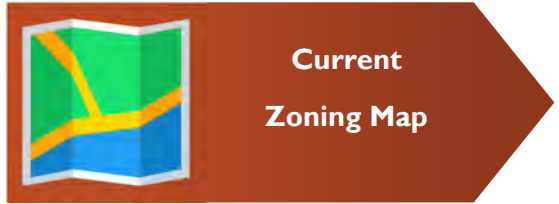
THE IRONDALE COMPREHENSIVE PLAN ADDENDUM (1998)

This nearly 20 year old plan addresses land use, transportation, and utilities for the Irondale neighborhood. The plan was developed to address concerns from the Commerce City Comprehensive Plan of 1985 where the neighborhood was identified as industrial but little else was discussed in terms of mitigation of impacts or intensity of uses. Three residential areas within Irondale were identified and can be protected through regulating the commercial and industrial development impacts in the plan. The transportation section of the plan discusses the creation of the full street grid system in the neighborhood; certain roadway improvements were also identified. Conveyance systems for water, sewer and storm water and missing links highlight the need for better connections in the neighborhood. Finally, maps of the different land uses, roadway networks, drainage, and utilities are found in this plan. These goals and future improvement maps are referenced in this 2018 Irondale Neighborhood & Infrastructure Plan and can be used as a starting point for discussion of current plans and goals for the Irondale neighborhood.



Current Zoning

Irondale zoning is primarily a mixture of industrial and residential districts. All but two Commerce City zone districts are represented in Irondale, including Agricultural, Commercial, and Public zones. The map to the right shows the mixture of uses. While a mixture of land uses within an area can be a positive attribute in creating live-work neighborhoods, the blend seen in Irondale is causing conflict with the major disparities of intensity. Grouping the zones together to step down intensities would allow for more natural buffers between conflicting uses. Blending and stepping down intensities could address major impacts in viewsheds, noise, roads and utilities. Current zoning regulations require buffering between incompatible uses, with exact requirements determined by the abutting districts. For example, the industrial and residential uses together would require the highest buffer distance, as well as planting of trees and shrubs. Within the district, the buffering is not consistently implemented, largely due to the pre-existence of incompatible uses in the district and their establishment prior to buffering requirements. Few areas in Irondale meet the current set of city requirements.



Below: Key Land Attributes Table

Current Land Uses

Current land uses are predominantly residential and industrial. The map also indicates a large amount of agricultural land; however, this generally indicates undeveloped property rather than actual farm uses. It should be noted that a number of the residential properties have associated uses of either agricultural, with a number of farm animals, or industrial, with outdoor storage.

The table to the right illustrates land area and the percent of residential properties in the City versus the County. They indicate the preference of prior governmental bodies to annex commercial property. However, certain items will necessitate annexation into the City. Residential properties are provided with trash service by the city. From the property owner's perspective, the City has more regulations and higher taxes.

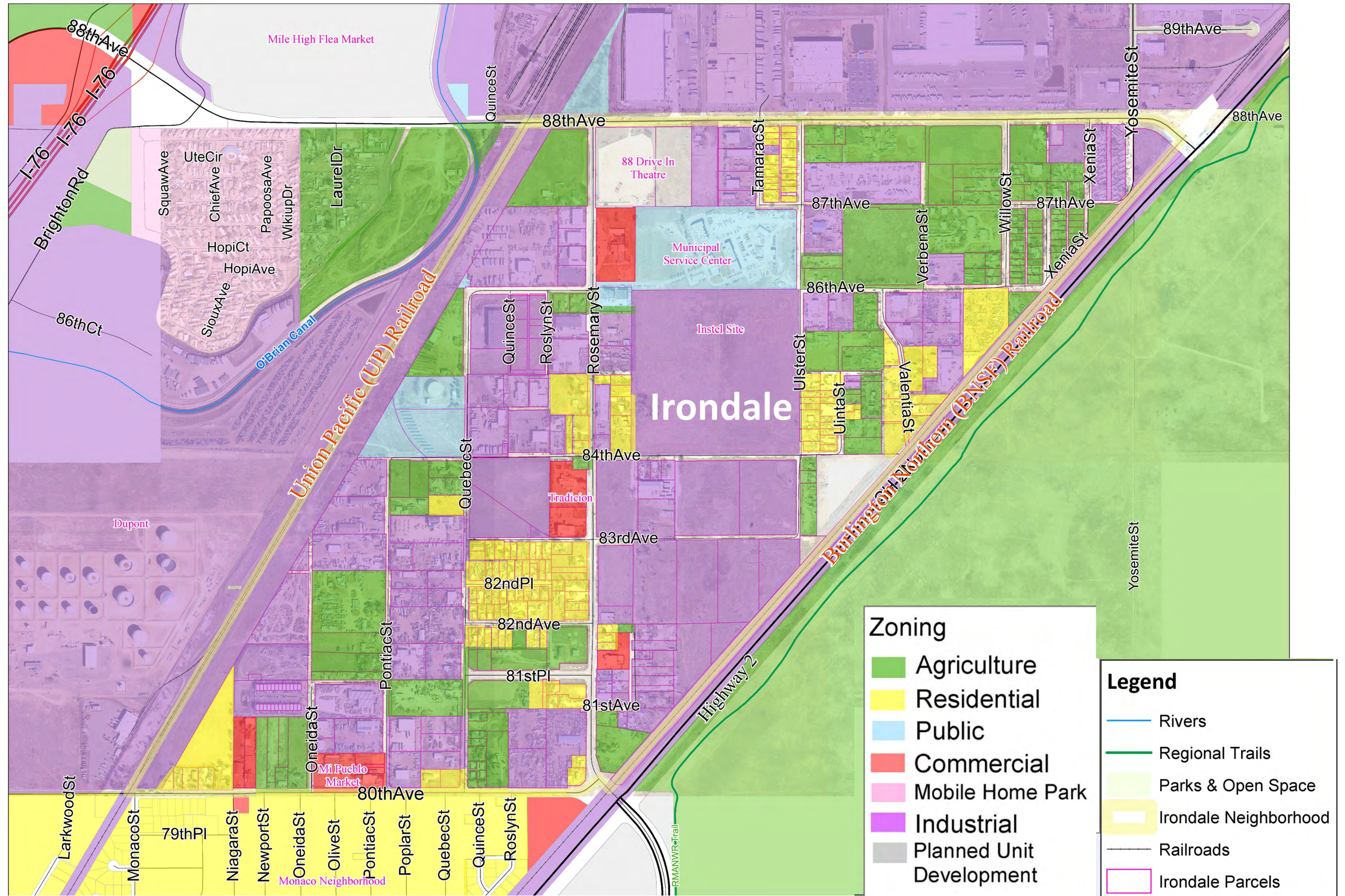
Locations of these uses are not well defined pockets within the neighborhood, but rather mixed throughout. Residential uses include a mobile home park as well as

	Adams	Commerce	Total
Parcels	130	287	417
% Parcels	31.2%	68.8%	-
Acres	88.89	355.82	444.71
% Land Area	20%	80%	-
Assessed Residential	103	141	244
Residential Acres	53.65	94.31	147.96
% Residential Area	60.4%	25.5%	33.3%
Assessed Commercial or Industrial Parcels	18	63	81
Commercial—Industrial Acres	33.73	136.33	170.06
% Commercial—Industrial Area	37.9%	38.3%	38.2%
Assessed Ag	0	2	2
Exempt or State	9	38	57
Not Available	-	43	43

Source: Commerce City Planning & Adams County Assessor GIS Data



CURRENT ZONING MAP



LAND USE

single family and multifamily units. Some of the units are at the end of dead end roads where less heavy traffic is present; however, a fair amount of these uses also lie along higher use corridors. Industrial uses are visually separated between the newer uses with a higher level of site design than established uses, permitted or not.

Jurisdictions

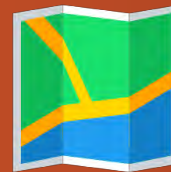
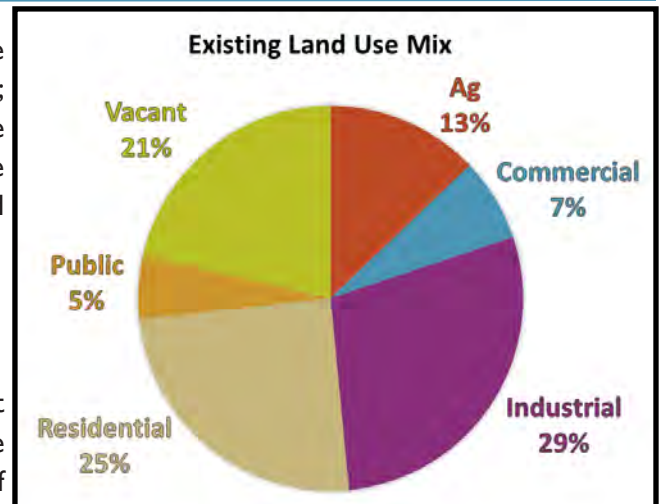
Providing an additional layer of confusion are the different jurisdictions within the neighborhood. A majority of the properties are within Commerce City; however, a number of Adams County enclaves exist. The mixture of the two jurisdictions causes confusion regarding different standards and enforcement, responses to incidents, and providing continuity of service. Addressing these pockets through strategic discussions and working with both jurisdictions to provide guidance on standards of development for these parcels can create enhanced service provisions for residents and smooth transitions in the neighborhood.

The map depicts areas in white as Commerce City jurisdiction with areas in blue as Adams County jurisdiction. The pocket to the lower center of the neighborhood includes a large number of residential units.

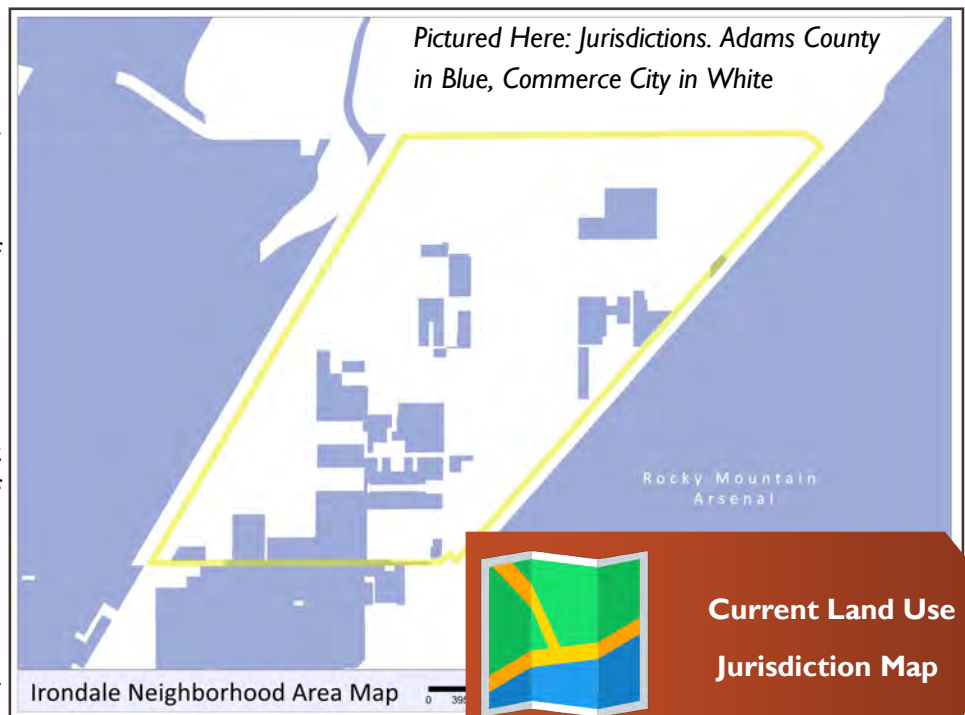
Enclave Annexation

In 2008 properties south of East 88th Avenue and consists mostly of residential and agricultural properties were annexed into the City. There were strong objections from the residents at the time regarding the annexations. A number of these concerns contributed to the input gathered at the public meetings, with questions of whether that would occur again.

The nine State or Exempted parcels would be a good target for annexation since property taxes would not be affected by the change. This action would help to consolidate jurisdiction and streamline administration.



Current Land Use Map

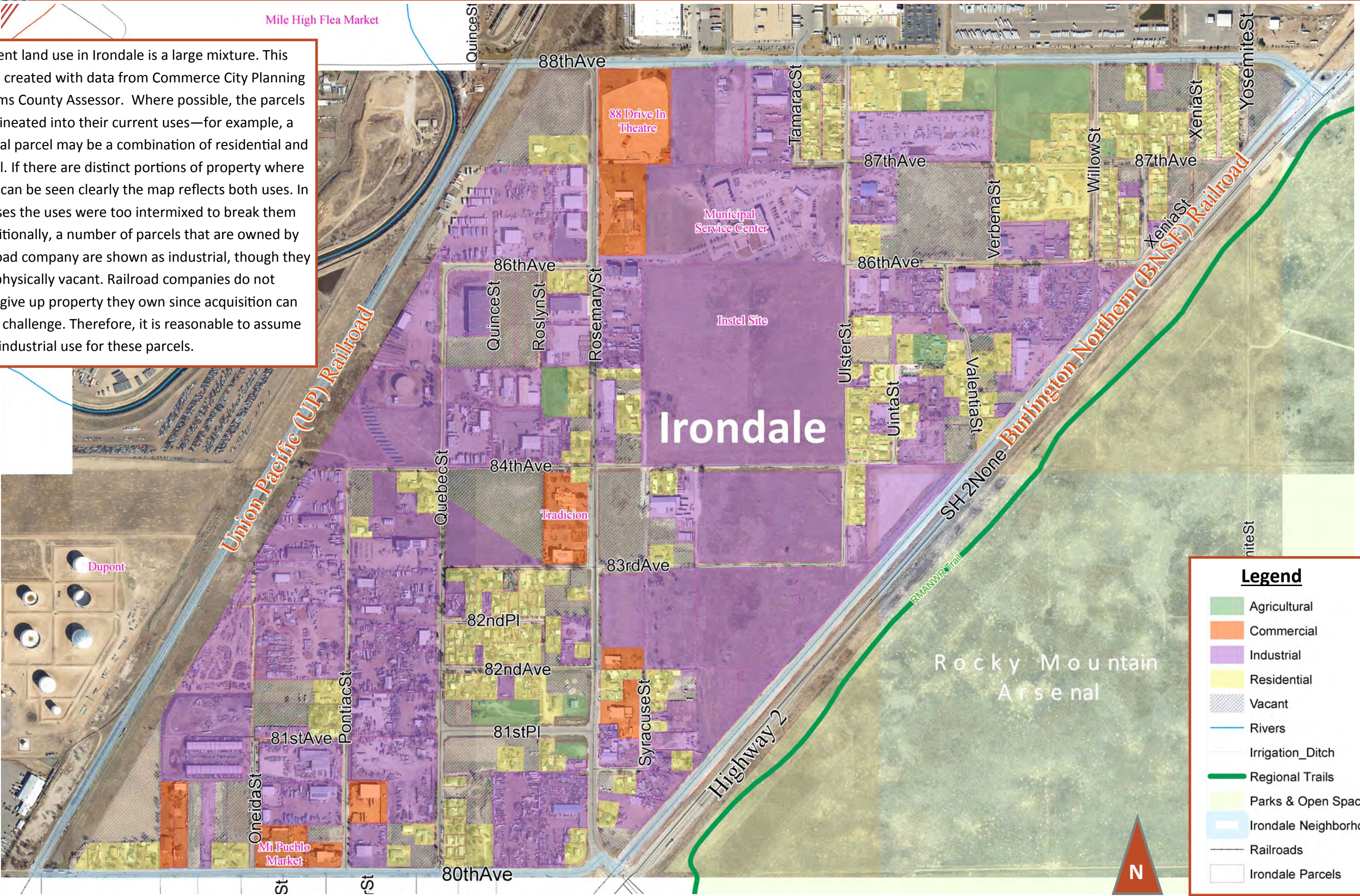


Current Land Use Jurisdiction Map



CURRENT LAND USE MAP

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.

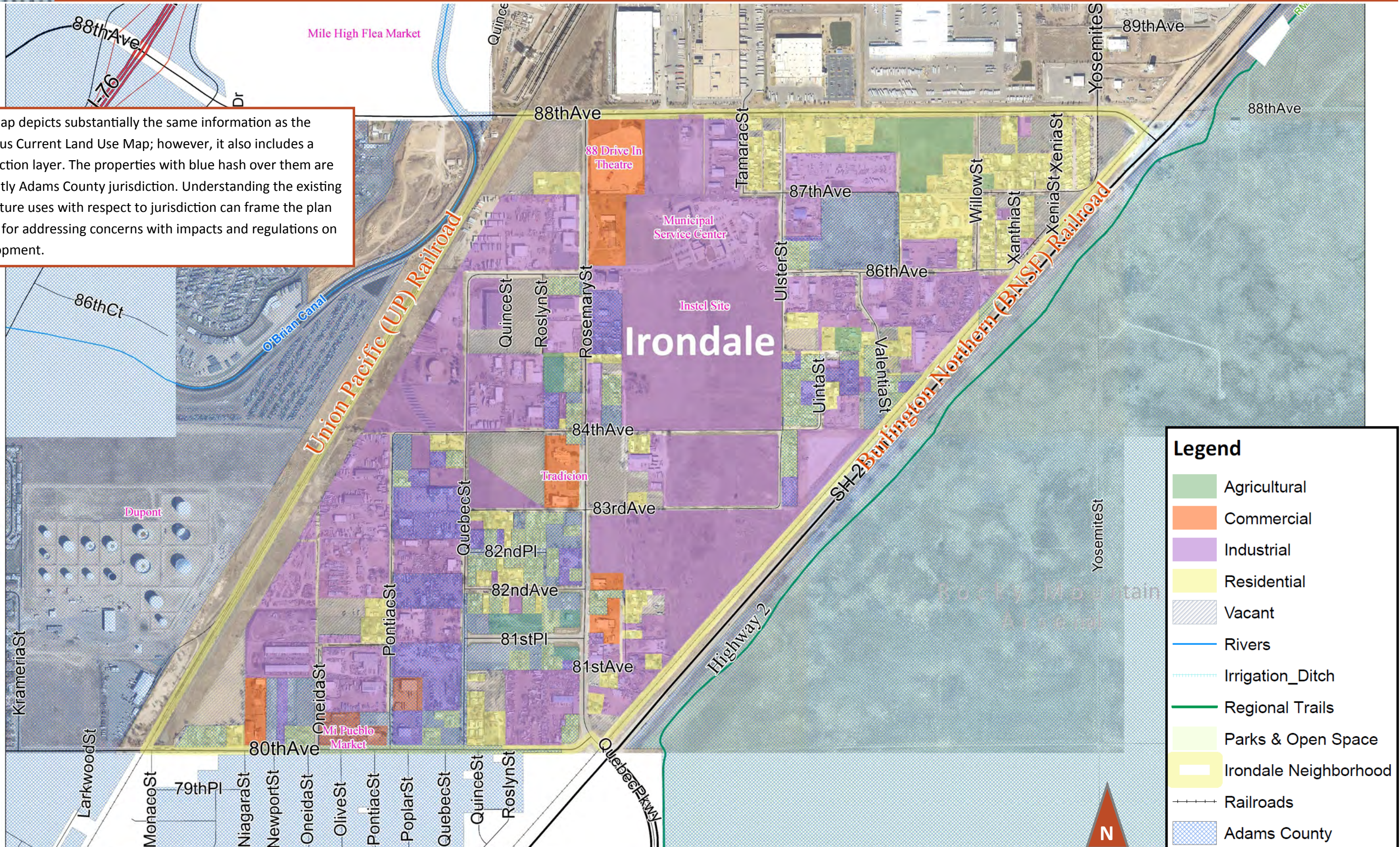


Legend

- Agricultural
- Commercial
- Industrial
- Residential
- Vacant
- Rivers
- Irrigation_Ditch
- Regional Trails
- Parks & Open Space
- Irondale Neighborhood
- Railroads
- Irondale Parcels

CURRENT LAND USE MAP WITH JURISDICTION

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.



Valuation Comparison

A good indicator of properties that are more likely to sell for redevelopment are those on which the underlying land value is greater than the improvements. In many cases this is vacant property, or a larger parcel with limited improvements. A significant portion of properties in Irondale fall into this category. This condition indicates areas where possible change might occur in the future through reinvestment.

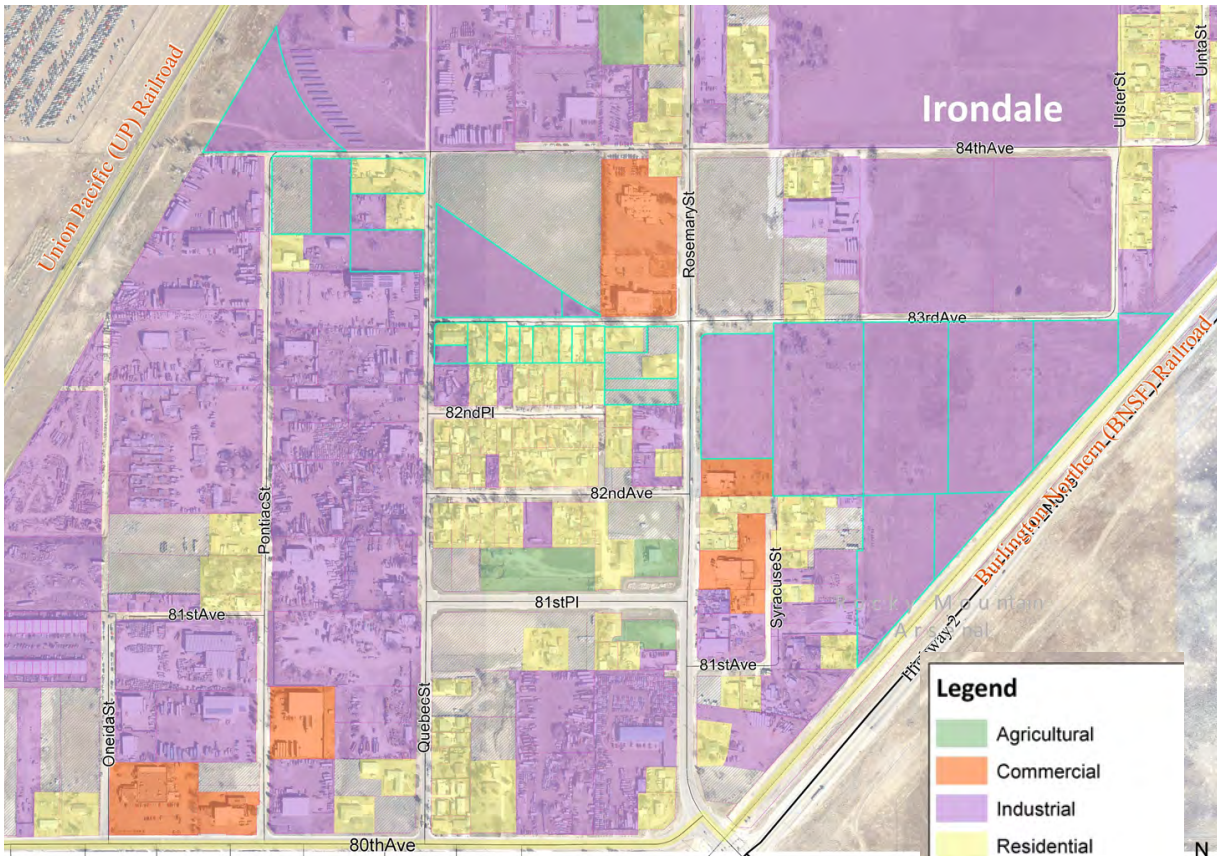
Below: Parcels in green had a greater assessed land value than improvements value as of late 2017.



Ownership Patterns

Considering rental versus owner-occupied residential units in the neighborhood is important in weighing the flexibility and likelihood of change over time, specifically into higher uses of commercial and industrial. The owner-occupied properties add a unique component to the future discussions because they tend to be well-maintained and have been well cared for, and oftentimes owners have invested significant time and finances into their properties.

The Union Pacific Rail Road (UPRR) vs Land Use map on the following page shows the UPRR “string of pearls” properties with the current land use. Of the 29 parcels they own, 13 are residential. *Note: Where properties were vacant but owned by the UP they were assumed to be industrial.*



Left: Map of UPRR owned parcels within the Irondale neighborhood against current land use

According to the map with aerial imagery, current land use and assessor records we determined 104 parcels may be renter-occupied. This was determined by looking up where the site addresses and owner addresses were different on properties with residential uses. Of these 104, “suspected residential rental parcels” (note: not units, as this was unavailable with current data) 10 are zoned Light Industrial already (including the mobile home park) and another 13 are owned by the railroad. That leaves 81 renter-occupied parcels, most of which appear to be single-unit.

According to the Census, in 2016 there were a total of 261 residential units, 185 owner-occupied (70.9%) and 76 renter-occupied (29.1%). Removing the UPRR-owned residential lots from this gives you a remaining 63 rental units. Field mapping the owner occupied versus rental units in the neighborhood may be beneficial to moving forward with specific policy decisions.

Special considerations—

Brownfields, defined by the EPA as “a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.” The importance of the brownfields within the Irondale neighborhood cannot be overstated. As redevelopment pressures mount, these properties may become more apt to change. However, the lack of infrastructure within the area creates an added layer of difficulty to improving the area by creating major financial hurdles. Looking at the future of the district, redevelopment of industrial uses into other industrial uses will be difficult without coordinated efforts and priorities for public infrastructure. Clarifying and resolving environmental conditions— whether real or perceived— is key to enabling properties to change ownership.



Perspectives

The comments heard from public meetings reflect differing concerns and opinions about the future of the neighborhood. These comments are illustrative of the four main perspectives and comments regarding Irondale.

Business



Business owners expressed concerns with cost of development and requirements in the neighborhood for business uses. They would like to see additional industrial uses permitted in the neighborhood. One meeting attendee discussed requirements like setbacks and shielding from Rights of Way for a new industrial storage type use. He believed it was not fiscally possible to move forward with a new site given these concerns.

Another meeting attendee shared that Irondale was a “Great location for Industrial with transportation proximity.”

Resident



Resident comments varied from impacts of trucks to roads and associated noise, animal impacts, and questions of future uses—should the area remain mixed, increase in residential or turn to commercial and industrial over time? A major theme during the first public meeting was a desire to know the future plan for the area so investment decisions could be made.

One person asked “Which is more valuable as a future use - Industrial or Residential?”

Another cited the “poor image of the area.”

Official



The public officials include elected representatives and the City and County staff. From an elected perspective, there is little political will to forcibly annex property with concerns from previous actions still high in residents’ minds. From a City perspective, the mixture of uses and jurisdiction creates additional challenges for enforcement and can be a concern with residents as the different regulations and requirements come in to play.

Visitor



A significant amount of visitor traffic to the neighborhood was pass-through along Rosemary. Exceptions include business patrons and employees. For example, someone may come to Irondale from the neighborhood to the south to visit the restaurant or market. The visitor is only seeing a quick view of the neighborhood. To improve the Irondale image the main corridors for visitor traffic could be looked at for improvements as funds are available and development occurs.



LAND USE: CHARACTER IMAGES

*Mixes of land uses found within
Irondale shown on this page.*





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 (RMANWR), and Commerce City before ultimately discharging into the South Platte River near 88th Avenue.

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.

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 a 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 toward 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 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 State Highway 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. Additionally, the upper watershed and Irondale neighborhood area do not have a formal or informal outfall to the South Platte River.

Below: UDFCD Conceptual Design Drainage Infrastructure

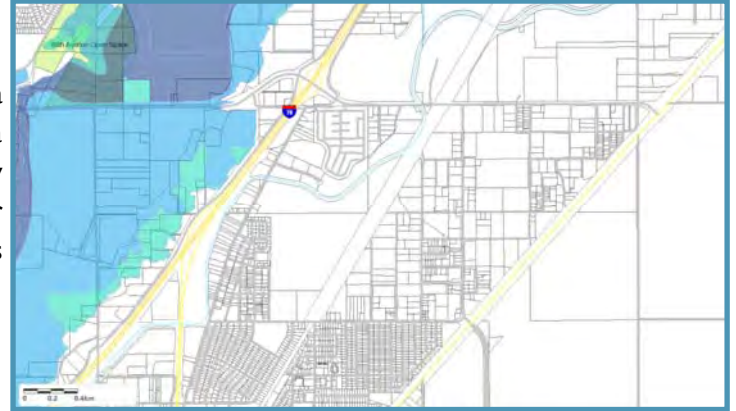


There is an existing 48-inch drainage pipe on the north side of 88th Avenue and an existing 18-inch drainage pipe along Ulster Street. However, this storm system empties into a retention basin at the northeast corner of 88th Avenue and the UPRR and does not have a direct connection to the river. This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



Floodplains

The Irondale neighborhood is not located inside of a FEMA designated regulatory Special Flood Hazard Area (SFHA) or a Flood Hazard Area Delineation (FHAD) by Denver UDFCD. The Irondale area can be found on four (4) FEMA Flood Insurance Rate Map (FIRM) panels 08001C 0606H - 0609H.

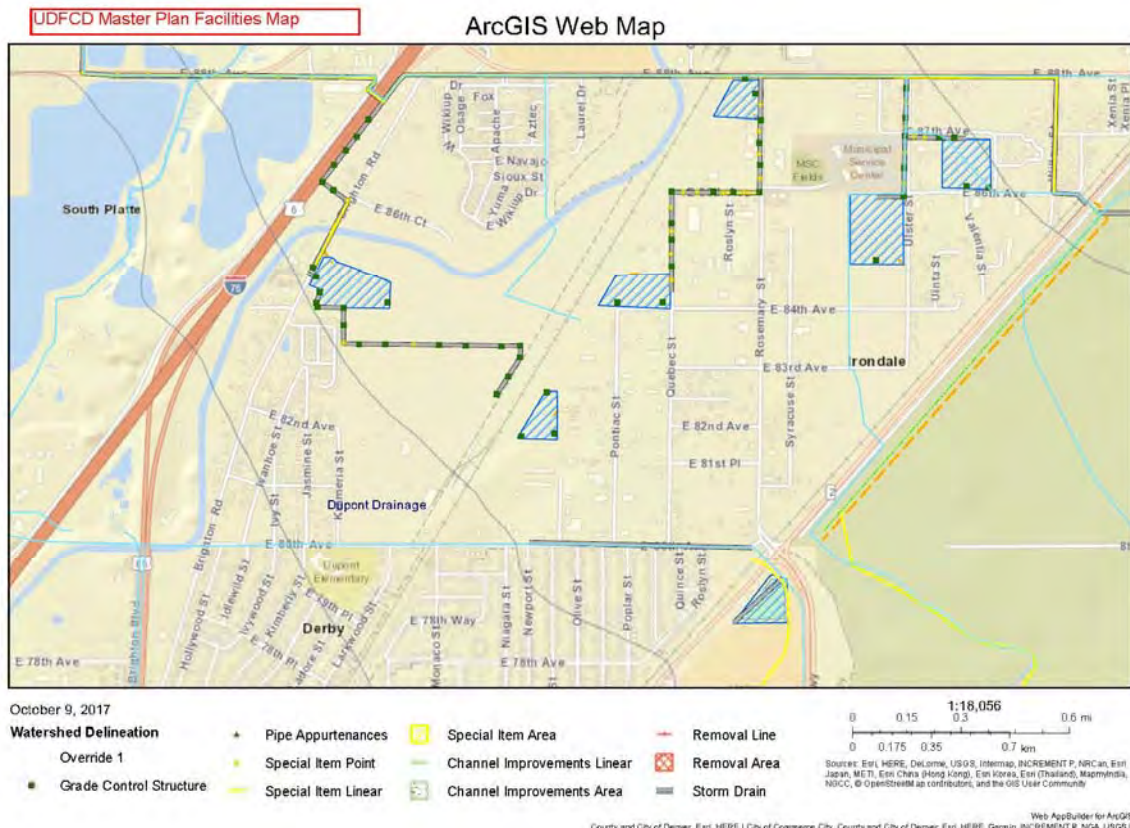


Planned Upgrades & Extensions

The 2011 Irondale OSP and Conceptual Design Report evaluated existing and proposed drainage conditions throughout the Irondale Gulch watershed – of which the Irondale neighborhood is a smaller portion closer to the outlet of the watershed, through which the upstream flows would naturally pass to reach the South Platte River.

The OSP divided the watershed into three geographic groups of similar nature:

- 1) The area from I-76 to the South Platte River (Reach 1);
- 2) The area from SH 2 to I-76, including the Irondale neighborhood (Reach 2); and
- 3) The upper portions of the watershed east of SH 2, including the Rocky Mountain Arsenal National Wildlife Refuge (RMA).



For each of the three geographic areas, the OSP evaluated 8 categories of alternatives – or different combinations of detention and conveyance. This resulted in a selected plan, with conceptual design, for a 100-year conveyance system to reconnect the watershed with the South Platte River. Since there is no existing outfall path to the South Platte River, and since the lower areas of the watershed are mostly developed, the OSP selected plan relied heavily on detention/ retention in the Rocky Mountain Arsenal (RMA) to lower peak flow rates and the size of the needed downstream conveyance system. However, even with significant amounts of detention, the selected plan proposed a large diameter concrete pipe/ concrete box culvert outfall system for approximately 1,200-feet along 88th Avenue, beginning just west of SH2 and proceeding west to the South Platte River.

Details of the OSP Selected and Conceptual Improvement Plans are summarized in the following list:

Reach 1 – South Platte River to I-76 at 88th Avenue:

- Three (3) 48-inch reinforced concrete pipes (RCP) jacked under I-76;
- One (1) 10'x3' reinforced concrete box culvert (approximately 4,600 feet);
- Grading required along 88th Avenue, near the Bull Seep, to raise the roadway;
- OSP Conceptual Design Improvement Cost of \$9.1 million (2011).

(Commerce City, City of Thornton and Unincorporated Adams County)

Reach 2 – 88th Avenue between I-76 and State Highway 2 (Including Irondale neighborhood):

- 76- x 48-inch HERCP jacked under the O'Brian Canal
- 60-inch RCP jacked under the UPRR
- 60-inch RCP along Willow Street, 88th Avenue, Brighton Road and I-76 ROW;
- 60-inch RCP jacked under SH 2 and the BNSF to convey flows from the RMA;
- Six (6) Regional Detention/ Retention Basins (5 inside of Irondale neighborhood);
- Engineered channels and smaller drainage pipes along minor roadways to convey runoff to the detention basins;
- OSP Conceptual Design Improvement Cost of \$31.9 million (2011).

(Commerce City and Unincorporated Adams County)

Reach 3 – State Highway 2 between 88th Avenue and 80th Avenue:

- An engineered channel along the east side of SH2 to convey 100-year storm runoff to a proposed crossing under SH 2 and the BNSF Railroad.
- OSP Conceptual Design Improvement Cost of \$620,000 (2011).

(Rocky Mountain Arsenal and Unincorporated Adams County)

Reach 4/ Tributary A/ Tributary B:

- Irondale Gulch – Reach 4: Construct Detention Basin 209 (“Railroad Detention”);
- Tributary A - formally recognizing the five (5) natural depressions as regional retention basins for flood control and constructing Detention Basin 8911;
- Tributary B - formally recognizing the two (2) natural depressions as regional retention basins for flood control and constructing one spillway from a natural depression;
- OSP Conceptual Design Improvement Cost of \$5.1 million (2011).

(Rocky Mountain Arsenal and Unincorporated Adams County)

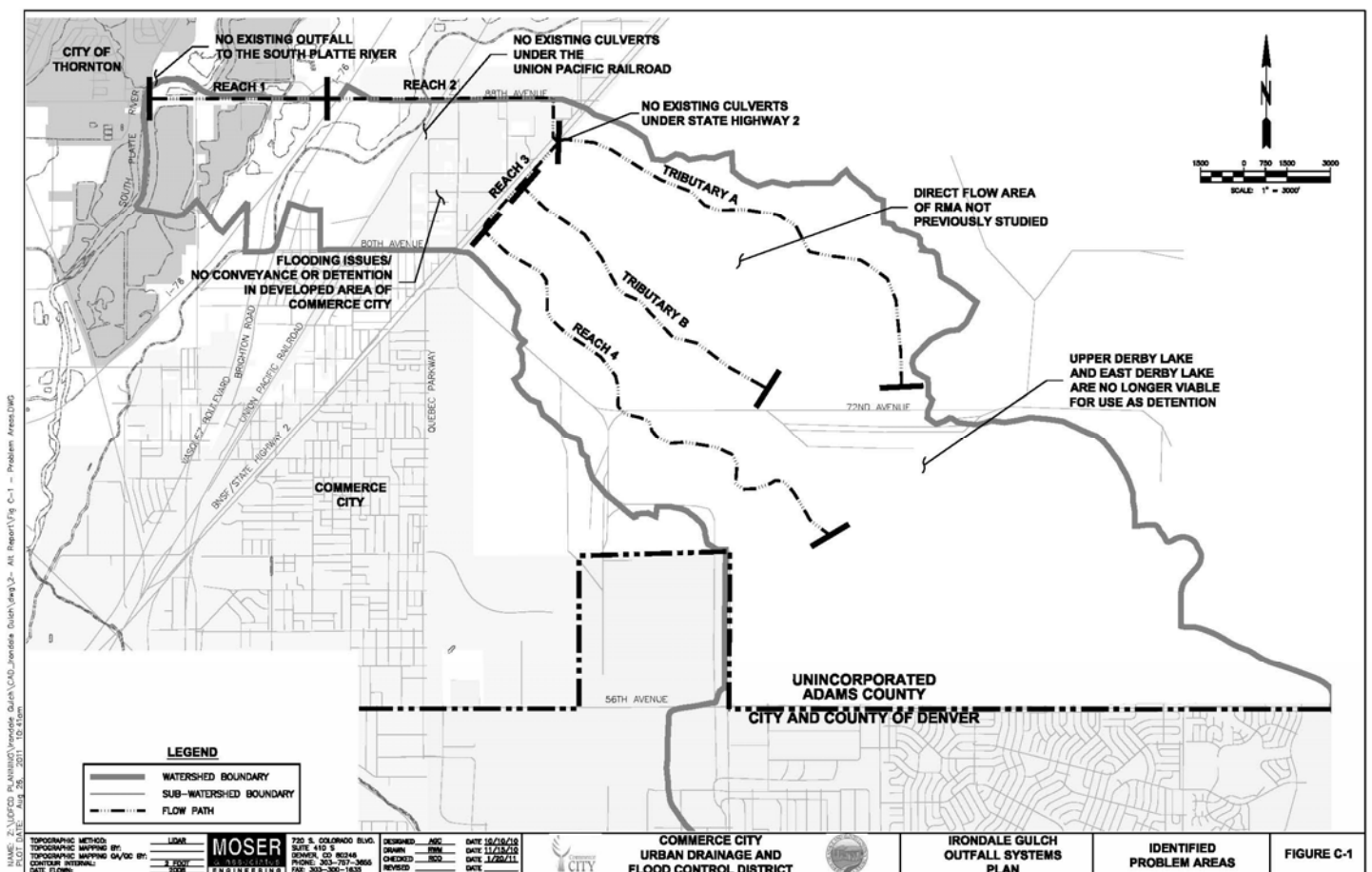
To reduce flows in major and minor storm events, the OSP report says that all future detention basins should incorporate “full spectrum detention” as requested by the Urban Drainage and Flood Control District (UDFCD).

Previous & Related Plans

In 2011 Commerce City and the Denver Urban Drainage and Flood Control District (UDFCD) completed a hydrology and master plan study for the Irondale watershed. This jointly funded study was entitled Irondale Gulch Outfall Systems Plan (OSP) and was performed by Moser & Associates Engineering. This study reviewed the hydrology and drainage patterns of the watershed and proposed solutions to improve existing drainage problems.

Special Considerations

The OSP report recommends that the selected plan improvements may be constructed in two phases, Phase 1: Detention and Phase 2: Outfall System. These phases may overlap with each other, but the biggest impact to minimizing flooding would be to construct the detention and retention basins in Reach 4, Tributary A, and Tributary B first. Then followed by the six (6) full spectrum detention ponds in Reach 2, of which five (5) are within the Irondale neighborhood. The OSP report also explains that the Reach 2 ponds (Irondale) may be constructed as retention ponds as areas redevelop and later converted to detention ponds when the 88th Avenue outfall system is built.



[The information presented and summarized here was obtained from the 2011 Irondale Gulch Outfall Systems Plan Conceptual Design Report by Moser & Associates Engineering. Referred to as the 2011 Irondale OSP]

Perspectives

The comments heard from public meetings reflect differing concerns and opinions about the future of the neighborhood. These comments are illustrative of the four main perspectives and comments regarding Irondale.

Business



On-site Detention is working for some businesses in the neighborhood. Smaller lots are hard to develop because the area needed for detention can be considerable and leave little for the desired use.

Resident



- Runoff drains to the back of properties and ponds there.
- Low spots along streets created ponding and traffic problems
- Property flooding occurs frequently, creating access problems
- Some residents saw benefit in a regional detention approach and were supportive of the idea. Others saw it as a negative impact to their property value.
- Local drainage issues persist throughout the neighborhood

Official



Drainage in Irondale needs improvement. The regional system makes sense in terms of efficiency but is cost-prohibitive without outside assistance.

Visitor



Excess stormwater runoff ponds along streets, limiting access and causing trucks to drive down the center of the paved road.



DRAINAGE: CHARACTER IMAGES



Pictured here: typical drainage characteristics within Irondale





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.

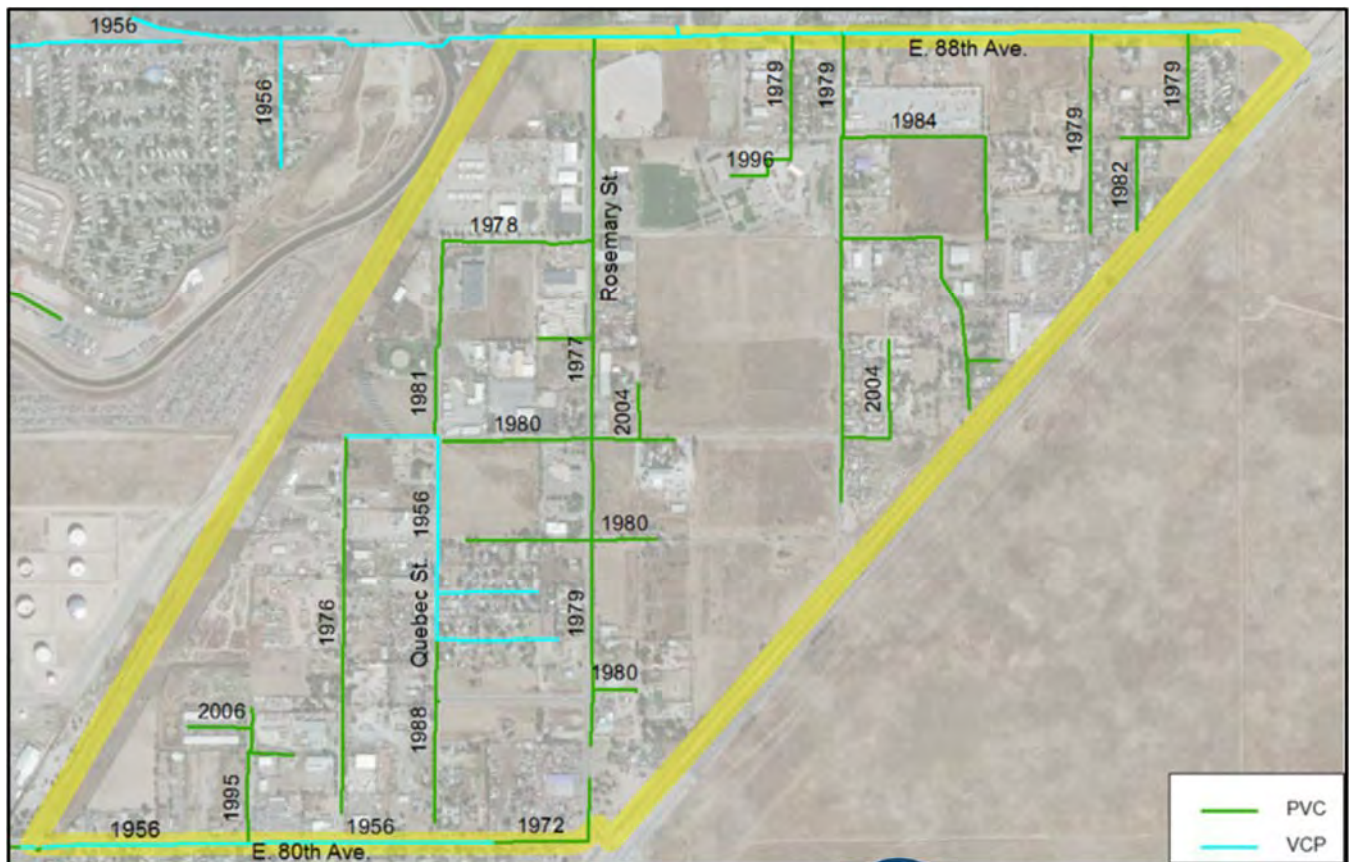
Existing Network: Sanitary Sewer

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 the interceptor below East 88th Avenue. 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

There is over 40,600 linear feet (7.7 miles) of sewer lines in Irondale ranging from 8 – 21 inches in diameter. Approximately 75% of the system is PVC pipe. The remaining 25% is verified clay pipe (VCP). VCP interceptors are present underneath 80th and 88th Avenues. The interceptor in 80th Avenue was installed in 1956 while the interceptor in 88th Avenue was installed in 1977. A patch of the system near middle of Quebec Street also consists of VCP which was installed in 1956.

Wherever a parcel is not adjacent to a public sewer main, an extension, per District standards, will be required.

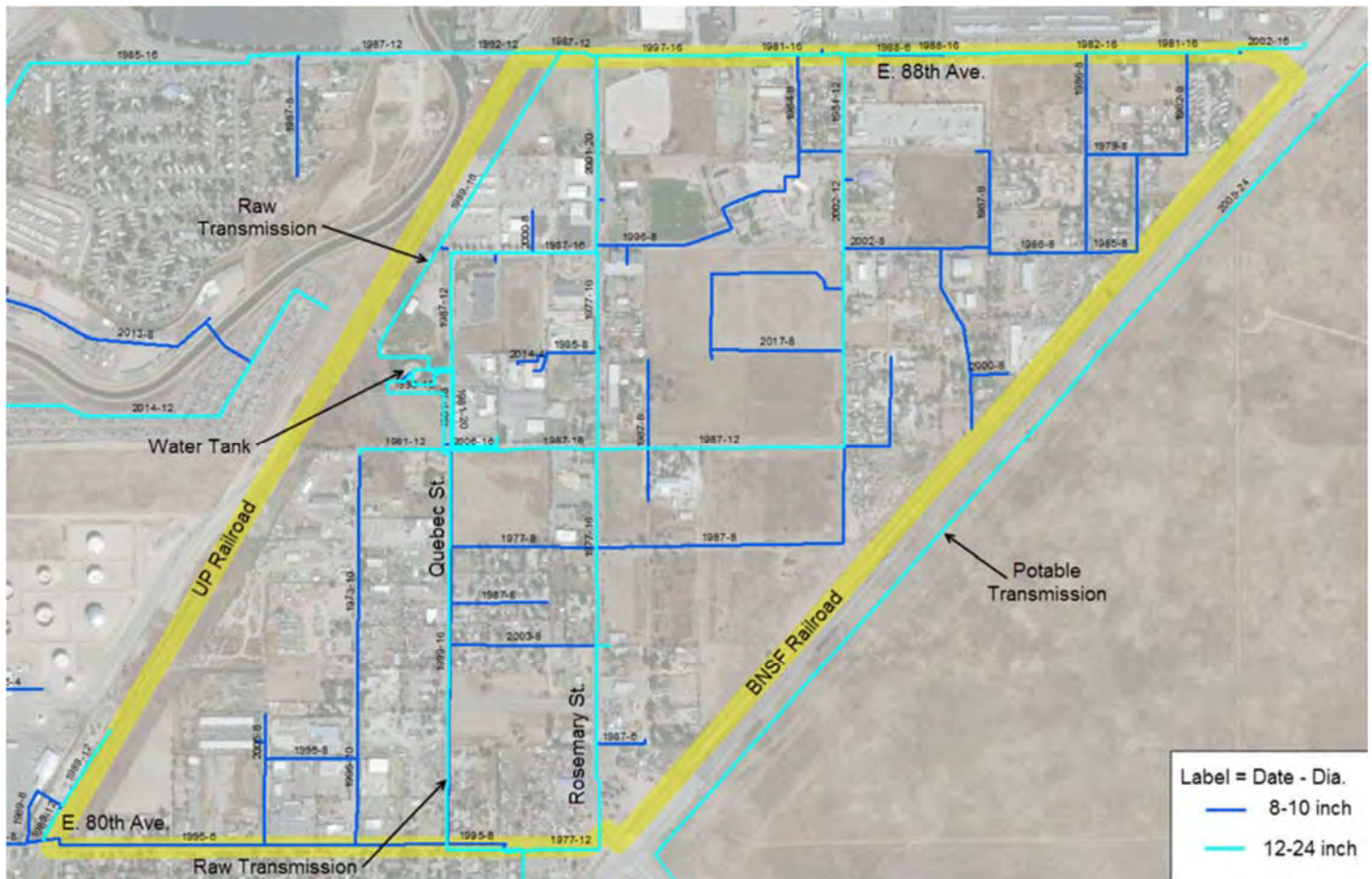
Below: Map showing estimated pipe ages and locations



Irondale's water is provided by South Adams County Water and Sanitation District (District). Most of the water lines in Irondale meet current standards regarding size and material type. However, the District is currently updating their water and sewer master plan to identify priority improvements to enhance the water system.

Water lines feeding Irondale from the west consist of a 12-inch line in 88th Avenue but only a 6-inch line in 80th Avenue. A 12-inch line is stubbed towards the water tank on the west side of the UPRR tracks. Water lines currently run beneath most of the streets in Irondale. Potable distribution lines run through most of Irondale.

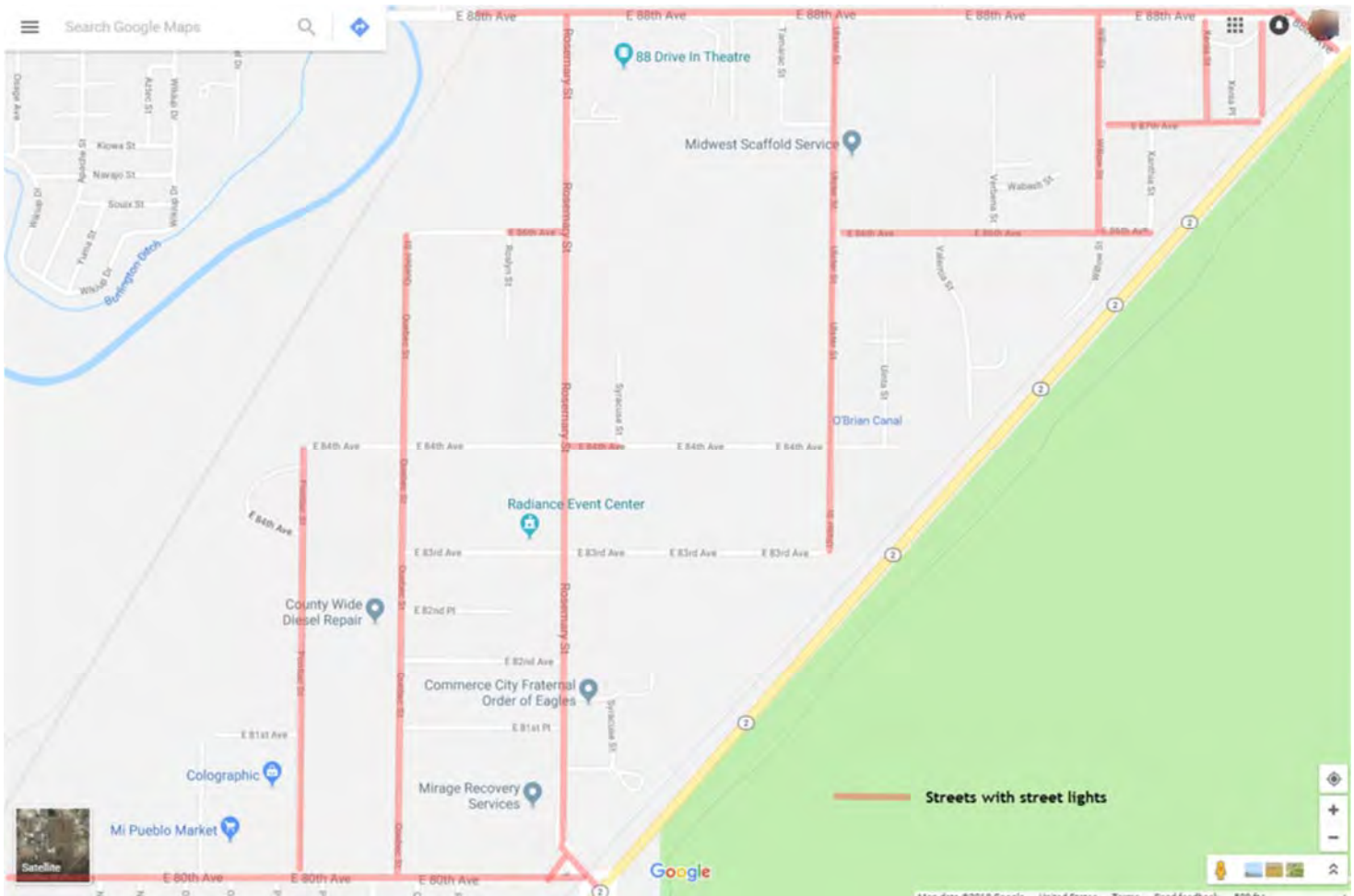
Below: Map of existing water system with date of installation and pipe diameter



Existing Network: Gas & Electric

Xcel Energy provides natural gas and electric service to Irondale. Street lighting is limited in the neighborhood, with facilities on sections of the following streets: 88th Ave, 87th Ave, 86th Ave, 84th Ave, 80th Ave, Pontiac St, Quebec St, Rosemary Street, Ulster St, Willow St, Xenia St, and Yosemite St.

Xcel has existing gas facilities in Irondale, including a 16-inch high pressure main running along East 88th Avenue and a 24-inch high pressure pipe running along the E. 84th Avenue alignment. Xcel is prepared to serve gas customers in this neighborhood. Depending on the loading requested, extra cost and system upgrades may be required.

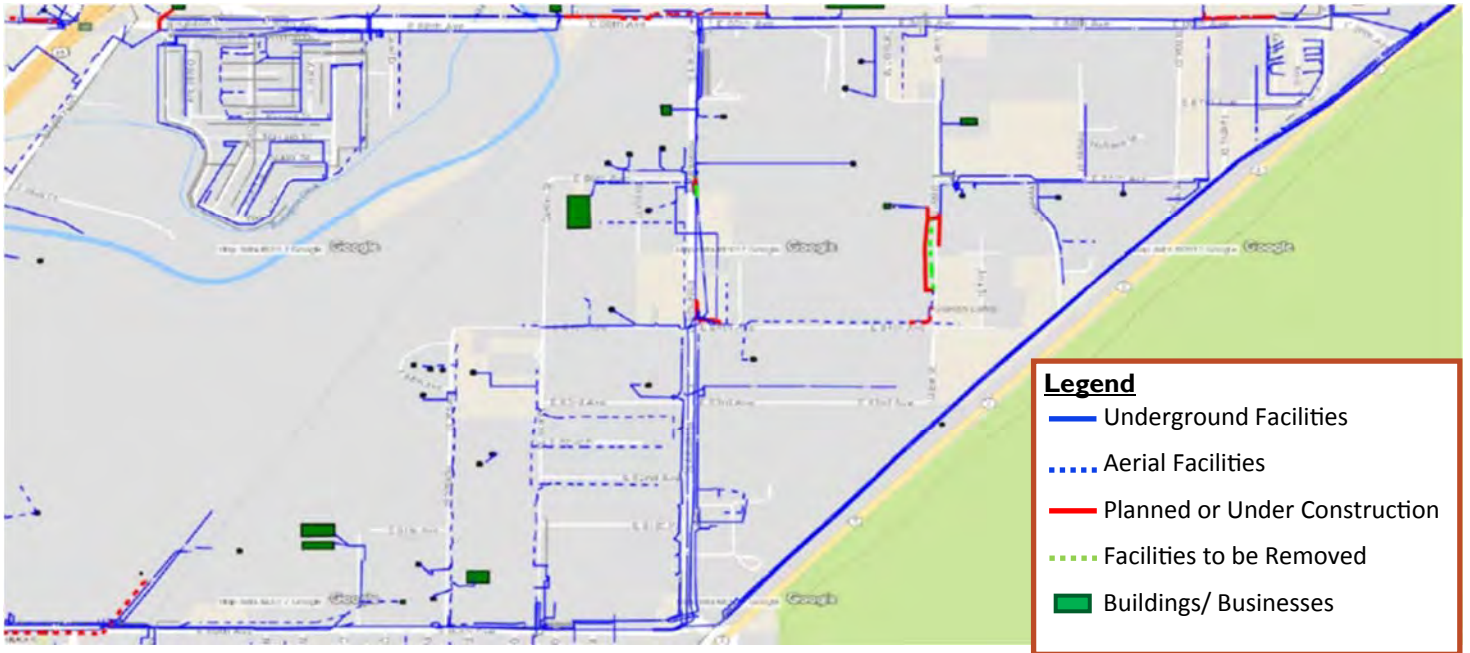


Above: Map of Street lighting in the neighborhood

Existing Network: Telecommunications

The following utility companies provide some form of telecommunications (telephone, internet, television) in Irondale: CenturyLink, Comcast, DirecTV, Dish/Dish Latino, and HughesNet.

CenturyLink has provided information on their system. They have both aerial and buried infrastructure adjacent to and within the Irondale neighborhood, providing service to existing and future development. A schematic map on the following page shows the existing (blue) and proposed/under construction (red) facilities.



Above: CenturyLink telecommunications facilities (copper wire or fiber optic lines) within the neighborhood and surrounding area

Planned Upgrades & Extensions

Currently there are no known planned upgrades for the sanitary sewer, water system, telecommunications, gas or street light facilities. The South Adams County Water and Sanitation District is underway on an update to their water and sewer master plan, out of which will likely come proposed priority improvements for both systems. In general water improvements identified by the District include looping existing dead-end mains and providing a water connection to the west under the UP Railroad tracks to the system west of the tracks. Telecommunications, Gas and Electric extensions and upgrades are typically driven by development and customer needs.

Special Considerations

When roadway improvement projects and heavy rail spur construction is identified, all underground utilities will need evaluation to determine if they need to be rehabilitated, replaced, relocated or in the case of railroad tracks, sleeved where they may cross underneath the tracks.

Water facility sizing is driven primarily by fire flow demands. Depending on the type of facility, building construction materials, fire flow demands will be important to evaluate to determine if any water system improvements are needed to meet the pressure and flow requirements. Certain industrial development uses, such as a bottling plant or brewery, may require improvements to the water system to meet their potable water demand.

Perspectives

The comments heard from public meetings reflect differing concerns and opinions about the future of the neighborhood. These comments are illustrative of the four main perspectives and comments regarding Irondale.

Business



Drinking water has a strong chlorine smell.

Resident



- Concerned about the lack of street lights – safety concern for children
- Light intrusion is an issue from the businesses north of 88th Avenue
- Drinking water has a bad taste and leaves mineral deposits
- Some residential lots remain on septic even though a public sewer main exists nearby.

Official



South Adams County Water and Sanitation District –

- Old VCP sewers existing in 88th Avenue and Quebec (40-60 years old)
- Access to hydrants in this neighborhood is difficult.
- Fire flow requirements for industrial development may trigger water infrastructure upgrades.

Visitor



Very little street lighting in neighborhood.





*Images of utilities within the
Irondale neighborhood.*





Looking into the future of the neighborhood, this chapter uses input from the Irondale community, guidance from city staff and officials, and review of economic pressure and trends affecting the area. This section highlights the options explored and assessments made in determining a recommended future for the neighborhood.

This chapter uses groups of future alternatives—Scenarios—to weigh and balance the effects of changes to the neighborhood. While some actions may take places in both future cases, many would be dependent on each other. Grouping and assessing these alternatives separately helps determine the best path forward for the neighborhood.

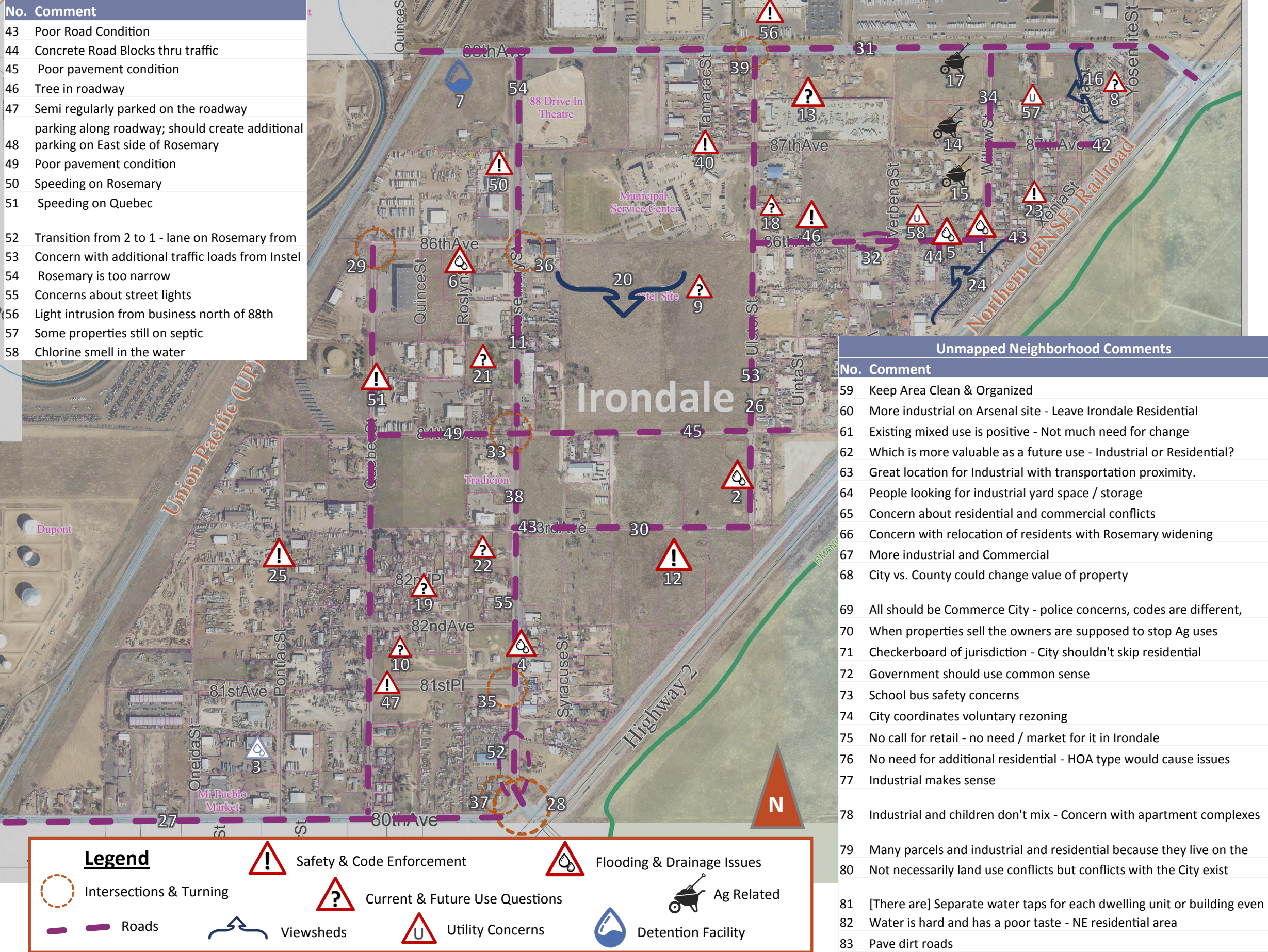
Development of scenarios for future development of roads, drainage, and land use started the discussion on the overall direction of the neighborhood. Utilities, though important, were not developed as individual scenarios, but rather assessed in terms of development policies and upgrades to the system.

This aerial map of Irondale, Minnesota, displays the city's geographical context. The city boundary is outlined in a dashed purple line. Major roads shown include Highway 2, Highway 10, and Highway 101. Water features include the Mississippi River to the west and the Irondale River to the east. The map also shows various landmarks, including the Irondale High School and the Irondale Community Center. A legend in the bottom right corner identifies symbols for rivers, irrigation ditches, regional trails, and parks/open spaces. A north arrow and a scale bar are also included.

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
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 own-
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 length not adequate for traffic
32	Unpaved section causes issues with high speed and gravel
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 -
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
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



Unmapped Neighborhood Comments	
No.	Comment
59	Keep Area Clean & Organized
60	More industrial on Arsenal site - Leave Irondale Residential
61	Existing mixed use is positive - Not much need for change
62	Which is more valuable as a future use - Industrial or Residential?
63	Great location for Industrial with transportation proximity.
64	People looking for industrial yard space / storage
65	Concern about residential and commercial conflicts
66	Concern with relocation of residents with Rosemary widening
67	More industrial and Commercial
68	City vs. County could change value of property
69	All should be Commerce City - police concerns, codes are different,
70	When properties sell the owners are supposed to stop Ag uses
71	Checkerboard of jurisdiction - City shouldn't skip residential
72	Government should use common sense
73	School bus safety concerns
74	City coordinates voluntary rezoning
75	No call for retail - no need / market for it in Irondale
76	No need for additional residential - HOA type would cause issues
77	Industrial makes sense
78	Industrial and children don't mix - Concern with apartment complexes
79	Many parcels and industrial and residential because they live on the
80	Not necessarily land use conflicts but conflicts with the City exist
81	[There are] Separate water taps for each dwelling unit or building even
82	Water is hard and has a poor taste - NE residential area
83	Pave dirt roads



KEY PERSPECTIVES

Understanding the desires of and drives of residents, land owners, and business owners in the neighborhood is an essential step in weighing the alternatives for the future. The key perspectives highlight input from the public meetings, key stakeholders, and public officials during the Explore & Assess stage of the project.

Full meeting details and results are included in Appendix A.

Business Owners

Existing business owners in Irondale make up the bulk of this category. Comments may also include prospective owners in the neighborhood who have expressed interest. Comments were received at the public meetings from this group, many of which supported industrial and commercial uses within the district, to varying degrees of intensity. Business owners also discussed expansion of uses within the district, challenges with current regulations, and concerns with new policies and regulatory requirements.

Residents

Residents and land owners in the district have different ideas on what the future holds for the neighborhood. Many comments were received at all three public meetings discussing transitions into other zoning districts, a desire to remain in place, and a general desire to know what the future plan for the area is, allowing owners to more easily plan their next steps and determine reasonable investments. The future land use plan reflects the comments received at public meetings regarding these individual desires.

Public Officials

Many elected officials attended the Irondale public meetings and shared their hopes for the residents of Irondale and ideas how the area fits within the larger Commerce City community. Additionally, meetings were held with council and planning commission throughout the project to ensure guidance throughout the project. Main points of discussion included renter and owner occupied residential units, development of drainage policies for the neighborhood, capital improvements, and future land use plans and implications.

Visitors

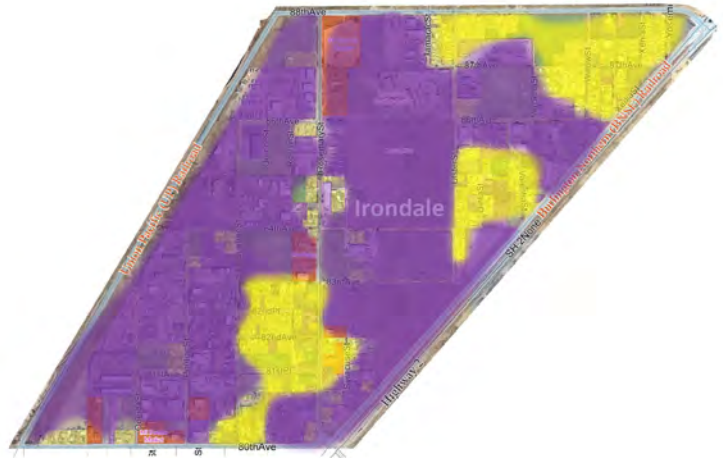
Visitors to the neighborhood may include patrons to local businesses, employees, and through-commuters. While not a significant contributor at public meetings, thought was given to these users of the roadways, particularly, in the neighborhood.



EXPLORE & ASSESS: LAND USE

Development of Alternatives

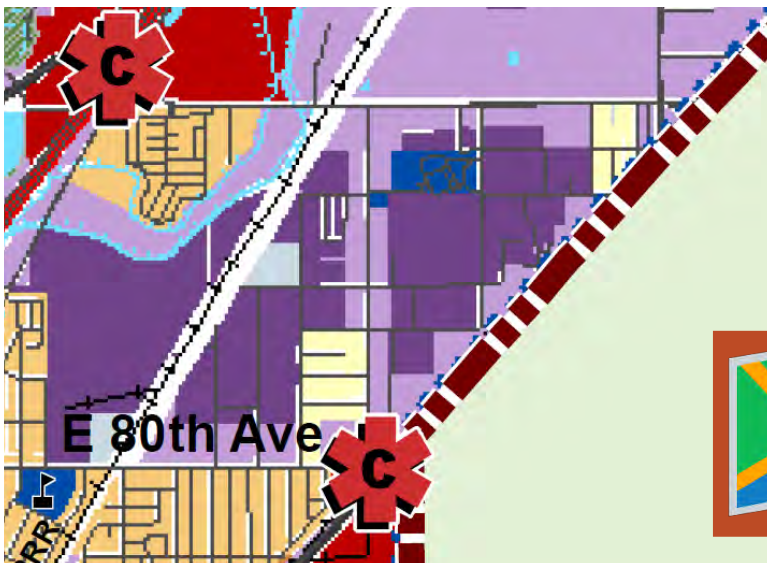
The future land use of the neighborhood effects the development of roadways, utilities, and even drainage. For that reason, the land use scenarios described on the next page were integral in developing the network alternatives. The land use component was created through public input, existing patterns, and guidance from staff and elected officials.



Existing Land Use Map
On Page 17



Current Land Use Heat Map



The current adopted land use plan for the area shows mostly a mix of industrial uses (purple, with some public facilities (blue), and two residential pockets to remain, in the south central and northeast corner of the neighborhood. This map was used as a starting point in addition to the items noted above, to begin to develop the scenarios on the next pages.



Adopted Future Land Use Map

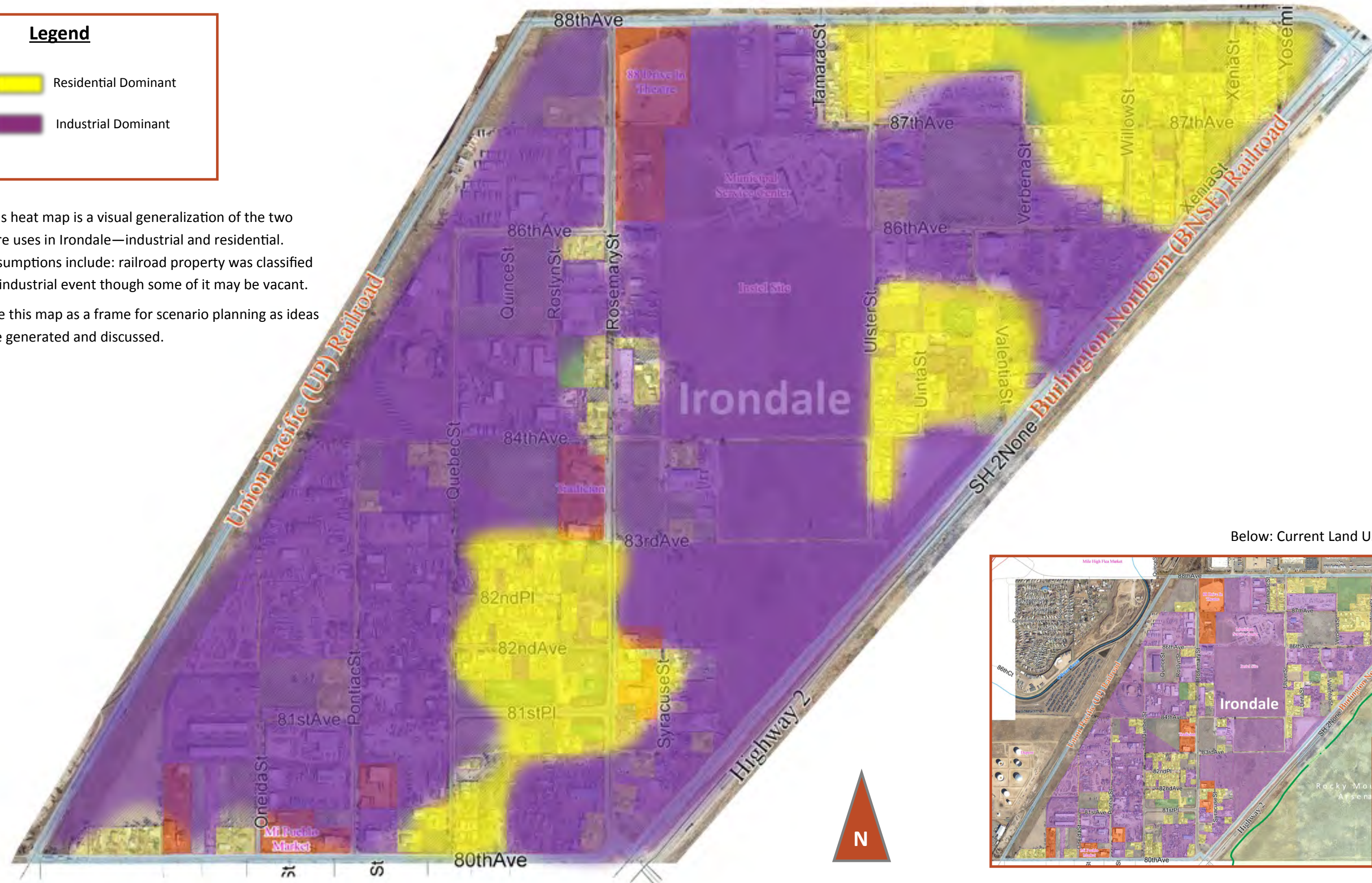
During the first public meeting attendees were asked to identify conflicts and places where uses work well together, as well as what they would like to see for the future of the neighborhood. Many responses indicated industrial uses being a desirable path for the neighborhood, with some areas remaining residential. Other comments suggested the need to look at policies related to annexation and development of properties. Meeting information and results can be found in Appendix A.

CURRENT LAND USE HEAT MAP

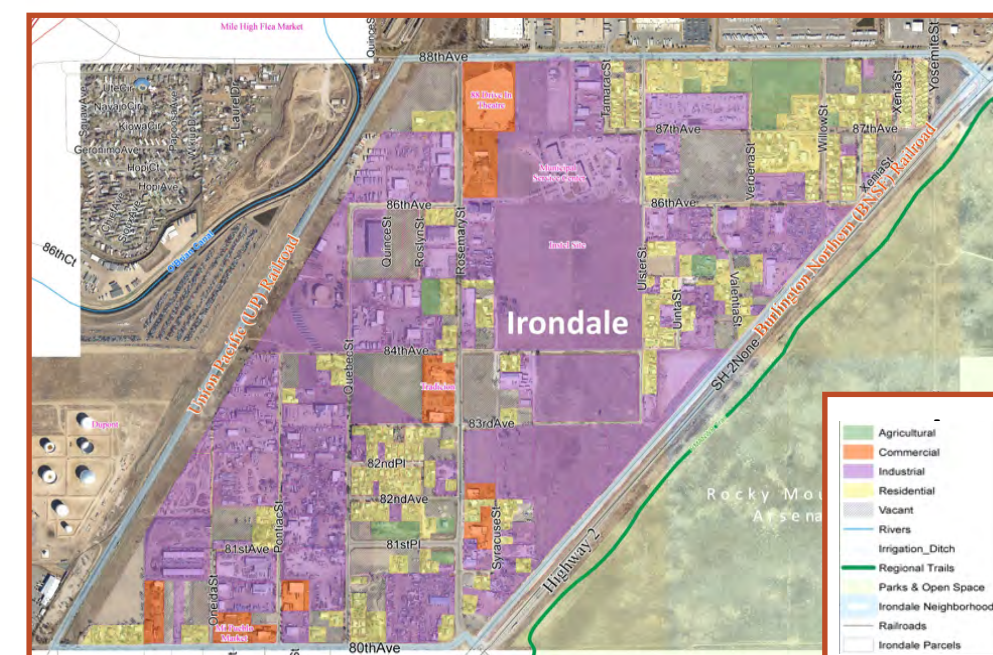
Legend

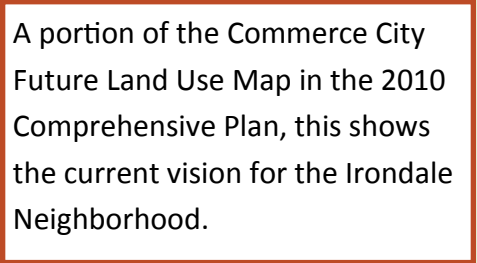
- Residential Dominant
- Industrial Dominant

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





- 



EXPLORE & ASSESS: LAND USE

Future Land Use Scenarios

Two main scenarios were developed from discussion of where the future of the neighborhood may develop. The continued pressure for industrial development was taken into account on both scenarios. Additionally, the rail spur from the east into the neighborhood will likely encourage more commercial and industrial uses that are less affected by the impacts of a railroad. Option 1: Current Vision aligns more closely with the current future land use map for the area. Option 2: Industrial Transition is an exploration of the change of nearly all to all residential uses disappearing over time. Developing two realistic but disparate options for the neighborhood can be helpful in weighing the alternatives.

At the second public meeting the two alternatives below were presented and discussed. For more details on the public meeting results see Appendix A.

Using the Scenario Maps

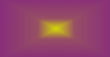
- Explore future land use possibilities
- Provide an idea of direction
- Start discussion
- Explore impacts

Note: These maps do NOT portray exact boundaries or zone districts.



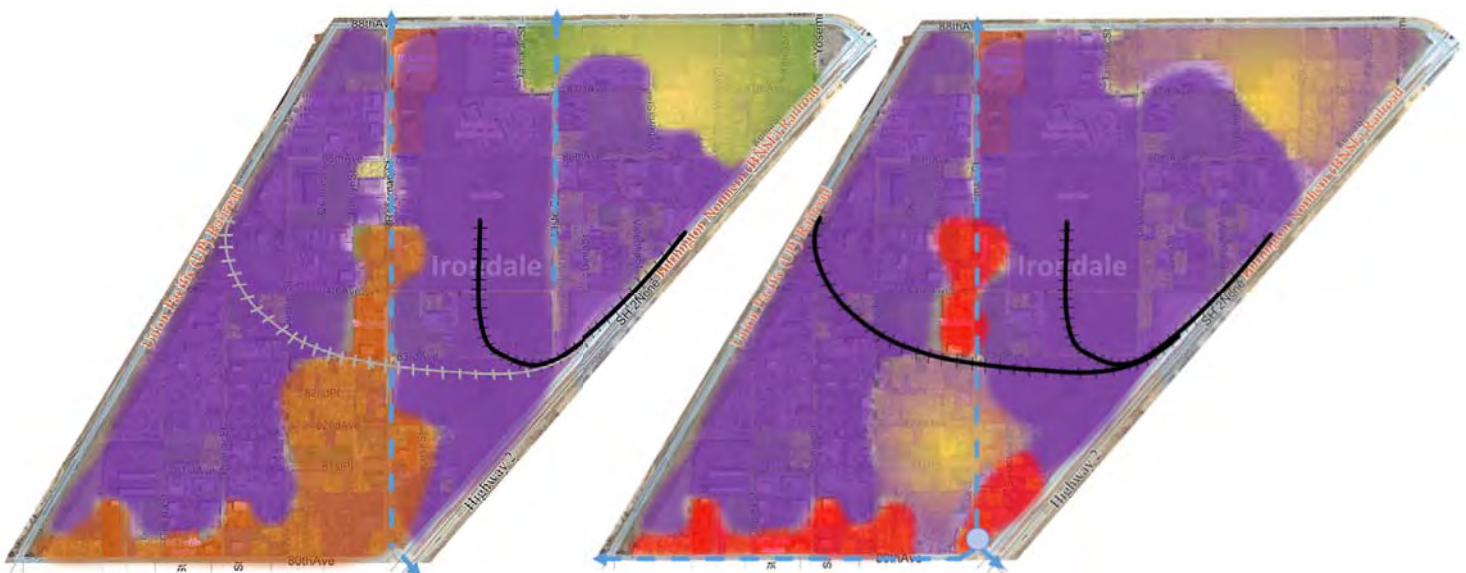
Scenario Maps

Legend

	Residential—Ag		Light Industrial—Transitional
	Multi-Use Focus		General Industrial
	Multi-Use Commercial Focus		

Option 1: Current Vision

Option 2: Industrial Transition

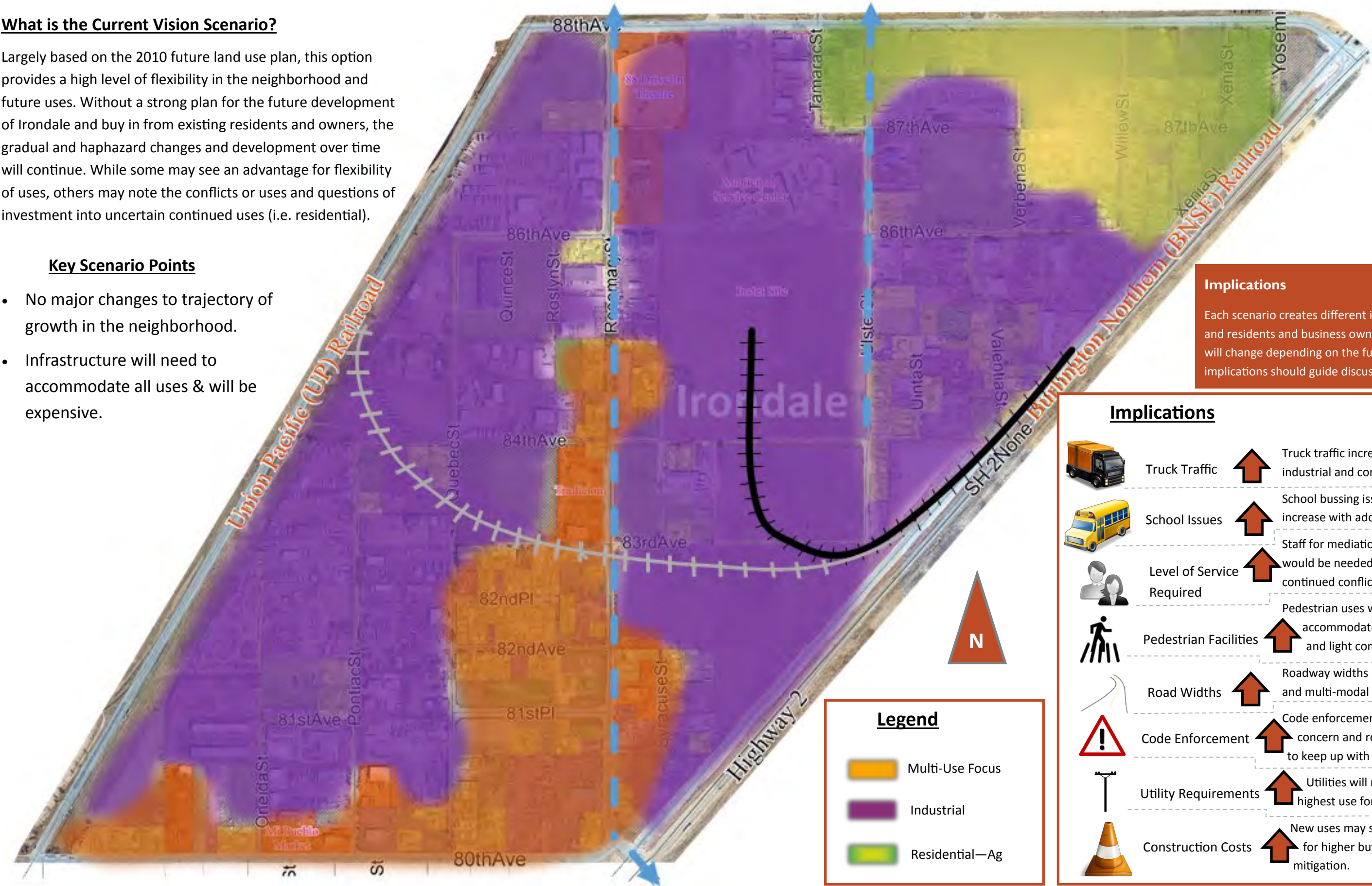


What is the Current Vision Scenario?

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

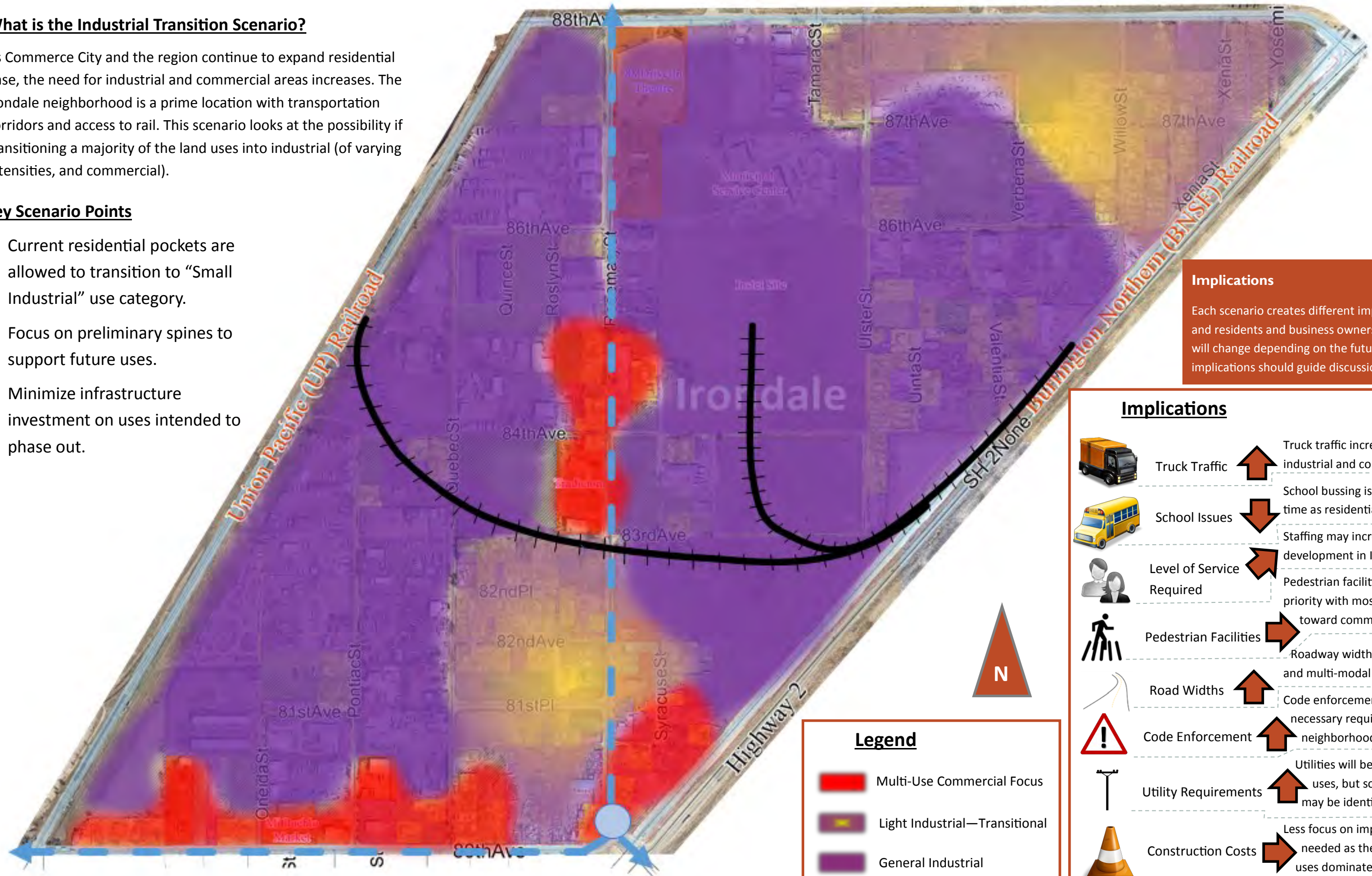
FUTURE LAND USE SCENARIO: INDUSTRIAL TRANSITION

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.



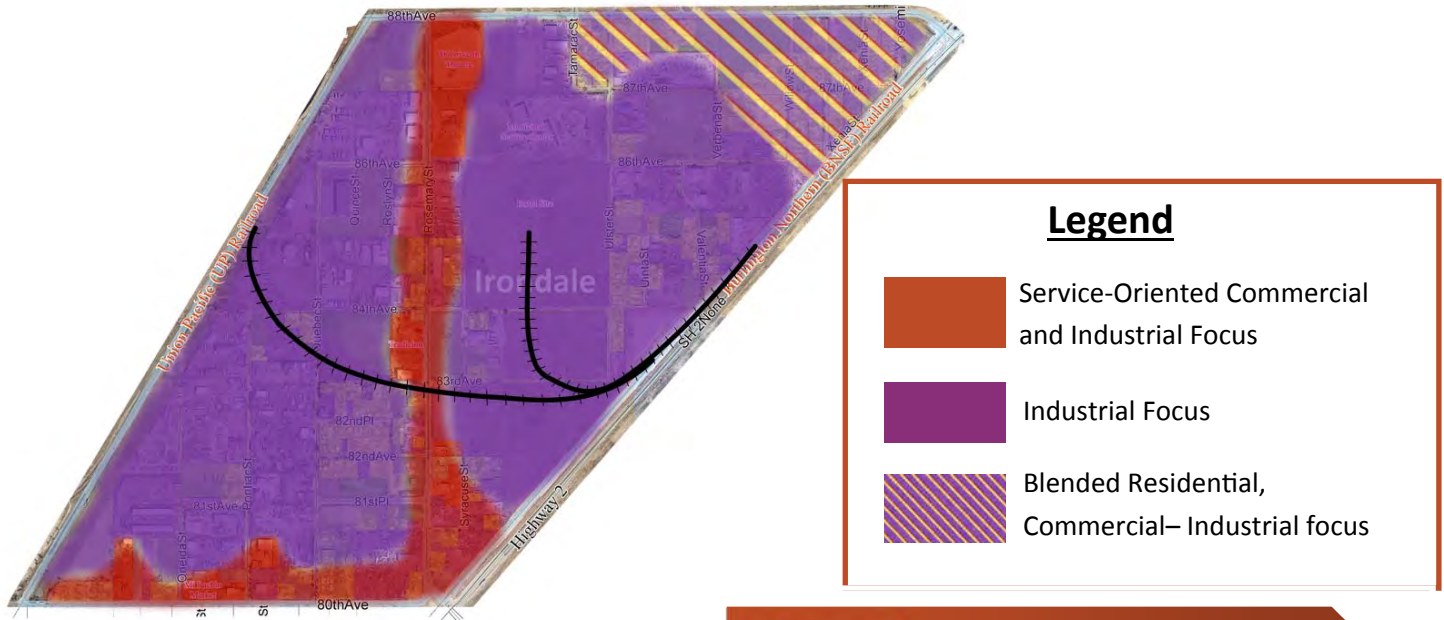
Assessing the Alternatives

Both scenarios will effect changes within the neighborhood and the other users of the area. To better assess these impacts, major implications were identified and weighted for changes. The table below uses the indicators to weigh these two scenarios.

	Option 1: Current Vision	Option 2: Industrial Transition
	Truck Traffic	Truck traffic increases with additional industrial and commercial uses in the neighborhood in both scenarios. No major differences are expected between the two.
	School Issues	School bussing issues continue and may increase with additional residential units in the two neighborhood pockets.
	Level of Service Required	Staff for mediation and code enforcement would be needed to accommodate the continued conflicts between land uses as well as jurisdictions since residential uses annex more slowly than commercial or industrial uses due to public facility needs.
	Pedestrian Facilities	Pedestrian uses would need to be accommodated with continued residential and light commercial uses.
	Road Widths	Roadway widths need to increase to accommodate the mixture of truck and multi-modal uses throughout the neighborhood.
	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 be sized for mostly industrial uses, but some areas of less intensity may be identified (i.e. the Northeast residential pocket to remain).
	Construction Costs	Less focus on impact mitigation would be needed as the industrial and commercial uses dominate the neighborhood. Areas of less intensity would be planned for junctures of residential and light industrial uses.

Preferred Scenario

After discussion and review of the alternatives, a preferred future land use scenario was developed (shown below). In this scenario, the general industrial remains largely the same as the two exploratory scenarios. The Commercial corridor extends along 80th Avenue and along Rosemary. These corridors were identified as desirable for less intensive uses. The northeast corner of the neighborhood is a blended area. A number residents cited a strong desire to remain in place, while the changing zone districts of this area from residential and ag properties to industrial uses, sometimes on existing residential sites, created a need for a mixed approach.



Generally, these categories are defined as follows: Service-oriented commercial and industrial focus may include commercial zones and light industrial (I-1 or I-2) zones. The Industrial focus area primarily recommends I-1 or I-2 with the exception of public use parcels within the area. No I-3 zoning is envisioned or permitted in the neighborhood. The Blended area in the northeast provides the most flexibility but with requirements for buffering and stepping down of intensities around the residential uses. The Rosemary corridor, a the central corridor through the neighborhood, would also see upgrades for visual impacts.

Based on this scenario, additional comments were solicited to develop the “hard lines” of the future land use plan. Considerations included: lower-impact uses along 80th, bordering the neighborhood to the south; buffering higher impact uses from the core northeast residential pocket; aligning existing ownership patterns and industrial development with continued pressures for industrial development.

In addition to the map, policies were discussed during the development of a preferred scenario. In particular, options for rezoning and annexation were explored to create a smooth path forward for owners wishing to pursue those avenues. More detail on recommended policies are included in the Implementation section of this document.

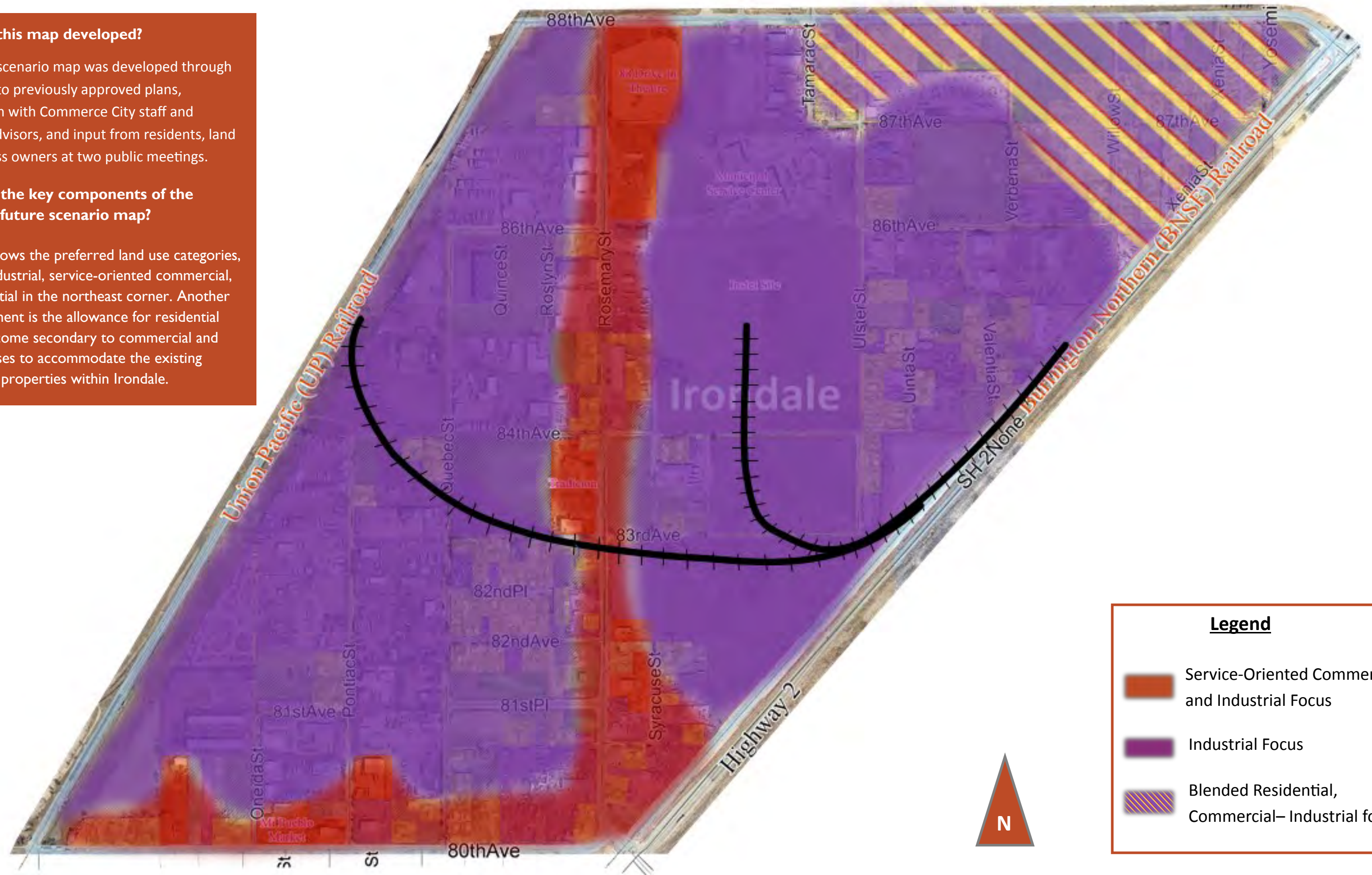
PREFERRED FUTURE SCENARIO MAP

How was this map developed?

The future scenario map was developed through research into previously approved plans, consultation with Commerce City staff and technical advisors, and input from residents, land and business owners at two public meetings.

What are the key components of the preferred future scenario map?

The map shows the preferred land use categories, mixes of industrial, service-oriented commercial, and residential in the northeast corner. Another key component is the allowance for residential units to become secondary to commercial and industrial uses to accommodate the existing mixture on properties within Irondale.



Legend

- Service-Oriented Commercial and Industrial Focus
- Industrial Focus
- Blended Residential, Commercial-Industrial focus



Road Networks Development

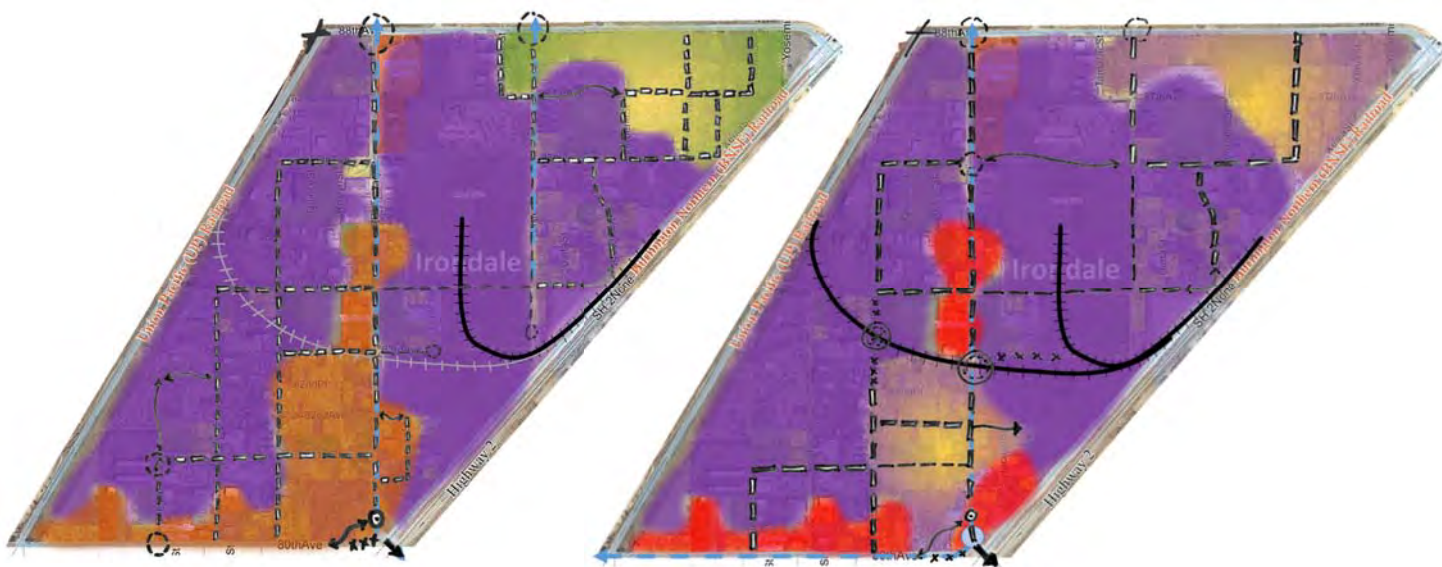
The most critical need for the Irondale neighborhood is to figure out how to make the streets within Irondale function as a network, creating internal circulation for the different roadway users.

Based on anticipated future land uses and possibilities for additional rail spurs in the neighborhood, two networks were developed. Roadway elements were explored in conjunction with each future scenario option. Emphasis was given to improving circulation within Irondale by opening up streets to eliminate dead-ends. Circulation benefits business development by allowing more than one way to access the business. Circulation is also necessary to ensure that emergency response vehicles are able to easily access all areas of the neighborhood. Scenario development considered the Union Pacific Railroad spur that will create a dead-end at the south end of Ulster Street and the east end of 83rd Avenue, as well as the potential for a railroad cross-connect track which will bisect the Irondale neighborhood creating several at-grade roadway/railroad crossings.

These networks were developed based on the two options for future land use. For that reason, a preferred scenario was not separately developed. However, recommended improvements are included in the Capital Improvements section and maps in the Implementation section.

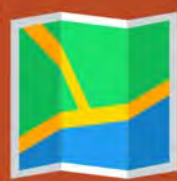
Option 1: Current Vision

Option 2: Industrial Transition



Legend for Both

- PLANNED/COMPLETED
- === MAJOR FOCUS
- ~> NEW CONNECTIONS
- xxx CLOSURE
- INTERSECTION IMPROVEMENT
- ⊗ RAILROAD CROSSING
- ⦿ ROUNDABOUT

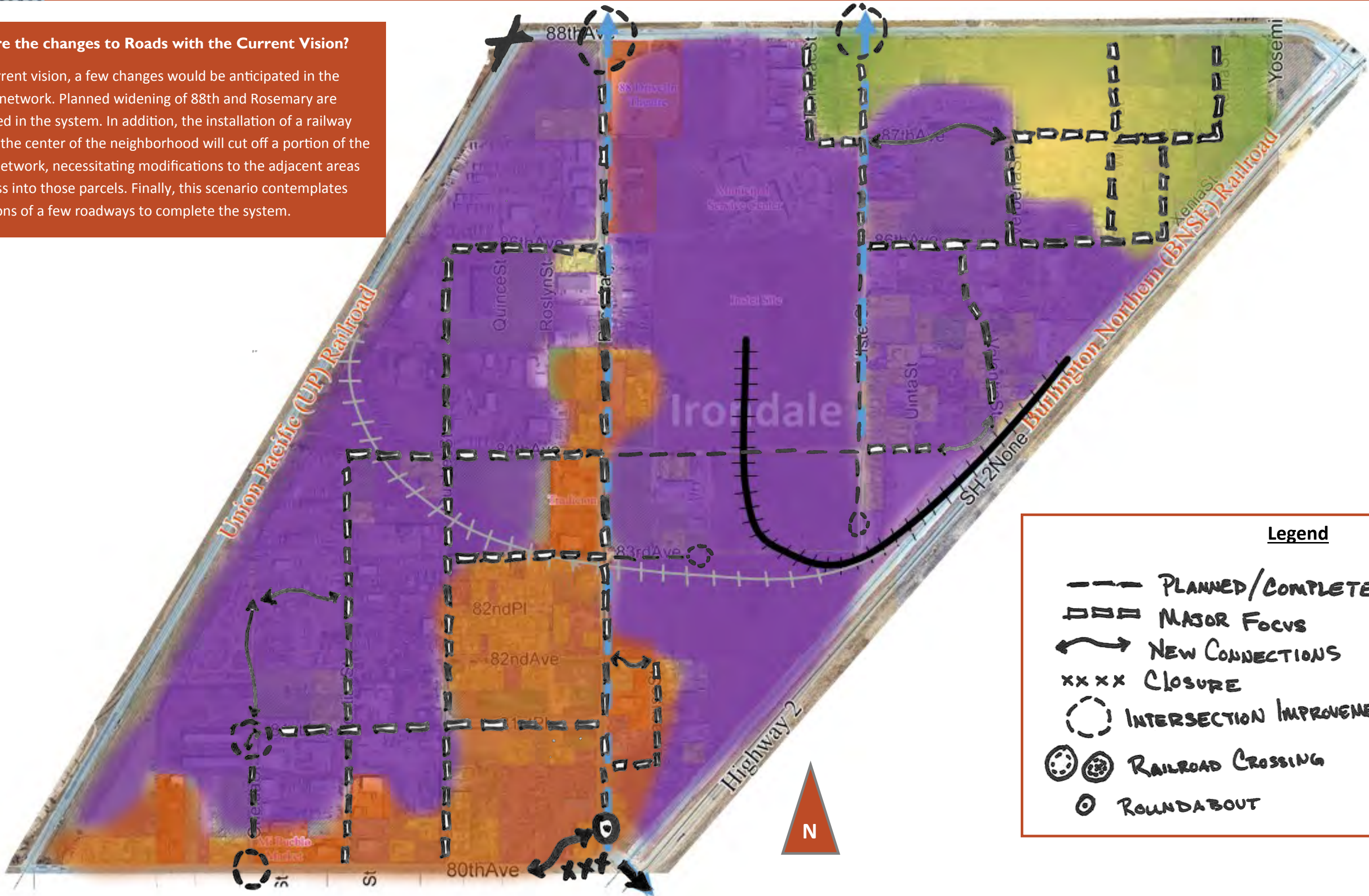


Road Network Maps

CURRENT VISION ROADS NETWORK

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

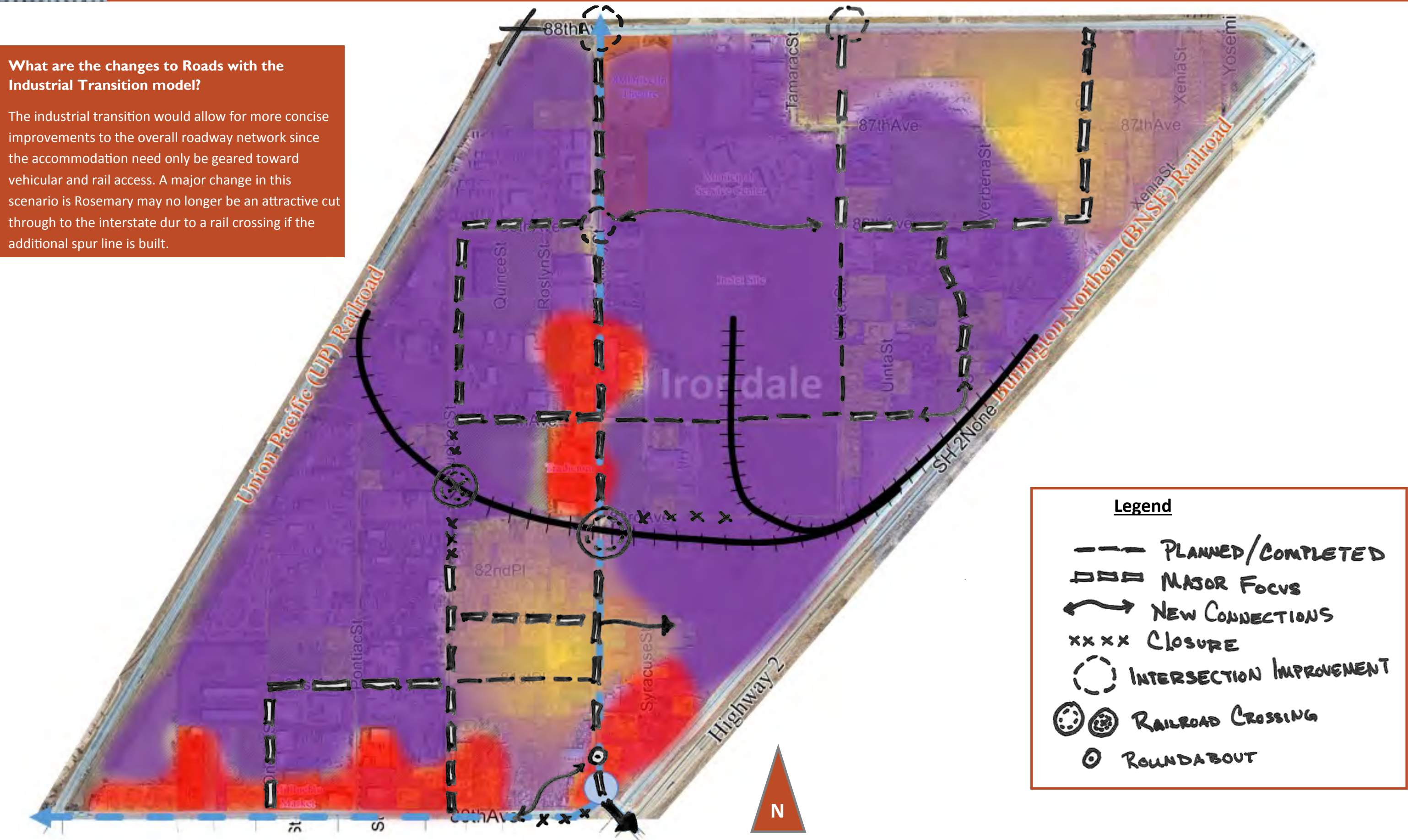
- PLANNED/COMPLETED
- === MAJOR FOCUS
- ↪ NEW CONNECTIONS
- xxx CLOSURE
- INTERSECTION IMPROVEMENT
- ⊙ RAILROAD CROSSING
- ⊙ ROUNDABOUT

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.

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.





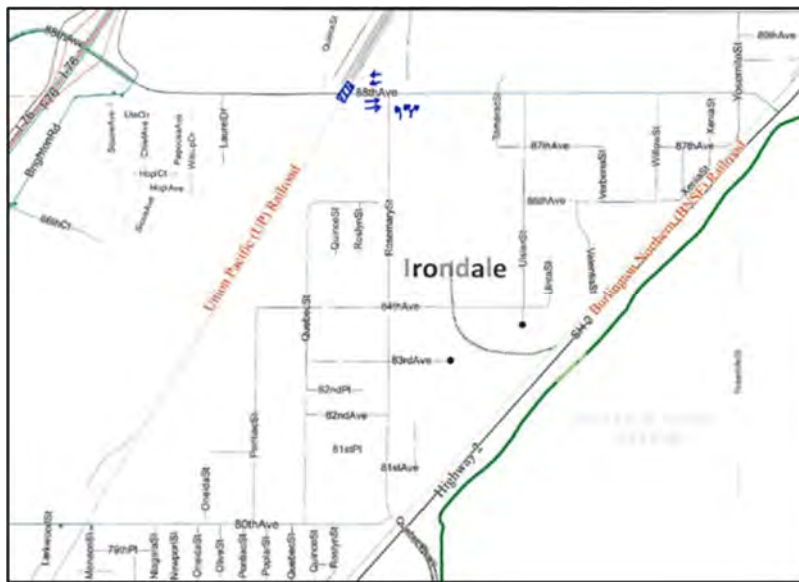
Key Priorities

Investigating the existing roadway network, pinch points, and backups. The following priorities for improvements were identified as part of the Discover section.

A. Rosemary St –

Is there a desire to increase traffic flow/capacity?

- Widening to allow dual left turn at 88th Ave
- Will require 88th Ave to be widened to two lane
- Will require improvements to the RR crossing at 88th Ave, west of Rosemary St to accommodate more lanes



B. Quebec Pkwy / 80th Ave / Rosemary St –

Is there a desire to improve function of this intersection to allow for full turning movements? A roundabout is an option.

- Will require property acquisition
- Will require re-alignment of 80th Ave near intersection





C. Encouraging Commercial Development along 80th Ave

- Recommend intersection improvements at Oneida St/80th Ave
- Create a road grid system by connecting 81st Pl between Oneida St and Quebec St



D. Encouraging Industrial Development between Rosemary St and Ulster St?

Intsel Steel has access off Ulster St. If this increases industrial traffic onto Ulster St then the intersection of Ulster St and 80th Ave needs to be widened to accommodate truck turning movements.



E. East-West Connectivity?

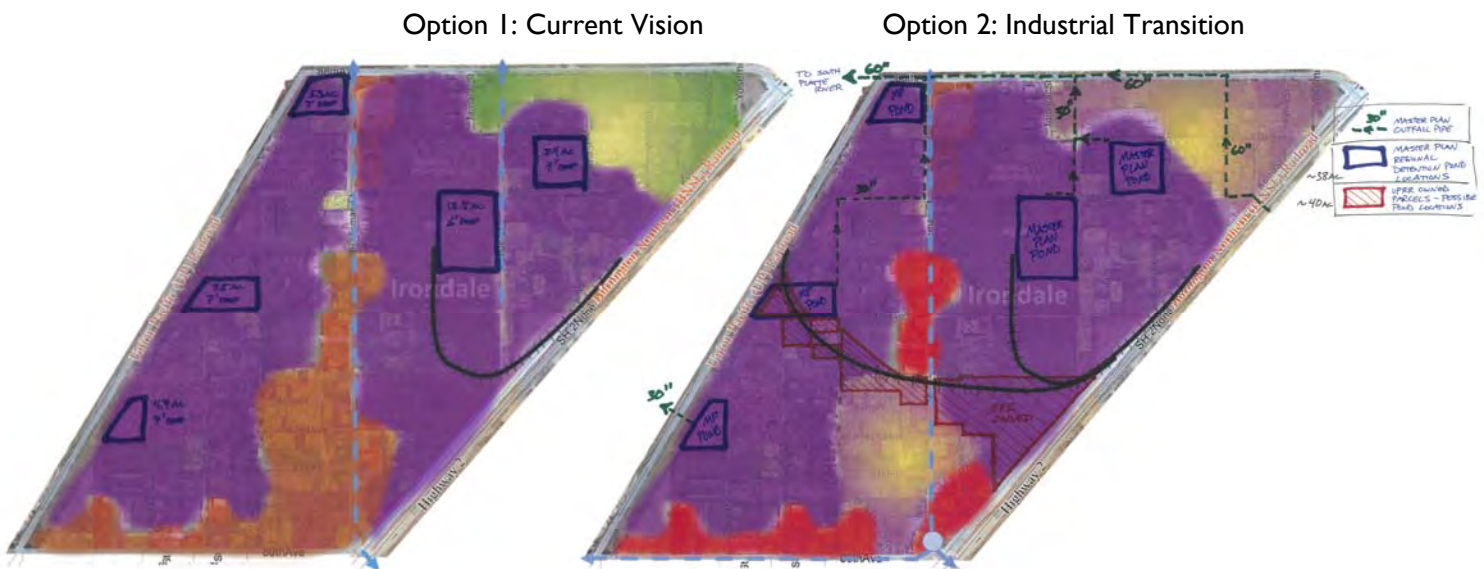
With 83rd Ave being changed to a cul-de-sac due to the spur track, the only east-west street, 84th Ave, now has an at-grade crossing. If connectivity is a concern then another east-west connection, such as 86th Ave should be considered for emergency vehicle access.





Drainage Networks Development

Consideration was also given to drainage as part of the scenario planning. Drainage plans were developed for both the current vision and industrial transition scenarios. The only master drainage plan for Irondale comes from Urban Drainage and Flood Control District, which prepared an *Outfall Systems Plan Conceptual Design Report for Irondale Gulch* in September 2011. This master drainage plan recommends constructing five regional detention ponds within the Irondale neighborhood. The locations for these regional detention ponds were selected by Urban Drainage on parcels of land that were undeveloped at the time of the September 2011 plan. As the plan was just that – a planning document— the pond locations are conceptual and not currently owned by the City for development as regional detention ponds. The exact locations would be determined in coordination with property owners at the time of acquisition and development. Other possible locations for regional detention ponds are the parcels of land owned by Union Pacific Railroad (UPRR). While the UPRR may be constructing a cross-connect railroad track through these parcels, there is a potential to collaborate with the UPRR to utilize a portion of these parcels as regional detention provided that it does not interfere with the tracks themselves.



Regional Versus On-Site Detention

Developing the plan for how to handle regional versus on-site detention plans for the neighborhood was also a major consideration in this chapter for drainage. While a regional approach is highly favorable from an efficiency and long-term maintenance standpoint, the system can be very expensive to develop. An on-site approach, as is currently being used, can take up more land and put a high burden on smaller new development in the neighborhood. Weighing these options included development of pros and cons, consultation with staff, technical committee, the public opinion, and City Council recommendations.



See Drainage Network Maps
on Pages #

CURRENT VISION DRAINAGE NETWORK

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.



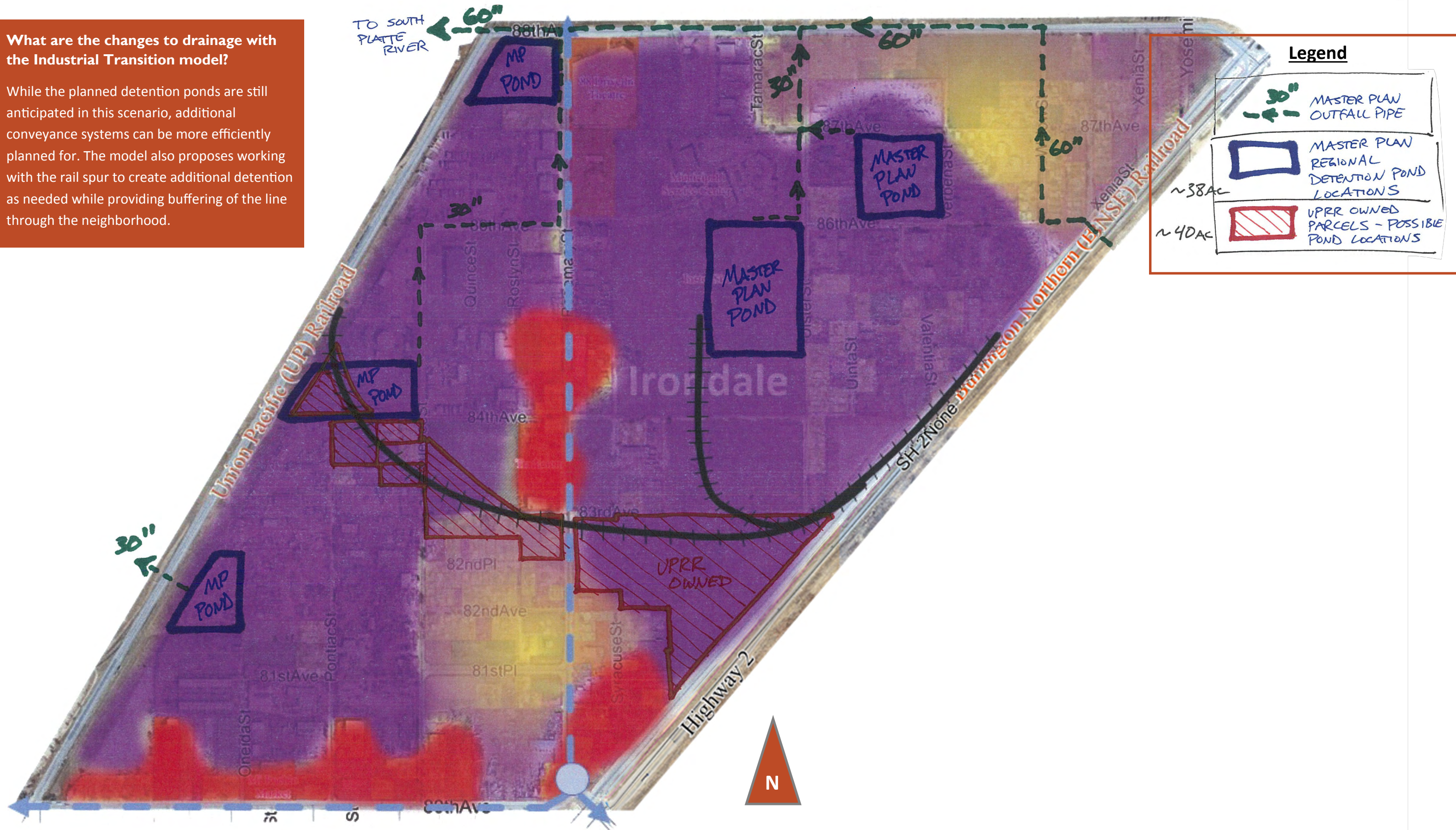
Legend

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

INDUSTRIAL TRANSITION DRAINAGE NETWORK

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.



DRAINAGE ALTERNATIVES

Note: Recommendations for drainage alternatives are detailed in the Drainage section in the Implementation chapter of this plan.

Below: Stormwater Detention Pros and Cons

	Regional Detention	Sub-Regional Detention	On-Site Detention
Advantages	Most efficient use of space for detention Captures runoff from both new development and historic areas. Maintenance and inspection needs are focused on larger facility. Frees up space on individual sites for development uses. City has more control over design aspects. Final design and construction may be delegated to developer. Full implementation of regional detention and neighborhood drainage system would lessen off-site work for developers and may make sites more attractive for business owners.	Allows flexibility for larger developers.	Easiest to implement. Little to no offsite improvements required for developers. This may be a benefit for small business owners. The developer's drainage study is limited to the site and contributing offsite flow areas. Drainage basin level drainage study is not necessary.
Disadvantages	Requires municipality or large developer to plan, design and construct the pond and drainage system. The City would need to take the lead on planning and design. Requires up-front capital investment. Conveyance of un-detained flows from sites to regional pond may require larger storm drain and/ or open channels. Timing is important - If neighborhood drainage and detention system is not constructed in advance, new developments would need to provide on-site detention and offsite drainage improvements.	May not work in all circumstances Requires large developer to plan, design and construct the pond and drainage system.	Does not address neighborhood level drainage issues. Stormwater detention is distributed at many locations. Land area on individual sites is lost for detention. Neighborhood level drainage system may never be constructed. Connection of future drainage system to existing ponds may be challenging. Needs resources to inspect and enforce maintenance. No assurances that detention areas will remain functional. City has less control over shape, depth, slope of detention pond and related safety hazards. Need clear City standards and guidance.
	Regional Detention Option (City Lead)	Modified Regional Detention Option (Developer Lead)	On-site Detention Option (Current Criteria)





IMPLEMENTATION

Implementation — *Putting together the steps to bring the vision forward through distinct action items.*

Bridging the gap between the existing neighborhood, future development, and interests of the Irondale community, this section identifies steps to incremental changes, including policies and capital improvements.

Introduction

This chapter of the Irondale Neighborhood Plan includes recommended implementation steps and strategies covering four vehicles that may be used to propel the Irondale vision incrementally over time. Specific discussion topics include:

- Land Use—Recommended Future Land Use Plan
- Capital Improvement—Discussion of priority infrastructure investments
- Drainage—A policy approach balancing best practices with fiscal realities
- Policies—Ideas to explore further to streamline implementation

While the prior sections of the Irondale Neighborhood and Infrastructure Plan describe the context in 2018 and the process by which the vision was determined, this section is forward-looking and will likely become the most critical component of the plan moving into the future.

The organization of these topics is based on moving from broad to specific. The underlying land use influences the required infrastructure necessary to support future development. Specific infrastructure projects are described to help coordinate annual investments and development decisions. Policies describe additional actions that Commerce City can pursue further to address discrete issues identified during the public process.

How was the Plan Developed?





FUTURE LAND USE

Future Vision vs. Zoning

The Future Land Use Map depicts the overall direction land uses in the Neighborhood are intended to shift over time. Specifically, a Future Land Use Map describes changes to use that are supported by this plan. This is different than zoning. Zoning entitles the property owner to a specific suite of land uses, along with development regulations guiding the physical construction of features on the property. The Future Land Use Map is the filter through which evaluation of change is considered. For example, let's say a property is currently zoned agricultural. Current legal uses include a residence and pasturing of several horses. The owner has an idea and decides to develop an industrial warehouse on the pasture. The current zoning would not allow the industrial use within the agricultural zone district. The Future Land Use Map would be consulted to identify if the area is contemplated to shift toward more industrial uses. If the area has a land use designation of Light Industrial, the owner could move forward in submitting a zone change request to change the zoning from Agricultural to Light Industrial. The application would reflect the Future Land Use Map designation and would be said to be in compliance with the Irondale Neighborhood and Infrastructure Plan. Although the approval of the zone change request is not guaranteed, the plan— in this instance— would provide support for the request.

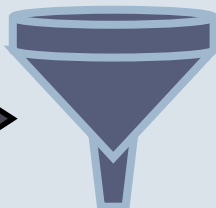
Land Use Plan

Future Land Use Plans were developed through input from the public, consideration of existing uses and facilities, non-conforming uses, development pressures, and existing future plans for the area. For more information on the process, please see the Explore & Assess Chapter of this plan.

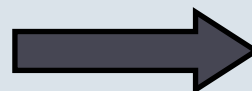
Additional public meeting summaries are available in Appendix A.



Step 1: A landowner has an idea to change the use of his/her property.



Step 2: City Staff and the Landowner consult the Future Land Use Plan for guidance.



Step 3: A Zone Change request may be necessary for City Council to consider the new use.

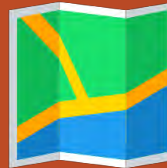
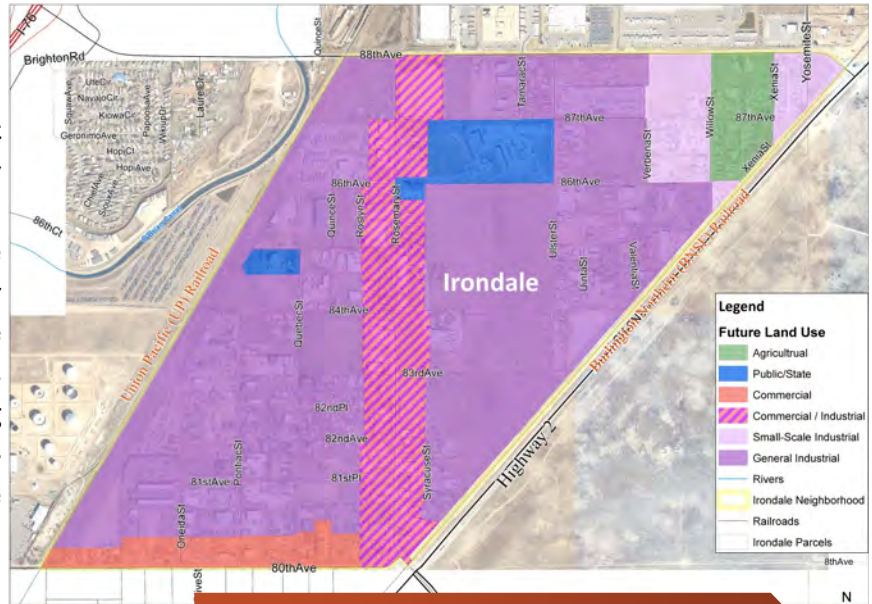
A key question asked by many landowners is, “Can I continue my current use, even though the Future Land Use Map indicates a different use?” The short answer is ‘yes’ provided your current use is legal. Unless you pursue a change to your current use via a zone change or expansion of the current use, you may continue business as usual. This plan will not change the current zoning of any properties in Irondale.



Types of Land Uses

The mix of existing land uses was a major consideration for the development of this part of the plan. As industrial uses continue expand and new uses are established in the neighborhood, concerns regarding impacts and conflict between less intense uses is likely to increase. In an effort to minimize conflicts between low intensity uses (like residential) and higher intensity uses (like industrial) this plan supports consolidating future uses. Specifically, areas along the possible route for the Union Pacific Railroad Spur are anticipated to become more industrial in nature. Additionally, areas abutting major transportation corridors are more compatible with industrial and commercial uses. The Future Land Use Map indicates support to reduce residential pockets adjacent to industrial uses.

Two main types of industrial uses are identified on the map. The higher intensity—**General Industrial**—would allow for I-1 (Light Intensity Industrial) or I-2 (Medium Intensity Industrial) in current zoning code. No I-3 (Heavy Intensity Industrial) zoning would be permitted in the neighborhood. A lower intensity category—**Small-Scale Industrial**—is set up to allow for the uses that would have a lesser impact to existing residences, or commercial and service-oriented businesses in the neighborhood. The smaller scale category allows cottage industrial uses with limited impacts to neighbors, minimizing any outdoor storage areas that could impact the visual quality from adjacent residential properties.



See a larger version of the
Future Land Use Map.

The **Commercial/Industrial** use category indicates uses that may be mixed along the Rosemary and 80th corridor, with neighborhood-level impact activities or service-oriented industrial uses (C-3, I-1) being the preferred type. Rosemary serves as the main corridor through the neighborhood. For that reason, additional features and historic design elements should be considered. For more details on this see the Capital Improvements Additional Discussion pages. Current neighborhood businesses should be encouraged to remain where possible to serve the neighborhood and surrounding area. These businesses would also encourage more destination trips, as opposed to the large amount of pass through commuter traffic Irondale currently experiences.

Traditional **Commercial** uses, including retail, offices and services, would continue to be encouraged to focus on 80th Avenue, where traffic counts provide for the visibility these types of activities rely upon.

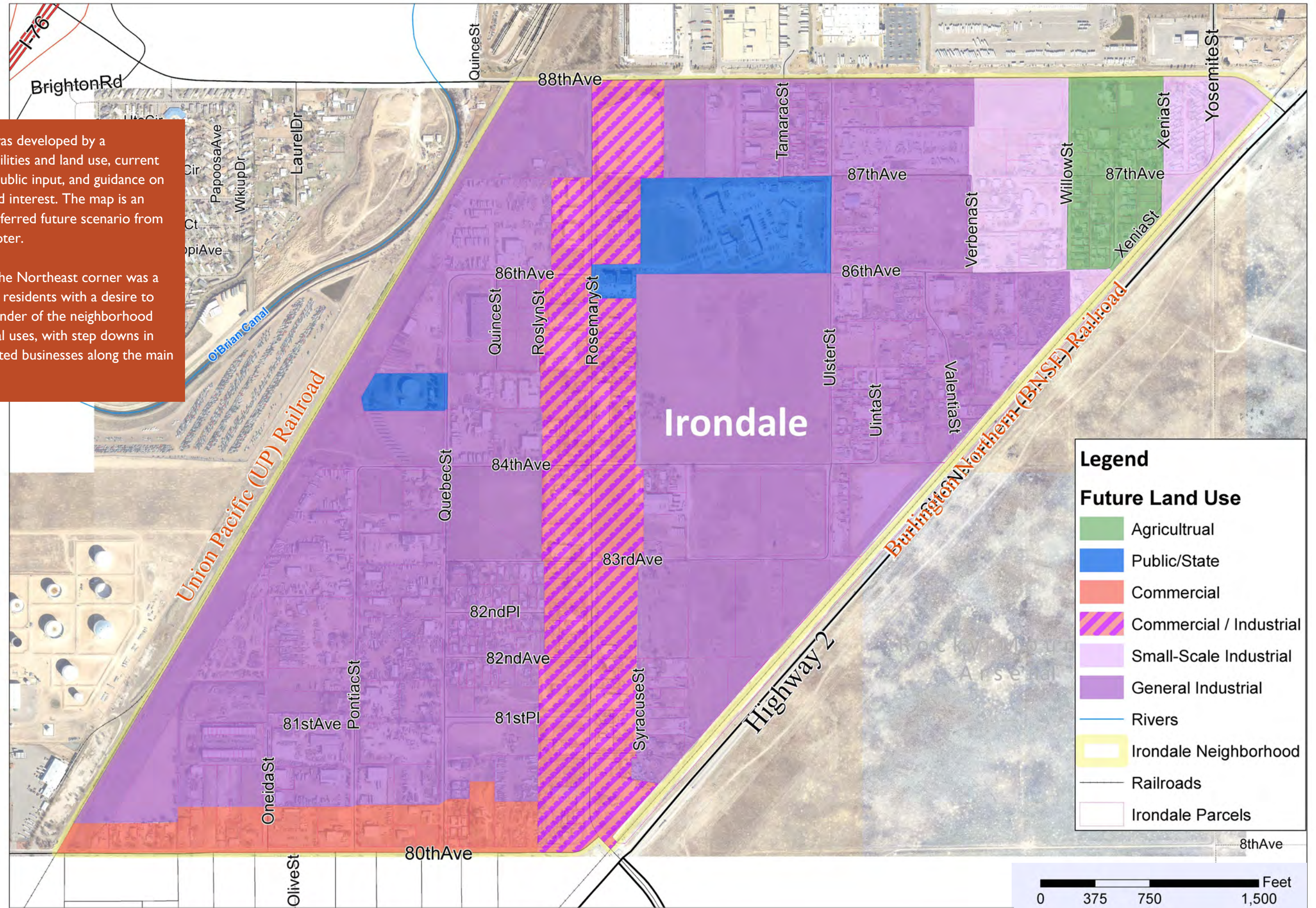
Several properties in the neighborhood are owned by public entities and operated to provide public services. These include South Adams County Water and Sanitation District, South Adams County Fire Protection District, and Adams County School District 14. These **Public/State** uses are anticipated to remain similar into the future.



FUTURE LAND USE MAP

The future land use map was developed by a combination of existing facilities and land use, current future plans for the area, public input, and guidance on development pressures and interest. The map is an updated version of the preferred future scenario from the Explore & Assess Chapter.

The residential pocket in the Northeast corner was a major concern for current residents with a desire to remain in place. The remainder of the neighborhood consists largely of industrial uses, with step downs in intensity and service-oriented businesses along the main roadway corridors.



The 2010 Comprehensive Plan identified two smaller residential areas, one in the northeast and one in the south. During meetings on this plan, the major discussion on the south pocket residential area centered more on changing dynamics for the future. This area is impacted by the by the purchase of several residential properties by the Union Pacific Rail Road (UPRR), providing the option for the UPRR to build a cross connect spur through the area. Due to the impact of this change, it was determined that the best future course of action would be to support transition of this area to industrial in the future. The southern cluster of residential is anticipated to be phased out over time as owners chose to transition properties to a mix of primary industrial or commercial uses.

In the Northeast pocket a variety of opinions on the future were expressed. Some properties have been rezoned to industrial to facilitate sale and development, while other long-term residents expressed a desire to maintain their residential use. The Future Land Use Map designates the northeast pocket remaining with an **Agricultural** land use designation matching the current zoning of the area. The area is at a smaller geographic size, accounting for several zone changes that have already taken place.



FUTURE LAND USE

KEY	CATEGORY	USES	ANTICIPATED ZONING	CURRENT USES NOTES
	Agricultural	- large-lot, single-family detached dwelling uses; - limited production of agricultural crops and livestock; - vacant land in a transitional stage	Ag	Existing residential & ag uses to continue, new homes or related ag uses permitted
	Public / State	- parks, public open space; - government buildings and facilities; - schools and school grounds; - quasi-public buildings and facilities	Public	Existing & future public uses permitted
	Commercial	- small local services, retail, shopping, office uses - general retail, commercial, personal and business services, and professional offices	C-1, C-2, C-3	Existing permitted uses to continue, new uses to align with commercial category
	Commercial / Industrial	mixture of industrial and commercial categories and permitted uses	C-1, C-2, C-3, I-1, I-2*	Existing permitted uses to continue with new uses of commercial and industrial types
	Small-Scale Industrial	- general commercial & and restricted industrial; - variety of compatible business, warehouse, wholesale, office, and limited industrial uses; - low impact types of industrial activity	I-1	Existing permitted uses to continue, new industrial uses with lower impacts or buffering components
	General Industrial	- light to medium industrial uses - industrial or manufacturing operation subject to acceptable safeguards to control potential nuisances and hazardous effects both on and off of the premises	I-1, I-2	Existing permitted uses to continue, new industrial uses to be permitted as zoning allows

*I-2 May or may not be appropriate in this area depending on site conditions and existing uses at the time of changes in zoning.





CAPITAL IMPROVEMENTS

Capital Improvements Overview

One major goal of the Irondale Neighborhood and Infrastructure Plan is to identify infrastructure investments that can be coordinated to ensure expenditures have the greatest cost-benefit to area stakeholders and the City. The map depicting improvements was developed through extensive public engagement discussions as well as through analysis and feedback from technical experts. On-site assessment also aided in confirming conditions of existing infrastructure, where possible.

The recommended projects utilized the Future Land Use Map as the baseline for future uses, which influences the required infrastructure investments. The Capital Improvements also included consideration that the Union Pacific Rail Road (UPRR) cross connect spur would be constructed, and therefore influence traffic and infrastructure patterns.

How should this plan be used by property owners and investors?

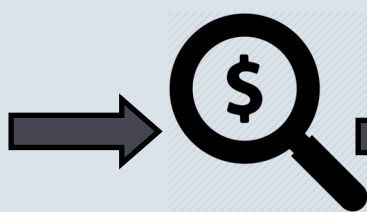
The projects identified on the Capital Improvement Plan will take years to complete. Securing funding, exploring relationships with other partners, and permitting could take years for the larger projects. Some may never be constructed. However, this plan provides a consolidated list that the City and stakeholders can consult during the annual budget process to help in prioritizing elements that present the greatest need and benefit to the Irondale neighborhood. Recommendations include roadway, drainage and utility items.



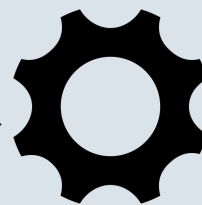
Capital Improvements Plan
Map



Step 1: Identify Key
Projects



Step 2: Identify funding
sources & Potential Partners



Step 3: Design construction
plans for project



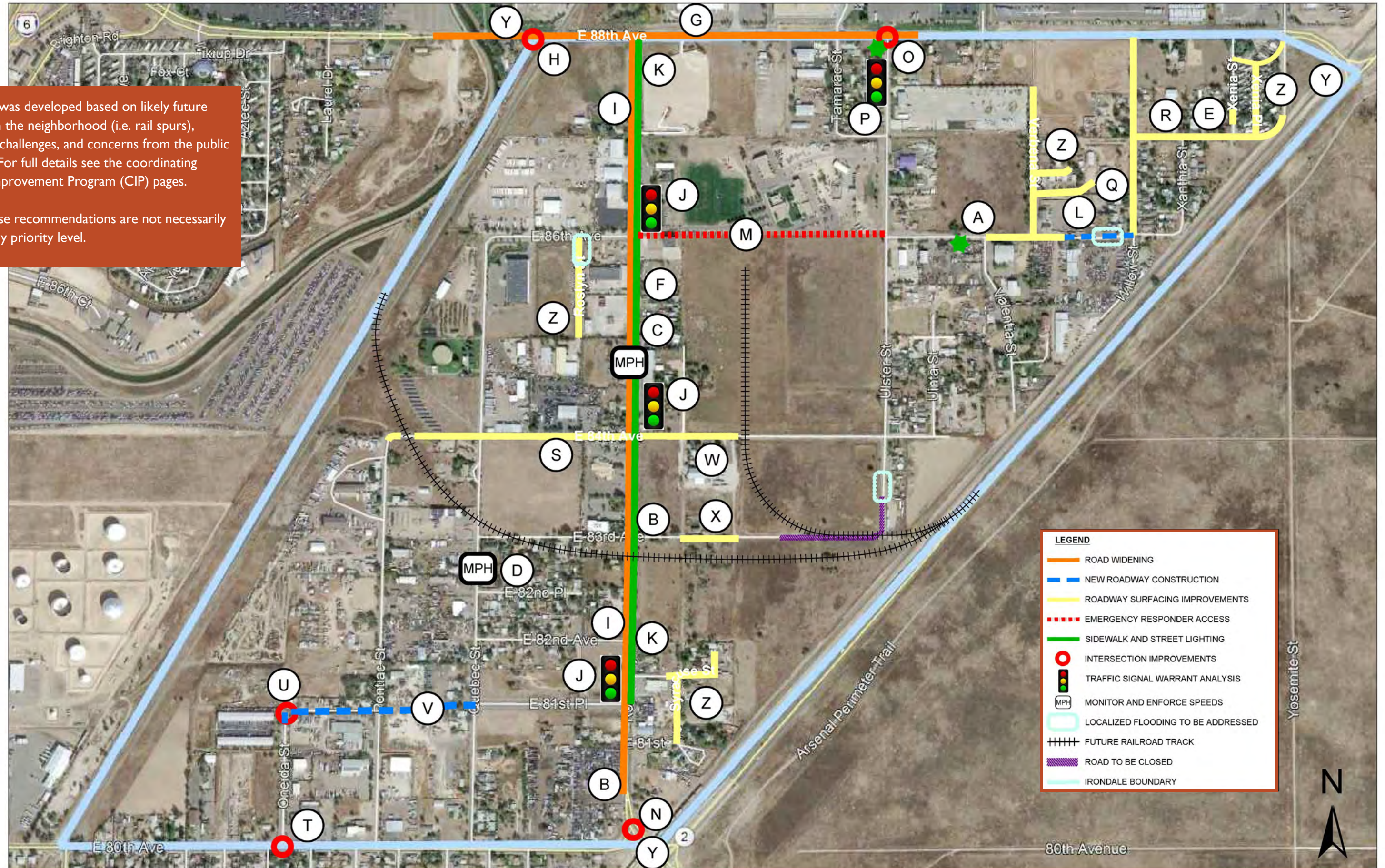
Step 4: Bid &
Construct Improvements



CAPITAL IMPROVEMENT PROGRAM RECOMMENDATIONS MAP

This map was developed based on likely future changes in the neighborhood (i.e. rail spurs), observed challenges, and concerns from the public and staff. For full details see the coordinating Capital Improvement Program (CIP) pages.

Note: These recommendations are not necessarily ordered by priority level.



CAPITAL IMPROVEMENT RECOMMENDATIONS

Capital improvement projects outlined in the following pages will begin making changes in Irondale to meet the future. This section is designed to lay out specific improvements to occur within the neighborhood. Recommendations are divided into two major types: Quick Win and Long Haul, providing some easy tasks to accomplish in the near term, while identifying projects that may require several years of additional planning and budgeting. Projects are detailed also with regional versus local impacts to assist in funding source planning. Improvements may already be part of the existing goals and plans or may be newly added, as determined by community input, research of existing conditions, and consultation with staff and technical advisors.

The table below outlines what you will find on the following pages and how to use the data. Note, the number designated is not necessarily an indication of priority.

*Note - A star * next to the item letter or number indicates further discussion is available regarding that item on pages following the table.*

Council Goal #	Ref. #	Facility	Limits	Improvement	Length (miles)	Estimated \$	Local	Regional
Reference to the Commerce City Council Workplan goals 2017.	Reference Number	Specific facility in the neighborhood to be improved	Area containing or bounds of the improvements	Specific changes or upgrades to be undertaken	Total length of improvements	2018 dollars estimate for project completion	Local benefit (X or blank)	Regional benefit (X or blank)

What is a Quick Win?

Shorter timeframe; Typically less expensive or already has allocated funding.

Quick win projects are those that fall into the smaller, relatively lower expense category. These recommendations do not require as much time and effort to organize and fund as other projects. Depending on the agencies involved, there may be multiple quick wins accomplished in a single year. The bottom line on these projects is they are a great way to highlight visible progress and can help get buy-in from residents and owners in the neighborhood.

What is a Long Haul Project?

Longer time horizon for completion; may not have designated funding sources and/or require additional collaboration to enact.

These projects are going to take a little more work. Long Haul recommendations are medium to large projects that may include multiple properties, coordinating major improvements to utilities and rights of way. The return on investment and significant impact to the district will need to be highlighted to help the community understand the value of the investment.

ESTIMATED COST

< \$1,000	\$
\$1,001—\$50,000	\$\$
\$50,001—\$200,000	\$\$\$
\$200,001—\$1 million	\$\$\$\$
\$1 million—\$5 million	\$\$\$\$\$
> \$5 million	\$\$\$\$\$\$

Note: This plan does not provide priority recommendations on the improvements.



CAPITAL IMPROVEMENT RECOMMENDATIONS: QUICK WINS

Council Goal	No.	Facility	Limits	Improvements	Length (miles)	Estimated Cost	Local	Regional
3.3	A	86th Ave.	Just west of Valentia Street	Remove tree adjacent to narrow pavement.	N/A	\$	X	
	A	Ulster St.	Intersection of 88th	Remove tree in southwest corner. Tree overhangs roadway and causes trucks to encroach on the southbound lane of Ulster	N/A	\$	X	
3.1	B	Wayfinding along Rosemary Street	88th to 80th	Wayfinding, specifically street name blades at intersections and southbound right turn to 80th Ave.	0.9	\$	X	X
3.1	C	Rosemary Street	88th to 80th	Monitor and enforce speeding with mobile signs	0.9	\$	X	
3.1	D	Quebec Street	86th to 80th	Monitor and enforce speeding with mobile signs	0.5	\$	X	
3.2	E	Xenia Street	87th to 88th	Street Lighting & School Bus Stop Pad	0.1	\$\$	X	
3.2	F	RTD Bus Stop along Rosemary Street	88th to 80th	Discuss adding an RTD transit stop within the Irondale Neighborhood as development or destinations increase	N/A	\$	X	
3.3	1	Culvert Modifications	SE corner of Pontiac St. and 84th Ave.	Add an inlet to existing culvert to eliminate hole at side of the road	N/A	\$	X	

Note—Capital Improvements are not listed in order of priority.



See CIP Map for all capital improvement recommendations (Page 63)





CAPITAL IMPROVEMENT RECOMMENDATIONS: LONG HAUL

ROADS

Council Goal	No.	Facility	Limits	Improvements	Length (miles)	Estimated Cost	Local	Regional
3.3	G	88th Ave	Ulster Street to west of UPRR tracks, minimum; consider east of UPRR tracks to Yosemite Street	Increase capacity / widen to two lanes each direction at a minimum; investigate need for turn lanes; consider a Minor Arterial roadway street section	0.5	\$\$\$\$\$	X	X
3.3	H*	88th Ave	Crossing of UPRR	Grade-separated structure to replace this at-grade crossing (See discussion on page 69).	N/A	\$\$\$\$\$\$		X
3.3	I*	Rosemary Street	88th to 80th	Increase capacity / widen to two lanes north bound at a minimum; consider a Major Collector roadway street section (See discussion on page 70).	0.9	\$\$\$\$\$	X	X
3.1	J	Rosemary Street	81st to 86th	Conduct a traffic signal warrant study at Rosemary and 86th - consider existing fire station response time at this intersection	0.1	\$\$	X	X
	J			Conduct a traffic signal warrant study at Rosemary and 84th as development occurs and Intsel becomes fully operational		\$\$		
	J			Conduct a traffic signal warrant study at Rosemary and 81st as development occurs		\$\$		

Note—Capital Improvements are not listed in order of priority.





CAPITAL IMPROVEMENT RECOMMENDATIONS: LONG HAUL

Council Goal	No.	Facility	Limits	Improvements	Length (miles)	Estimated Cost	Local	Regional
3.2	K	Rosemary Street	81st to 88th	Sidewalk & Street Lighting completed where not currently present.	0.8	\$\$\$	X	
	K			Relocate overhead utilities to underground.		\$\$\$	X	
	K*	<i>Primarily Rosemary</i>	Throughout Neighborhood	Install street furniture and lighting to reflect the history and character of the neighborhood. (See discussion on page 71).		\$\$\$	X	
3.3	L	86th Ave.	Verbena Street to Willow Street	Acquire ROW necessary and make roadway improvement for a two-lane roadway (one-lane in each direction), to provide additional east-west circulation.	0.1	\$\$\$	X	
3.3	M*	86th Ave.	Rosemary St. to Ulster St.	Construct a local access route for east-west fire department access. (See discussion on page 71).	0.3	\$\$	X	
3.3	N	Intersection Improvements at 80th Ave./ Quebec St./ Rosemary St.	Intersection	Study and implement intersection improvements. A roundabout would allow for left turns from 80th Ave. to Rosemary and Rosemary to 80th Ave.	0.1	\$\$\$\$\$	X	X
3.3	O	Intersection Improvements at Ulster St. and 88th Ave.	Intersection	Ulster Street will continue to see more industrial traffic. Existing intersection is too narrow for large truck turning movements.	0.1	\$\$\$	X	X
3.1	P	Intersection Improvements at Ulster St. and 88th Ave.	Intersection	Conduct a traffic signal warrant study at Ulster and 88th		\$	X	X

Note—Capital Improvements are not listed in order of priority.





CAPITAL IMPROVEMENT RECOMMENDATIONS: LONG HAUL

Council Goal	No.	Facility	Limits	Improvements	Length (miles)	Estimated Cost	Local	Regional
3.3	Q	Willow Street	88th Ave to 87th Ave	Pavement Resurfacing/ Maintenance	0.1	\$\$	X	
3.3	R	87th Ave	Willow St. to Xenthia St.	Pavement Resurfacing/ Maintenance	0.07	\$\$	X	
3.3	S*	84th Ave	Rosemary St. to Pontiac St.	Pavement Resurfacing/ Maintenance <i>(See Discussion on page 71).</i>	0.3	\$\$\$	X	
3.3	T	Oneida Street	Intersection at 80th Ave	Create an intersection rather than a drive approach at this street	0	\$\$	X	
3.3	U	Intersection Improvements at Oneida Street & 81st Ave.	Intersection	Create an intersection at this location to make access easier for consumers as well as for public safety such as Fire and Police Department	0.1	\$\$	X	
3.3	V	81st Place	Oneida St. to Quebec St.	Acquire ROW necessary and make roadway improvement for a two-lane roadway (one-lane in each direction), to provide additional east-west circulation.	0.2	\$\$\$\$	X	
3.3	W	84th Ave	East of Rosemary	When development occurs the developer will improve adjacent roadway. Small portions of the roadway adjacent to existing residential	0.1	\$\$	X	
3.3	X	83rd Ave	East of Rosemary	When development occurs the developer will improve adjacent roadway. Small portions of the roadway adjacent to existing residential	0.1	\$\$	X	
3.1	Y	88th Ave	At RR X-ings	Continue to discuss delays at X-ings due to trains stopped on tracks		\$	X	X
3.3	Z	Multiple Roadways	Roadways	All unpaved roadways are to be paved to a minimum width of 30' to be brought more closely in compliance with the Commerce City Local Residential Standard Road Plan.	0.9±	\$\$\$\$	X	

Note—Capital Improvements are not listed in order of priority.





H—88th Ave/ Crossing of UPRR

A grade-separated structure for the crossing of the UPRR tracks and 88th Avenue would provide less traffic interruption and reduce delays along not only 88th Avenue, but Rosemary Street as well as backups on 88th Avenue bring traffic on northbound Rosemary Street to a standstill.

There are two type of grade separated crossings. The first is an overpass, where 88th Avenue would go over the tracks. the Union Pacific Railroad requires that the overpass structure span their entire right-of-way such that no part of the structure is located within the right-of-way. Additionally, the Union Pacific Railroad requires a minimum vertical clearance of 23'-4" from the top of any existing *or future* track to the bottom of the overpass structure. The horizontal length required for the approach to a bridge crossing of that height is significant and would exceed the length between Quince Street and the RR crossing and come very near to, if not be longer than, the distance between the RR crossing and Rosemary Street. While an overpass crossing is possible in this location, further analysis would be required to come up with a feasible plan that would accommodate access to the industrial area at the northeast quadrant of the crossing as access to that area is extremely limited due to the O'Brian Canal. Additional consideration would need to be given to maintaining access to the developed property at the southwest quadrant of the crossing. If the overpass geometry should require it, Rosemary Street could be relocated further to the east, but would require purchase of the drive-in theater property to accommodate the roadway geometric modifications.

The second type of grade separated crossing is an underpass, where 88th Avenue would go under the tracks. Consideration to the feasibility of an underpass structure would need to be investigated. The proximity of the crossing to the O'Brian Canal and a pond in the northeast quadrant raises the concern for groundwater issues that would need to be investigated for both the structure design and constructability. An underpass will need to be approximately 20' lower than the tracks to allow for not only vehicle height requirements but also for subgrade between the tracks and the top of the structure. Another consideration is the constructability of the grade separated crossing. Given the volume of train traffic on this track, it is unlikely that the Union Pacific Railroad will allow the track to be closed during construction of the grade separated crossing. A shoe-fly track will need to be constructed that would allow the train traffic to by-pass the construction of the structure. This area is conducive to the construction of a shoe-fly track because of the vacant land adjacent to the east side of the tracks and the relatively flat terrain. Consideration will need to be given to the geometric track requirements, which are based on the speed of trains along this section of the track and their ability to negotiate the horizontal curves of the shoe-fly. It will need to be determined if there is adequate room for the construction of a shoe-fly as well as the room necessary to construct the structure. The proximity of an existing pond in the northeast quadrant is an additional consideration for constructability of the shoe-fly track.

Street Sections

To improve roadways within Irondale, the following street sections were developed to accommodate existing and future needs, sometimes within constrained Rights of Way. The next page details the options for these roadways.





Local Street Section

Providing for additional street sections with a constrained ROW within Irondale provides guidance as development occurs. The street section to the right shows a smaller ROW at 50', possibly less, depending on availability and constraints in the particular area. This section is appropriate for industrial traffic as well as standard vehicular and alternative transportation within the neighborhood.



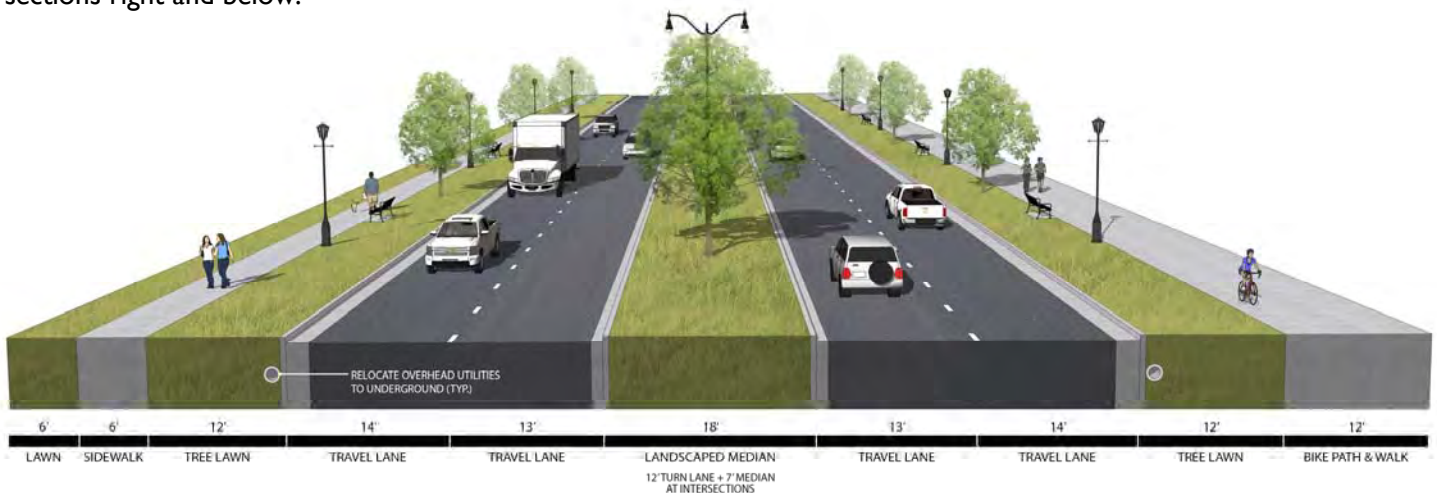
I—Rosemary Street Sections

Rosemary Street is classified as a Major Collector. The existing right-of-way width varies significantly between 80th and 88th Streets. Shown herein are two roadway cross sections, one with the standard 120' right-of-way width for a Major Collector, and one with a constrained right-of-way width of 80'. Both cross sections contain street furniture, street lighting and landscaping which compliment the history and character of the neighborhood. Existing overhead utility lines have been shown as buried utilities placed at the back of curb, under the tree lawn. See proposed sections right and below.

INDUSTRIAL/LOCAL CONSTRAINED ROW



ROSEMARY STREET MAJOR COLLECTOR - CONSTRAINED 80' ROW



ROSEMARY STREET MAJOR COLLECTOR - UNCONSTRAINED 120' ROW





K—Rosemary & Throughout Irondale

The Commerce City Comprehensive Plan recommends improving the image of Irondale. One way to do this is to incorporate street furniture and lighting to reflect the character of the neighborhood, telling the story of this early neighborhood with amenities. Specifically, the industrial and working residential history of the neighborhood should be acknowledged and reflected through public art, street amenities and signage. Improvements are recommended primarily along main corridors, such as Rosemary Street, which is a main thoroughfare for commuters as well as local traffic. Street furniture and lighting improvements can expand beyond Rosemary to establish the perimeter of the neighborhood, creating a sense of community.

M—86th Avenue from Rosemary St. to Ulster St.

Current land use restricts the ability to create a public right-of-way for a roadway between Rosemary St. and Ulster St. at 86th Avenue. However, due to the railroad spur that will be constructed across 84th Avenue, it is important to consider the ability of emergency responders to get to the east side of Irondale should a train be blocking the tracks at the 84th Avenue at-grade crossing. Similarly, the Fire Department often struggles with being able to access Rosemary Street from their station at the corner of Rosemary and 84th, during peak traffic times. For these reasons, it is suggested that a semi-hard surface access roadway be constructed between Rosemary and Ulster, at 86th Avenue for emergency access. This surface could be constructed of gravel, if it were maintained, or of paving stones if regular maintenance can not be achieved.

S—84th from Rosemary to Pontiac / RR Cross-Connect

84th Avenue between Pontiac Street and Rosemary Street is frequently used as a connector roadway across the western portion of Irondale. The pavement between Quebec Street and Rosemary Street was listed as “Low Quality Pavement” per the October 2017 assessment done in conjunction with this project. The pavement between Pontiac Street and Quebec Street was listed as “Medium Quality Pavement” per the same assessment. (It should be noted that the ninety-degree bend in the road at the intersection of 84th and Pontiac was listed as “Low Quality Pavement.”) Resurfacing of this pavement, particularly between Quebec Street and Rosemary Street, will be necessary in the near-term to maintain the roadway. The need to resurface 84th between Quebec Street and Pontiac Street depends in part on the future plans of the railroad to construct a cross-connect between the UPRR and the Burlington-Northern tracks. If this cross-connect comes to fruition it may be more appropriate to terminate both Pontiac Street and 84th Avenue at cul-de-sacs rather than maintain an at-grade crossing of the cross-connect tracks.

Development Required Improvements

As development applications come in, staff needs to consider access to the development, not only for use by the developer, but also for emergency response access. Several parcels inside Irondale do not currently lie adjacent to public right-of-way and will need to either establish access easements or platted right-of-way. An example of this is parcels between 83rd Avenue and the Burlington Northern Railroad tracks. A possible solution would be to extend 82nd Avenue to the east or establish the existing access east of Rosemary Street between 81st Avenue and 83rd Avenue as a roadway. Similarly, if development occurs north of 86th Avenue between Ulster Street and Willow Street then a traffic study may indicate that extending Verbena Street to 88th Avenue is warranted. Currently 88th Avenue is not wide enough at Verbena Street for a center continuous turn lane and extending Verbena to 88th Avenue may cause unnecessary traffic delays on 88th Avenue.





CAPITAL IMPROVEMENT RECOMMENDATIONS: LONG HAUL

UTILITIES

Council Goal	No.	Facility	Limits	Improvements	Length (miles)	Estimated Cost	Local	Regional
	2	84th Ave water main casing pipe	RR Spur Crossing	Install sleeve for existing water main along 83rd Ave. Place empty conduit for future utility improvements		\$\$	X	
	3	Quebec St water and sewer casing pipe	RR Cross Connect Crossing,	Install sleeves for existing water and wastewater mains along Quebec St. Place empty conduit for future utility improvements		\$\$\$	X	
	4	Rosemary St. water and sewer casing pipe	RR Cross Connect Crossing	Install sleeves for existing water and wastewater mains along Rosemary St. Place empty conduit for future utility improvements		\$\$	X	
	5	84th Ave water and sewer casing pipe	RR Cross Connect Crossing	Install sleeves for existing water and wastewater mains along 84th Ave. Place empty conduit for future utility improvements		\$\$	X	
	6	83rd Ave water and sewer casing pipe	RR Cross Connect Crossing	Install sleeves for existing water and wastewater mains along 83rd Ave. Place empty conduit for future utility improvements		\$\$	X	
	7	83rd Ave water relocation, water casing pipe	RR Spur Crossing	Relocate 450 LF of existing water main and install sleeve for RR spur crossing. Place empty conduit for future utility improvements		\$\$\$	X	
	8	16" water transmission main	Quebec Street	SACWSD to install 16" transmission main along Quebec from 86th to 80th (tentative alignment)		\$\$\$\$	X	X
	9	Water transmission main	Quebec Pump Station to west side of UPRR tracks	SACWSD to install transmission main from Quebec Pump Station to the west side of the UPRR tracks.		\$\$\$\$	X	X

Note—Capital Improvements are not listed in order of priority.





CAPITAL IMPROVEMENT RECOMMENDATIONS: LONG HAUL

DRAINAGE

Council Goal	No.	Facility	Limits	Improvements	Length (miles)	Estimated Cost	Local	Regional
	11	Ulster St drainage improvements	Ulster St, midway between 84th & 83rd Ave	Drainage improvements at low point in street to convey runoff from street to existing detention pond at SW corner of Ulster & 84th.		\$\$\$	X	
	12	Roslyn St drainage improvements	Roslyn just south of 86th Ave	Regrade Street or construct drainage improvements to convey runoff north to 86th Ave		\$\$\$	X	
	13	86th Ave. drainage improvements	86th between Verbena and Willow St	Address drainage with roadway improvements to deal with ponding water at low points on either side of existing barricade.		\$\$\$	X	
	UDFCD—OSP	Reach 1 - Storm Sewer system	Off-site: 88th Avenue from South Platte River to I-76.	Outfall to South Platte River, 4,600 LF of 10' x 3' RCBC (box culvert), I-76 trenchless crossing: three 48-inch dia RCP, roadway grading on 88th Ave near Bull Seep.		\$\$\$\$\$		X
		Reach 2 - Storm Sewer system	88th Avenue between I-76 and SH 2.	O'Brian Canal trenchless crossing, UPRR trenchless crossing, SH 2 & BNSF trenchless crossing		\$\$\$\$\$		X
		Reach 2 - Regional Detention/Retention Basins and pipes/channels to convey runoff to basins.	Irondale	5 regional detention/retention basins within the Irondale neighborhood., along with conveyance infrastructure. Locations shown on the OSP are conceptual. Actual detention basin design and location to be determined during development process or through master planning effort led by the City.		\$\$\$\$\$	X	X
		Reach 3 - Storm Sewer conveyance system	Off-site: SH 2 between 88th Ave and 80th Ave	Engineered channel along the east side of SH 2 in RMA		\$\$\$\$\$	X	X
		Reach 4 - Upstream detention/retention in Rocky Mountain Arsenal	Off-site: RMA - Irondale Gulch, Tributary A, Tributary B	Detention / retention facilities in RMA		\$\$\$\$\$	X	X

Note—Capital Improvements are not listed in order of priority.





DRAINAGE RECOMMENDATIONS

Drainage Alternatives Overview

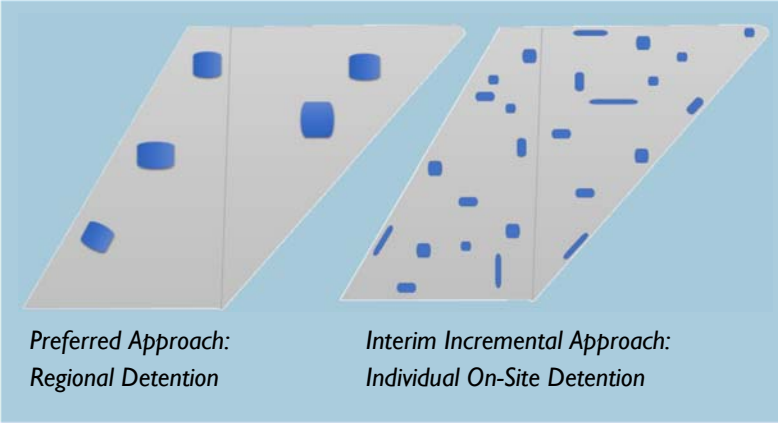
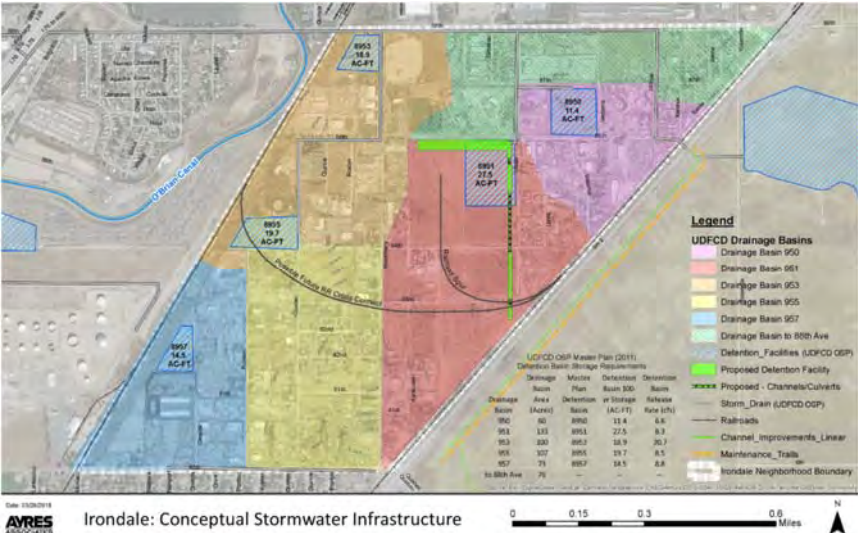
The stormwater drainage system is one of the more complex infrastructure issues facing the future of Irondale. In considering the regional watershed, and both upstream and downstream impacts, this system faces extensive external influences - some even extending beyond the boundaries of Commerce City.

Because this system is so expansive in its needs to address improvements beyond the boundaries of the Irondale Neighborhood, a flexible approach is needed to provide guidance for both short-term decision-making as well as options to consider long-term solutions.

This plan recommends that a Regional Detention approach be considered moving forward, but that interim improvements may utilize a system of Individual On-Site detention until such time as funding is identified. The Regional approach would consolidate detention in larger, more centrally located ponds throughout the neighborhood. This regional approach is complicated by the high upfront cost and minimal opportunities to phase the system into place. It does provide a superior solution by reducing the overall amount of land in the neighborhood dedicated to detention, thus increasing total economic viability.

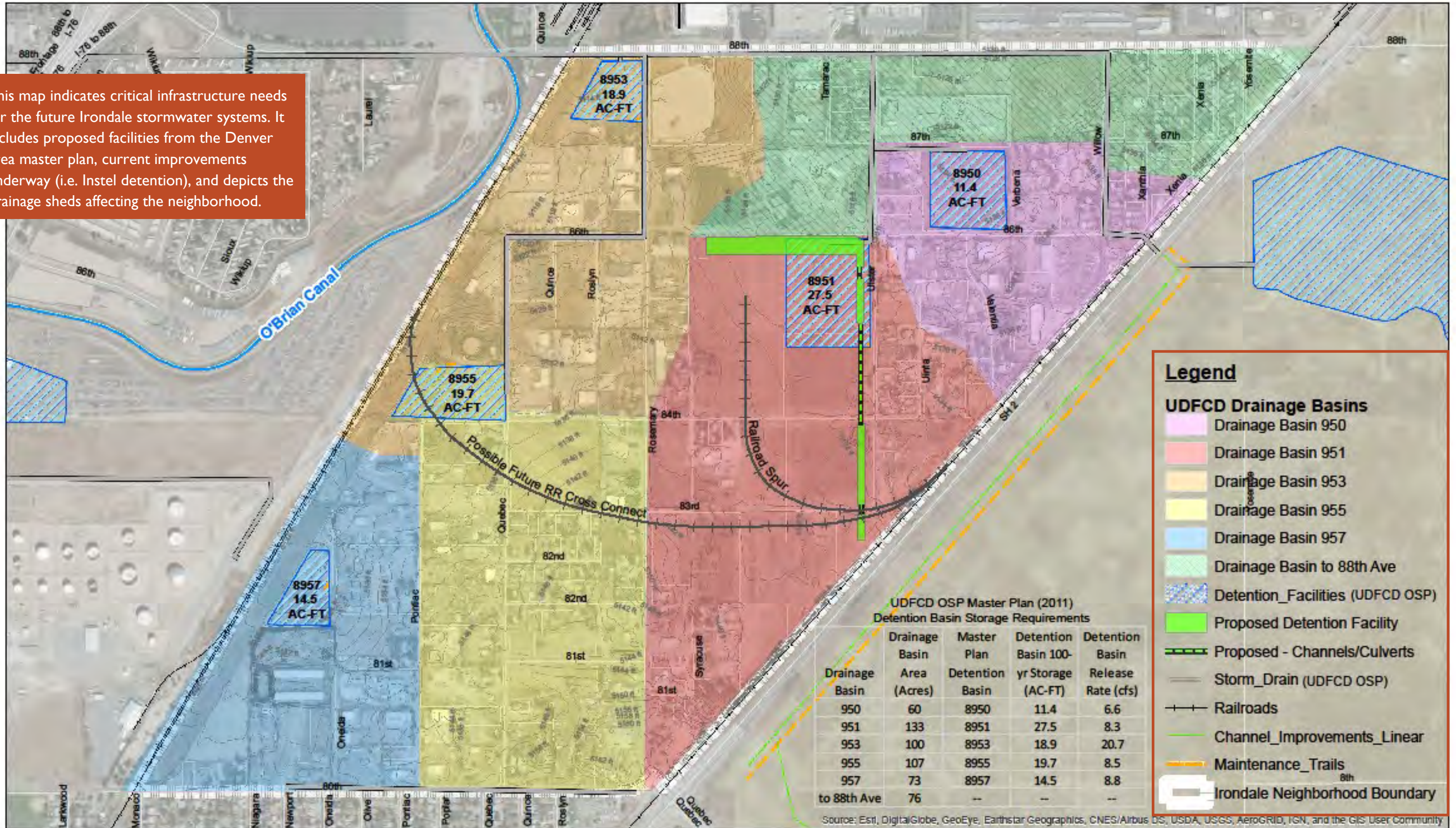
Until such time as funding can be secured, Individual On-Site detention may be used to address drainage issues for development projects. Due to this interim approach, properties that may have the potential to site a regional pond as depicted in the Denver Urban Drainage Map will not be precluded from developing the site based on preservation of the regional drainage potential, causing issues later on should these sites not be purchased (by the City) before development occurs. It is important to note that larger individual basins may be required due to the efficiency of this incremental approach.

In the meantime, the City will continue working to find opportunities to implement Regional Detention considering the sub-basins that exist in the Irondale Neighborhood. Larger developments which consolidate property may benefit from this coordinated approach. It is important to note that as on-site detention is developed within a drainage basin, the effectiveness of a regional detention basin decreases.



IRONDALE CONCEPTUAL STORMWATER INFRASTRUCTURE MAP

This map indicates critical infrastructure needs for the future Irondale stormwater systems. It includes proposed facilities from the Denver area master plan, current improvements underway (i.e. Instel detention), and depicts the drainage sheds affecting the neighborhood.



Date: 03/26/2018

AVRES
ASSOCIATES

Irondale: Conceptual Stormwater Infrastructure

0 0.15 0.3 0.6 Miles

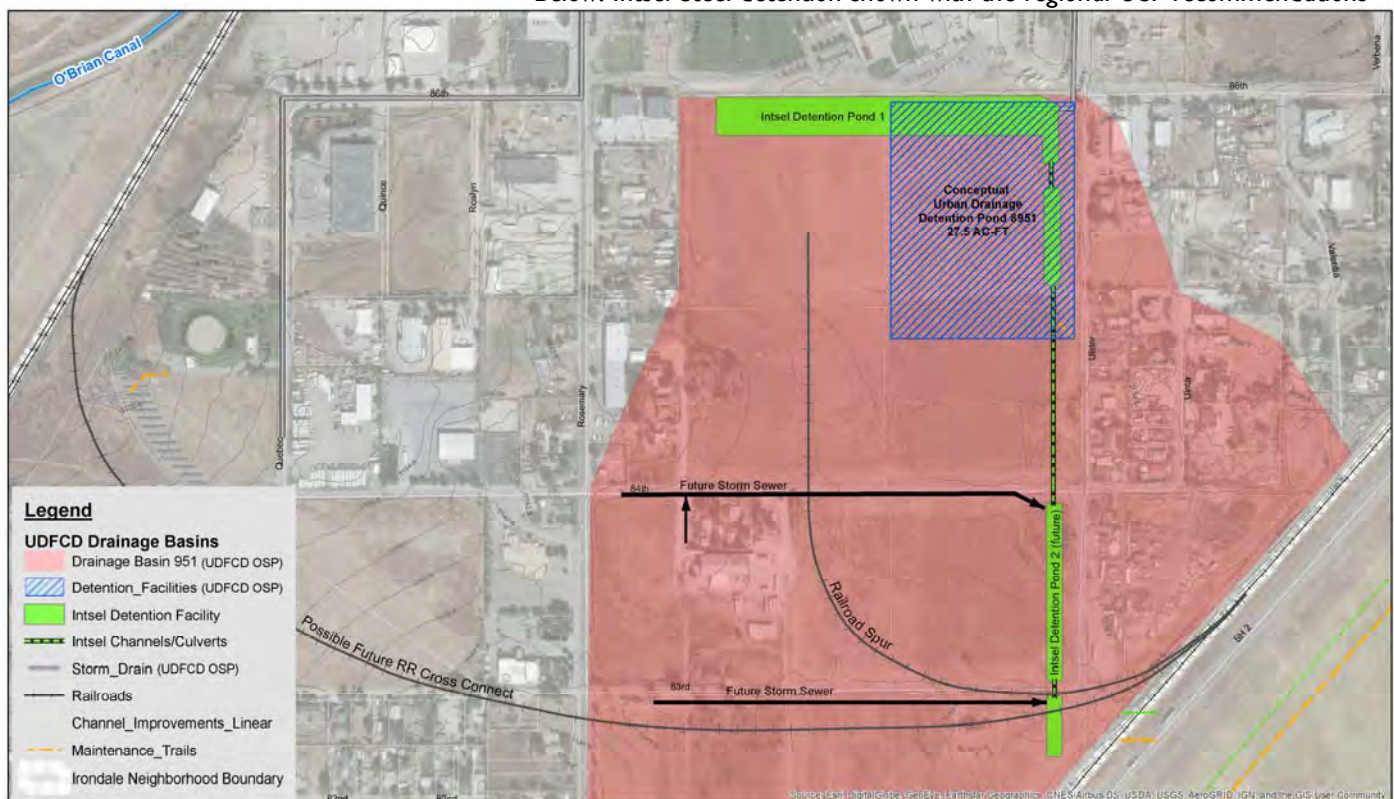


DRAINAGE RECOMMENDATIONS

It is recommended that new development follow the current Commerce City Storm Drainage Design and Technical Criteria Manual, the Urban Storm Drainage Design and Technical Criteria Manual (USDCM) by the Urban Drainage and Flood Control District (UDFCD), and conform to existing drainage masterplans and studies. For this neighborhood, UDFCD has prepared the Irondale Gulch Outfall Systems Plan (OSP) that provides guidance and requirements for development within the Irondale neighborhood. The Irondale Gulch watershed currently does not have a drainage outfall to the South Platte River – the natural drainage has been cut-off by roads, railroads, and irrigation canals, leaving no path for stormwater to drain to the river. The OSP identifies 1) an outfall system to convey flows to the South Platte River, 2) regional detention ponds within Irondale, and 3) additional conveyance, detention, and retention improvements upstream of the neighborhood in the Rocky Mountain Arsenal National Wildlife Refuge (RMA).

The OSP divides Irondale into six drainage basins. Five of the basins include a conceptual regional detention pond while the sixth does not; it drains directly to the existing 88th Avenue storm sewer and roadside ditch drainage facilities. The 88th Avenue storm sewer infrastructure drains to a retention pond (no outlet) on the north side of 88th Ave, east of the Union Pacific railroad tracks. Because Irondale does not have a drainage outfall to the South Platte River, the OSP recommends regional retention ponds to be constructed initially, ultimately to be converted to detention ponds once the downstream conveyance system is constructed. The retention volume requirement is the total drainage basin runoff from a 100 - year, 24-hour storm with no credit for infiltration. A recent development project (Intsel) within one of the drainage basins has amended the regional detention concept proposed in the OSP with a sub-regional retention/detention system to fit their site. Amending the regional detention concept in this way is not preferred by City staff for the neighborhood moving forward, and is therefore not recommended with this study. A discussion about the sub -regional concept is included for completeness.

Below: Intsel Steel detention shown with the regional OSP recommendations



The sub-regional concept adheres to the overall release rate outlined in the OSP for each drainage basin at a designated location, but provides the required retention/detention storage at multiple in-line ponds. This concept relieves the burden of providing regional detention from one downstream property. For this concept to work properly, the entire drainage basin area needs to be master planned so that flows from all contributing areas are evaluated. Additional retention/detention volume may need to be provided by future upstream ponds as development occurs within the drainage basin. Hydrologic routing between ponds also needs to be evaluated as development occurs.

While the OSP regional detention approach is supported in concept by the City, it requires significant upfront funding and investment that is currently unavailable. Therefore, this plan recommends on-site, local detention basins for each development as it occurs, following the Commerce City Storm Drainage Design and Technical Criteria Manual. Advantages and disadvantages of regional and on-site detention are listed on a table following this section.

If funding were to become available for regional detention, the following further describes the regional detention concept. It is important to note, as local on-site detention is developed within a drainage basin, the feasibility and effectiveness of a regional detention pond decreases.

The regional detention pond system as proposed in the OSP, provides the retention/detention capacity required for runoff from the entire drainage basin. A regional detention basin may relieve each upstream developer from having to dedicate space on his or her lot for detention/retention – leaving more land for the development. Each development would, however, need to provide conveyance from their property to the regional pond.

Additionally, a regional detention pond places the responsibility for the maintenance of the pond on the City; helping to ensure that it is maintained and continues to function as designed. Detention basins on private land where maintenance is performed privately would rely on City code enforcement.

Five sites were identified in the OSP as potential locations for regional detention ponds. The OSP selected these sites because they were vacant at the time of the OSP and were located at or near the lowest point of each drainage basin. Consideration was not given in the OSP to current land ownership or development potential of the selected sites. This plan does not include a regional detention pond site analysis; these sites are shown in the plan exhibits because they were shown in the OSP. Any adequately sized parcel or group of parcels of land near the low point within each of the five basins, can be used for regional detention, given that the resulting pond can provide adequate storage capacity and meet the outfall criteria in the OSP.

This study also explored the possibility of placing regional detention ponds along the railroad cross-connect corridor. This option is attractive in that it provides the possibility of placing some regional ponds in land adjacent to the railroad – land that may be unattractive to prospective developers. This option may be viable for the drainage basins in the southern portion of the Irondale neighborhood, specifically drainage basins 955 and 951. However, in the event that the Union Pacific Railroad is amenable to this concept, it is likely they will not allow these ponds to be constructed until after the railroad cross-connect is constructed and the available excess land has been clearly identified.



The first priority in pursuing a regional detention pond system needs to be identifying and purchasing the land where each of the regional detention ponds will be constructed. Prior to development occurring, the pond must be built to the size required for the drainage basin. When development occurs, each developer would pay a development fee that would go to the City to recoup the cost of the regional pond. Due to the potential for varying sizes of development within Irondale, it is recommended that this fee be based on the developed lot size, relative to the drainage basin acreage, and may also use stormwater runoff contributions as an incentive to minimize imperviousness and promote infiltration. During the development review process, project runoff conveyance from the site to the regional detention basin needs to be considered. In many locations throughout Irondale there is no curb and gutter nor roadside ditches to adequately convey the runoff to the pond. It is critical to identify a conveyance path to the pond without impacting adjacent or downstream properties. Conveyance infrastructure would be the responsibility of the developer, but may be master planned in advance by the City.

The map depicts the drainage basins, conceptual detention basins, and the associated storage requirements as specified in the OSP for the Irondale neighborhood.

Until an outfall is constructed to the South Platte River, detention ponds will need to be constructed as retention ponds. During this interim period, retention ponds must be designed to provide infiltration to fully drain within the time frames mandated by Colorado Revised Statue 37 -92-602 (8). Infiltration cannot be considered in pond retention volume calculations, but must be considered to comply with State requirements. As mentioned above, retention basins should be designed contain the total basin runoff from a 100-year, 24-hour storm with no credit for infiltration. Ultimately, when the downstream outfall system is in place, water quality treatment must be provided by detention basins prior to discharge into the conveyance storm system to the river.

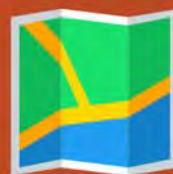
DRAINAGE RECOMMENDATIONS

Below: Stormwater Detention Implementation

	Regional Detention	Sub-Regional Detention	On-Site Detention
Description	Larger detention facility serving multiple developments and sites. Typically located near an outfall to a major drainage system. Often owned and maintained by a municipality, but may also be held by an HOA, business owner's association, or metro district.	Medium sized detention facility serving one large development or a portion of a drainage basin. Ownership would likely be held by developer, business owner's association, or metro district.	Smaller detention facilities located within new development sites. Detention pond would serve one site or lot only. Required on each new or redeveloped site. Owned and maintained by site owner.
Implementation	Recommend a neighborhood level comprehensive drainage and planning study to determine location and size of detention pond and upstream neighborhood drainage system. Regional detention would ideally be constructed before future development can proceed. Neighborhood drainage system should be built from downstream up. Sites that develop before regional detention would require on-site detention. Implementation process includes: study/ planning, design, property acquisition, and construction. Portions of implementation may be done by the City or given to developers. 'Fee-in-lieu' may be an option to recover costs. A City policy would need to be developed.	A comprehensive drainage and planning study at the drainage basin level would need to be performed. Design and constructed by developer	Designed and constructed with site development by business owner or developer. Needs to meet current City criteria and policy for this neighborhood.

Full Infrastructure Buildout

If the items in the CIP and the drainage network are implemented the neighborhood may look significantly different. A map of these options is on the next page.



Future Buildout Map



FUTURE BUILDOUT MAP

This map shows the future buildout of infrastructure in Irondale should all the proposed improvements occur.





FUNDING CONSIDERATIONS

Paying for Improvements

Infrastructure improvements funding is a major consideration to setting up goals and timelines for the Irondale neighborhood. While some improvements may occur with private investment as a result of development requirements, others will require public coordination and investment. This page outlines a few of the different options for funding the improvements within the district shown in the CIP and Drainage sections.

Capital Improvement Preservation Plan (CIPP)

The CIPP is a 5-year plan for improvements in Commerce City. The most recent approved projects were voted on in 2013 with funding provided by a 1 percent sales and use tax increase. Projects include construction, operations, and maintenance of new parks, recreation, and road projects. Irondale projects may be considered with the next cycle.

Pros: Residents are steering the improvements through voting for specific items.

Cons: The list should be carefully considered to include projects with broad appeal.

Project Example: Widening of 88th Ave

Special Improvement District (SID)

Using targeted tax revenues for improvements can assist in those larger ticket items. The key to using these funds lies in the ability to clearly communicate the benefit of the project to the voting public. Alternatively, setting up a district where funds are generated and spent can also fund improvements, but may take a longer time since fewer are paying into it.

Pros: Local owners pay for local infrastructure.

Cons: Somewhat complicated—would replace full infrastructure costs and approval of electors.

Project Example: Local street improvements

Urban Renewal Authority (URA) &/or Tax Increment Financing (TIF)

Urban Renewal Authorities are granted abilities for special funding over a 25-year time horizon, with separate districts within or up to the City limits. If an URA were set up the Irondale neighborhood could be set up as a district to help incentivize new development hurdles like high costs of infrastructure upgrades to or on a site.

Pros: New development could be extended tax increment investments, based on growth in valuation.

Cons: Urban Renewal has a tendency to cause concern. Setting up and tracking tax increment can be complicated.

Project Example: Detention infrastructure development



Development-Driven Impact Fees

As development occurs, funds can be generated based on scale or impacts to infrastructure. These funds can be used to repay infrastructure costs for improvements already in place (i.e. a City-funded detention basin) or pay for future improvements like upgrades to an intersection. Regardless of the ways funds will be used, the establishment or addition of impact fees needs to be proven to be tied directly to costs and impacts.

Pros: *Money comes from the new development.*

Cons: *Less proactive approach could result in less ability for the City to direct growth. This approach may also take a longer time to implement.*

Project Example: Intersection improvements

Grant Assistance

Depending on the type of project, physical location and constraints, and demographics of an area, grants or no interest loan programs can help with big items. Grant and loan programs can also be helpful for individuals or companies trying to fund specific improvements in their buildings or properties.

Pros: *“Free money”*

Cons: *Most applications require time and effort to submit and administer. Timelines can be lengthy.*

Project Example: Brownfield grant for property assessments





POLICY RECOMMENDATIONS TO EXPLORE

Next Steps

Throughout the Irondale process, many excellent ideas were proposed to help streamline implementation of the vision. Elements like policies, development codes and regulations are necessary to ensure even standards throughout the City. Some of the recommendations below look at the unique circumstances in Irondale that could be explored further to determine if adjustments might help in moving the program forward.

Although flexibility is a popular concept, we also must remember that equitability is also a crucial role when considering development applications. While some of the concepts to explore include options to encourage more development, some might simply serve to create loopholes to future problems. Consider exploring these concepts to identify ways to assist Irondale in reaching its future vision.

ANNEXATION INCENTIVES

A. Explore opportunities for annexation incentives.

- Investigate what Commerce City's annexation process looks like.
- Identify barriers to annexation discussions (i.e. financial impacts) and additional services. For example, taxes may increase on certain items, but trash service would be provided. Outlining these items more clearly will assist with these discussions.
- Typical annexation process: At the time of annexation, a zone district that generally matches the Comprehensive Plan designation is assigned. If uses are occurring on the site that are not consistent with the zone district, the use is grandfathered as a nonconforming use. The annexation agreement requires the subject property to be brought into compliance with City standards **once it redevelops, changes use or expands the nonconforming use**.
- **Action item:** *Create a non-conforming use brochure that clearly explains the concept to property owners. Enabling staff to use this type of tool will help in administering the concept consistently over time.*

Possible Incentives:

- Commerce City may want to offer financial incentives such as waiving filing fees for annexations located within Irondale. Other incentives could include: covering annexation mapping costs, filing costs, and budgeting for needed road improvements in Irondale.
- Commerce City could process a group annexation. Staff would conduct neighborhood outreach to evaluate interest in participating in a city-initiated group annexation. The City would facilitate the process and incur all costs of annexing the properties that elect to participate. Since the progress of annexations may be slow, the City may wish to identify a process by which coordinated annexations could take place annually over the next several years.
- Explore standards to reduce the level of infrastructure requirements and costs for single-family residential. Consider providing individual property owners more time to connect to city water and sanitary sewer service



(example: connection must be made within 5 years of the date of annexation, or alternatively when a threshold is met).

- The City may require that streets in annexing areas be brought up to existing City Standards at the property owner's expense. Allow more flexible public improvement requirements for property that continues a residential use, and/or create thresholds for when the property is expected to contribute towards public improvements.

ZONING

A. Consider an IGA with Adams County.

- Create IGA between Commerce City and Adams County. The IGA would identify property located within Commerce City jurisdictional limits that likely will eventually become part of the City. In anticipation of future annexation, new development would be required to meet Commerce City standards as part of a larger annexation discussion.

B. Provide protections for residents in the northeast corner from piecemeal zoning.

- Develop an Irondale-specific transition policy that does not allow “nibble away” rezoning with intermixed parcels of residential and industrial to occur. If someone wants to rezone to industrial they'd have to have a large enough parcel, or group of parcels, to adequately buffer any impacts to residential units.

C. Consider Gap Rezoning

- As an owner-led but City assisted option, coordinate a group rezoning effort that would take a number of parcels at once through a re-zoning action. The proposed zone(s) would need to be in compliance with the future land use plan for the area. The City would cover fees for the application with a number of owners participating in the effort.
- *Next Steps: Coordinate the residents and owners who came to the public meetings who wanted to be rezoned. Send an additional notification to property owners in the neighborhood regarding this opportunity.*

GRANTS

A. Explore an EPA Brownfield Grant.

The Irondale neighborhood's history of agriculture and industrial uses is positioned well to tell the story needed for a grant of this type and future federal budgets could impact the availability of funds under this program. Applications are typically due in November or December of each year and can take 40-60 hours to complete. Much of the required demographic information is already included in this plan.

Funding from an EPA Brownfield Assessment Grant could be used to help streamline property transactions as smaller parcels are consolidated into larger acreage tracts. The assessments can provide clarity to prospective

buyers who might have reservations due to the industrial history of Irondale. This program can help save landowners the costs associated with Phase I and II Environmental Studies, which can range in cost from \$3,000 on the low end to tens of thousands of dollars. Additionally these grants can be used for community revitalization planning efforts.

INFRASTRUCTURE PLANNING

A. Identify regional versus neighborhood improvement funding allocations.

Developing a plan for tackling the question of funding is necessary to moving forward with projects in Irondale. To start this process, improvements should be identified by necessity, parity with other improvements, and impacted parties. For example, widening and improving Rosemary within the Irondale neighborhood will serve residents and local businesses; however, it will also improve the commute and safety for through-travelers. Because the improvement has a direct benefit to the wider Commerce City and Adams County population, it would make sense some of the project funding for the project would come from outside the neighborhood. In another case, an improvement being done by a developer might also be an opportunity to complete a smaller neighborhood project at a reduced cost of construction. Funding options may include regional tax base, development requirements (i.e. impact fees), specialty taxes and levies, or TIF investment.

DEVELOPMENT REQUIREMENTS

A. Consider requirements for improvements as development occurs on a threshold basis.

Full Compliance:

- To assist with the issue of code compliance as minor site improvements occur, it may be desirable to have sites complete a site plan that illustrate full compliance at the outset of development activities. This would serve as the benchmark for where the property should ultimately end up. Establish a process by which the site improvements can be pro-rated to the level of investment taking place currently. You may wish to have an expiration date where the ultimate site plan will need to be revised to meet updated standards.
- New industrial development occurring on vacant property must be brought into full compliance with code requirements.
- Consider a suite of triggers that could apply to different circumstances. Total investment may be another factor to consider as a threshold to trigger code compliance.
- If the alterations to the site affect over 50% of the non-building area, the development must be brought into full compliance with code requirements.
- If a structure undergoes any alteration, expansion, or addition the value of which equals or exceeds 50% of the structure's replacement value, the project must be brought into full compliance with code requirements.



ADDITIONAL RAIL DEVELOPMENT**A. Consider specific requirements and policies for rail construction within an existing network.**

A recommendation of this plan, to be done prior to the cross-connect being constructed, is to ensure that the roadway locations which may be affected by this cross-connect are platted with a right-of-way width in compliance with the Commerce City Standard Road Plans appropriate for the classification of each roadway. With the right-of-way in place Commerce City will have the ability to request that the UPRR construct each roadway crossing to the standards established in the Commerce City Standard Road Plan for each classification of roadway the tracks may cross. There is a potential for four at-grade roadway crossings with the cross-connect track. It is in Commerce City's best interest to have these at-grade crossings constructed by the UPRR to the full build-out width and configuration of each roadway. This includes having the UPRR install the roadway/track crossing panels to the full build-out pavement width as well as locating and constructing the signals in consideration of full-build out – including pedestrian accommodations. Any future modifications to the roadway, which require improvements to the at-grade crossing, will not be paid for by the UPRR, but instead by Commerce City. It is further recommended that Commerce City require the UPRR to sleeve existing buried utilities under the proposed tracks in accordance with American Railway Engineering and Maintenance-of-Way Association (AREMA) guidelines. Commerce City may also wish to request that empty conduit be placed under the tracks at each crossing location to be used for future utility improvements. Because this cross-connect track will bisect all of Irondale, consideration should be given to enacting a City ordinance stating that trains can only block vehicular traffic at each at-grade crossing for a set amount of time. Once in place this ordinance will allow Commerce City to fine the UPRR for each violation at each crossing. It is recommended that this ordinance be discussed with the UPRR prior to the cross-connect being constructed.



APPENDIX A

PUBLIC OUTREACH

Public Outreach Executive Summary

Public Outreach was a major component of this plan. This Appendix includes details of the meetings conducted throughout the process and materials produced to help inform and guide input that led to the development of recommendations of this plan.

A website was set up, fliers and postcards sent out to neighborhood addresses, videos produced and shared online and via social media, and a Spanish-English flier created and distributed. All communications for the public included both Spanish and English. At the public meetings a Spanish speaking staff member was available to assist.

Below: Irondale project webpage



STRUCTURE OF MEETING DETIALS

Meeting Title + Plan Section

Meeting Date

Meeting Location

Meeting purpose + goal statements

General format + key activities

Invited guests + invitation mechanism

Results: key take-aways + outcomes

Attendees

Images from meetings



Technical: City Departments + Key Stakeholders



Public: Residential Neighbors + Business Neighbors



Officials: Planning Commission + City Council

AT A GLANCE:

Irondale Neighborhood and Infrastructure Plan

What we are doing

This project will create a vision for Irondale's future. What do you think should stay the same? What needs to improve? We'll talk about the neighborhood as it exists today and discuss how to build and grow into the future. Key topics include: **roads, drainage, utilities and land use**. The result will map out the turn-by-turn directions to lead us to a prosperous future.

Irondale today

The neighborhood currently includes a mixture of residential properties, businesses, industrial centers and even agriculture. Change is already happening in Irondale as new development takes place, so it's important to plan for the future of the area in a thoughtful and collaborative way.

We want to hear from you

Residents, business owners and their customers, employees who work in the neighborhood, and drivers who travel through it are all essential to creating a plan that works for people in Irondale.

Timeline

- 
DISCOVER
 - Fall 2017: **Discover**
Identify the vision for the future of Irondale and understand existing conditions
- 
EXPLORE + ASSESS
 - Early 2018: **Explore + Assess**
Review and comment on alternatives
- 
IMPLEMENTATION
 - Spring 2018: **Implement**
Structure the final plan
 - Mid-2018: **Formal adoption of the plan**

End Results

This plan will prioritize infrastructure needs to help guide growth and change in the neighborhood in the years to come. Planning for the needs of Irondale in advance will help make sure the right improvements happen in the right order to support our shared vision.



For more information, visit c3gov.com/irondale or contact:

Jenny Axmacher, AICP
City Planner, Commerce City
jaxmacher@c3gov.com 303.289.3716

- or -

Matt Ashby, ACIP, CUD
Urban Planner
Ayres Associates
AshbyM@AyresAssociates.com
970.797.3595



UNA OJEADA:

Plan del Vecindario Irondale y su Infraestructura

Que estamos haciendo

Este proyecto va a crear una visión para el futuro de Irondale. ¿Qué piensa usted que debe permanecer igual? ¿Qué necesita mejorar? Hablaremos sobre las condiciones existentes del vecindario y cómo crecer en el futuro. Temas principales incluyen: calles, drenaje, servicios públicos, y el uso de terreno. El resultado será para hacer un plan, paso por paso, que detalle un futuro prospero.

Irondale hoy

El vecindario incluirá viviendas, negocios, centros industriales, e agricultura. Este cambio ya está ocurriendo en Irondale con el nuevo desarrollo. Es importante planear para el futuro de una manera colaborativa.

Queremos escuchar a ustedes

Los residentes, los empresarios y sus clientes, los empleados, y los conductores son importantes para crear un plan que funcione para la gente de Irondale.

Cronología de proyecto

- 
DESCUBRIR
 - Otoño del 2017: **Descubrir**
Identificar la visión para el futuro y comprender las condiciones actuales.
- 
EXPLORAR + EVALUAR
 - Inicio del 2018: **Explorar + Evaluar**
Revisar y comentar sobre las alternativas.
- 
IMPLEMENTAR
 - Primavera del 2018: **Implementar**
Estructurar el plan final.
 - Mediados del 2018: **Aprobación del Plan**

El resultado final

Este plan tendrá como prioridad las necesidades de infraestructura para el crecimiento del vecindario. Planear para las necesidades inmediatas de Irondale y asegurar que las mejoras correctas se hagan en el orden correcto que refleje nuestra visión compartida.



Para más información, visita c3gov.com/irondale o contacta:

Jenny Axmacher, AICP
City Planner, Commerce City
jaxmacher@c3gov.com 303.289.3716

- or -

Matt Ashby, ACIP, CUD
Urban Planner
Ayres Associates
AshbyM@AyresAssociates.com
970.797.3595



PROJECT KICKOFF MEETING



September 6, 2016

Commerce City Civic Center (7887 E 60th Ave), Conference Room 2108

MEETING PURPOSE

This first meeting with the City and Ayres project team laid the foundation for understanding the unique challenges and opportunities within the Irondale neighborhood, as well as the City's goals for the area.

GENERAL FORMAT + KEY ACTIVITIES

The kickoff included introductions of key players, a project overview, and discussion on Irondale specifics. Following this meeting, Commerce City staff provided a guided tour of the area to the Ayres team.

INVITED GUESTS + INVITATION MECHANISM

The kickoff meeting was coordinated by Commerce City and the Ayres team. Invitations were sent out via email.

City Staff: Jenny Axmacher (City Planner), Chris Cramer (Community Development Director), Steve Timms (Planning Manager), Maria D'Andrea (Public Works Director), Michelle Claymore (Economic Development Director), Andrew Pihaly (City Engineer),

Project Team: Matt Ashby, Barbara Kloth, Darci Hendon, Dale Matheson

RESULTS: KEY TAKE-AWAYS + OUTCOMES

Key items to update included creating short (2-5 pages) executive summary for the final document final to ensure a quick overview for decision-makers. Additionally, looking at the final document being similar to the Council goals format for ongoing ease of use. Finally, a looming question that remains is what the future of Irondale should look like. The Industrial component is expected to grow, but how to merge heavy business uses with residential components needs to be determined.

ATTENDEES

10

TECHNICAL ADVISORS CHECK IN – DISCOVER



November 2nd, 2017 from 1-3pm

Commerce City Civic Center (7887 E 60th Ave), Conference Room 2108

MEETING PURPOSE

Prior to Public and Elected engagement, we will check in with the technical advisors to ensure we're on the right track.

GENERAL FORMAT + KEY ACTIVITIES

Presentation introducing the plan and background for the project. Three breakout work sessions included Land Use & General, Roads & Access, and Drainage & Utilities to facilitate in depth discussion.

INVITED GUESTS + INVITATION MECHANISM

Guests were invited via email and calendar announcement from Commerce City project manager and a follow up email and agenda the week prior from the Ayres team. Guests included representatives from multiple government entities as well as transportation and utility companies.

RESULTS: KEY TAKE-AWAYS + OUTCOMES

Discussed key concerns from individual agency perspectives.

ATTENDEES

10

Invited Agencies:

- South Adams County Water and Sanitation District
- Urban Drainage and Flood Control District
- U.S. Fish & Wildlife Service
- South Adams County Fire Protection District
- Tri-County Health Department
- ADCO, Planning
- BNSF
- Union Pacific Railroad
- School District 14
- Century Link Northeast Field Engineer
- Xcel Energy Contract ROW Processor & Encroachments in PSCO ROW
- Comcast
- Commerce City Police
- Commerce City Neighborhood Services Division

PUBLIC MEETING #1 - DISCOVER



November 2nd, 2017 from 4pm-6:30pm

Tradicion Bar and Grill

MEETING PURPOSE + GOAL STATEMENT

Gathering observations on existing conditions and vision for the future of the neighborhood in sessions geared toward both residents and businesses. The goal of this meeting was to set the foundation for a well-informed plan and engaged public.

GENERAL FORMAT + KEY ACTIVITIES

This was the first session with the public. The room was set up with a welcome station with a sign in sheet, with check lines to identify residents or businesses and how they heard about the meeting. A laptop running the Irondale public meeting video was also on the sign in table, along with the updated double-sided Spanish English at a Glance sheets. A television screen also played the introduction video in the background of the meeting space detailing the basis for the plan. Three stations were set up and manned by an Ayres team member, including: Land Use, Roads, and a combined Utilities and Drainage station. Large maps and boards detailing current conditions and asking questions specific to each station were placed on tables to facilitate discussion. Dots were placed on maps with notes and details on the boards coordinating the input gathered.

APPENDIX A — PUBLIC OUTREACH

Light refreshments (water and ice tea, cookies and fruit) were available on a table in the room. Coloring pages and crayons were placed on a table, available for any children who came to the event. Spanish language assistance was provided by Commerce City staff member.

INVITED GUESTS + INVITATION MECHANISM

Invited Guests: Residents, Business and Land Owners.

Invitation Mechanism: A double sided Spanish – English Irondale at a Glance sheet with meeting information was sent to over 450 addresses pulled from assessor records for the area including physical addresses and owner addresses. The mailer was sent approximately one week prior to the meeting. Nearly everyone attending from the neighborhood said the mailer was what alerted them to the meeting.

ATTENDEES

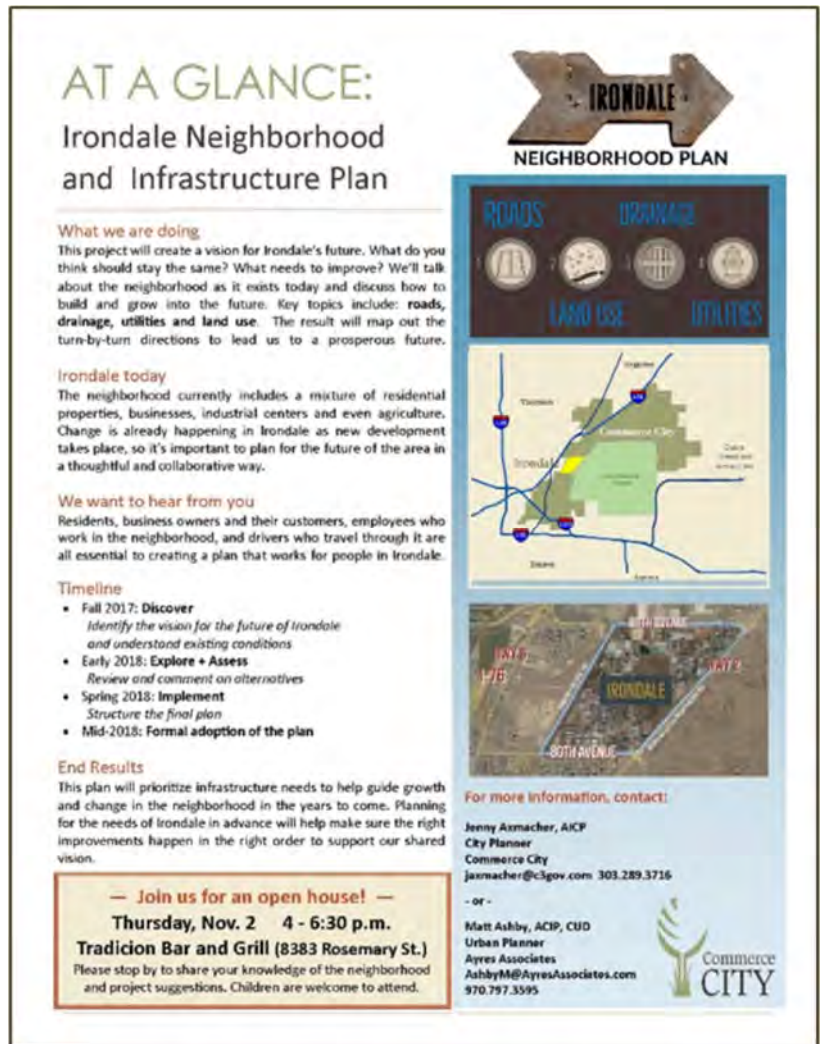
50 plus Project Team members and Commerce City staff

RESULTS: KEY TAKE-AWAYS + OUTCOMES

Meeting one comments included a range of topics, including but not limited to the following:

- Previous annexation and concerns about new annexations or zone changes
- Roadway improvements—backups, blocked intersections, general conditions
- Impacts from mixture of uses—truck traffic near residences, rail concerns, agricultural uses

The comments received at the meeting were developed into a map with a full key of comments, organized by types of comment. See the map in the document.



AT A GLANCE:
Irondale Neighborhood and Infrastructure Plan

What we are doing
This project will create a vision for Irondale's future. What do you think should stay the same? What needs to improve? We'll talk about the neighborhood as it exists today and discuss how to build and grow into the future. Key topics include: **roads, drainage, utilities and land use.** The result will map out the turn-by-turn directions to lead us to a prosperous future.

Irondale today
The neighborhood currently includes a mixture of residential properties, businesses, industrial centers and even agriculture. Change is already happening in Irondale as new development takes place, so it's important to plan for the future of the area in a thoughtful and collaborative way.

We want to hear from you
Residents, business owners and their customers, employees who work in the neighborhood, and drivers who travel through it are all essential to creating a plan that works for people in Irondale.

Timeline

- Fall 2017: **Discover**
Identify the vision for the future of Irondale and understand existing conditions
- Early 2018: **Explore + Assess**
Review and comment on alternatives
- Spring 2018: **Implement**
Structure the final plan
- Mid-2018: **Formal adoption of the plan**

End Results
This plan will prioritize infrastructure needs to help guide growth and change in the neighborhood in the years to come. Planning for the needs of Irondale in advance will help make sure the right improvements happen in the right order to support our shared vision.

Join us for an open house!
Thursday, Nov. 2 4 - 6:30 p.m.
Tradicion Bar and Grill (8383 Rosemary St.)
Please stop by to share your knowledge of the neighborhood and project suggestions. Children are welcome to attend.

For more information, contact:
Jenny Asmacher, AICP
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Commerce City
jasmacher@ic3gov.com 303.289.3716
- or -
Matt Ashby, AICP, CUD
Urban Planner
Ayres Associates
AshbyM@AyresAssociates.com
970.797.3595

Commerce CITY



See Public Meeting No. 1
Comments Map on Page 36
of Plan

Public Meeting #1 Boards

WELCOME

BIENVENIDOS

PLEASE, SIGN IN.
POR FAVOR, REGISTRESE

Watch the video then visit each of the three stations.
Mire el video, luego visite cada de las tres estaciones.

- Land Use—El Uso Del Terreno
- Roads—Las Calles
- Drainage and Utilities—El Drenaje y Los Servicios Públicos

Enjoy a beverage and snack.
There are coloring books and crayons for children.

Disfrute una bebida y un tentempié.
Hay libros para colorear y los lápices de color para los niños.

WELCOME

BIENVENIDOS

AT A GLANCE:
Irontdale Neighborhood and Infrastructure Plan

What we are doing
This project will create a vision for Irontdale's future. What do you think should stay the same? What needs to improve? We'll talk about the neighborhood as it exists today and discuss how to build and grow into the future. Key topics include: roads, drainage, utilities and land use. The result will map out the turn-by-turn directions to lead us to a prosperous future.

Irontdale today
The neighborhood currently includes a mixture of residential properties, businesses, industrial centers and even agriculture. Change is already happening in Irontdale as new development takes place, so it's important to plan for the future of the area in a thoughtful and collaborative way.

We want to hear from you
Residents, business owners and their customers, employees who work in the neighborhood, and drivers who travel through it are all essential to creating a plan that works for people in Irontdale.

Timeline
Commerce City recently kicked off the project with Ayres Associates conducting an inventory of infrastructure and land uses for the neighborhood. After reviewing the data, we'll host public meetings with the business and residents of Irontdale, technical advisors and elected officials. The entire planning process is anticipated to run through May 2018.

End Results
This plan will prioritize infrastructure needs to help guide growth and change in the neighborhood in the years to come. Planning for the needs of Irontdale in advance will help make sure the right improvements happen in the right order to support our shared vision.

DISCOVER

A look at existing conditions and challenges.

EXPLORE + ASSESS

Working with the community and stakeholders, review and weigh the options to determine the best fit for Irontdale.

IMPLEMENTATION

Putting together the steps to bring the vision forward through district action items.

For more information, visit commercecity.com/Irontdale or contact:
Jenny Sanchez, ACP
City Planner, Commerce City
jensanche@commercecity.com 303.289.1712

or
Matt Aubrey, ACP, CUD
Urban Planner
Ayres Associates
matt@ayresassociates.com 970.771.3835

COMMERCE CITY

LAND USE

EL USO DEL TERRENO

IN THE FUTURE — EN EL FUTURO

What is your preferred future land use mix?
¿Qué puse prefiere para una mezcla del uso del terreno en el futuro?

Choose the best pie chart or draw your own here.
Elija el mejor gráfico o dibuje su idea aquí.

Existing Land Use Mix
La Mezcla Actual

Industrial Focus Land Use Mix
El Enfoque Industrial

Commercial Focus Land Use Mix
El Enfoque Comercial

IRONDALE

NEIGHBORHOOD PLAN

LAND USE

EL USO DEL TERRENO

NOW — AHORA

What works well together? ¿Cuáles usos funcionan bien juntos?

What uses are in conflict? ¿Cuáles usos son incompatibles?

Place green dots where things work well and red dots where there are conflicts.
Ponga los puntos verdes donde las cosas funcionan bien, y los puntos rojos donde existen conflictos.

IRONDALE

NEIGHBORHOOD PLAN

Public Meeting #1 Boards Continued

ROADS
LA CALLES

NOW— AHORA

What's working well? ¿Qué funciona bien?

What needs to change? ¿Qué necesita cambiar?

Place green dots where things work well and red dots where changes or improvements are needed.
Ponga los puntos verdes donde las cosas funcionan bien, y los puntos rojos cambios son necesarios.

IN THE FUTURE— EN EL FUTURO

Where is investment needed? ¿En dónde se necesita mas inversion?

DRAINAGE & UTILITIES
EL DRENAJE & LOS SERVICIOS PÚBLICOS

NOW— AHORA

Are there drainage or utility issues? ¿Hay algunos problemas con el drenaje o los servicios públicos?

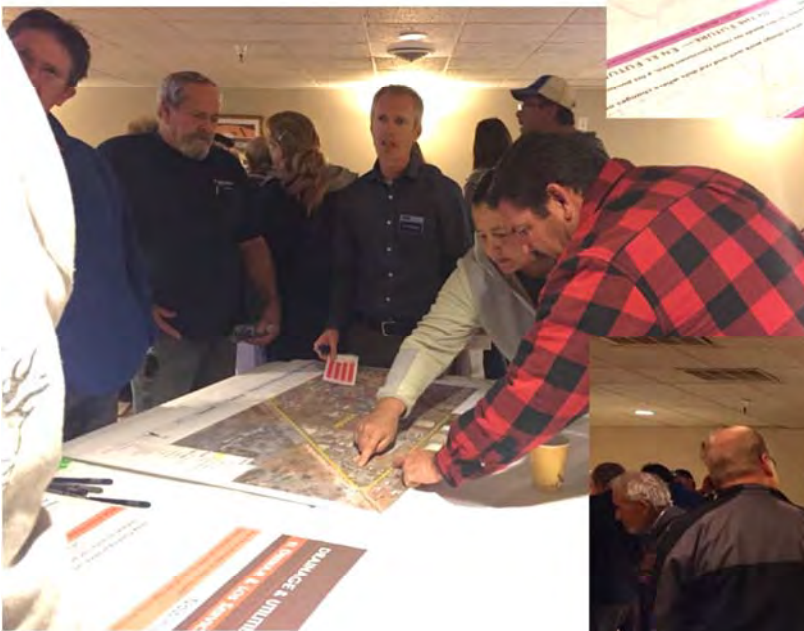
Draw flooding problem areas on the map.
Indique las áreas con problemas de la inundación en el mapa.

IN THE FUTURE— EN EL FUTURO

What should be the priority for investment? ¿Qué debe ser la prioridad para inversion?

Place a green dot under the item needing investment.
Ponga un punto verde debajo del objeto que necesita inversion.

Public Meeting #1 Images



OFFICIALS STUDY SESSION – DISCOVER



November 8, 2017

MEETING PURPOSE

Introductory Study Sessions with Planning Commission will provide all of the foundational information and initial vision from the community.

GENERAL FORMAT + KEY ACTIVITIES

The project team prepared a presentation with an overview of the project and current status.

INVITED GUESTS + INVITATION MECHANISM

Planning Commission via standard channels.

RESULTS: KEY TAKE-AWAYS + OUTCOMES

The highlight of the session was focus on the fact that Irondale needs major infrastructure improvements.

OFFICIALS STUDY SESSION – DISCOVER



November 13, 2017

MEETING PURPOSE

Introductory Study Sessions with the City Council will provide all of the foundational information and initial vision from the community.

GENERAL FORMAT + KEY ACTIVITIES

The project team prepared a presentation with an overview of the project and current status. Materials will be sent to City staff prior to the meeting for distribution to commissioners and councilmen. The Irondale At A Glance sheets were shared with Council members.

INVITED GUESTS + INVITATION MECHANISM

City Council via standard channels.

RESULTS: KEY TAKE-AWAYS + OUTCOMES

Council members provided feedback about zoning restrictions for similar properties, resolving short-term maintenance issues like dust mitigation, long-term drainage improvements, expansion of Rosemary Street, addition of curb, gutter, and sidewalks, roadway reconstruction along east end of the neighborhood, balancing grandfathered uses with transitional uses, age of water infrastructure and coordination, annexation history, benefits of forced annexation, width of streets and property access, coordination with Adams County plans, and right-of-way. Major themes included identifying “**interim coexistence**” of uses as changes take place in the neighborhood. Additionally, identifying ways to make “**annexation more economically feasible**” will be explored in moving forward. Projects will be structured into **Quick Wins, Daily Grind, and Long Haul** categories to help in identifying ways the City can make a difference in the neighborhood.

TECHNICAL REVIEW WORKSESSION – EXPLORE



January 9, 2018

MEETING PURPOSE

Based upon the public feedback, City and Stakeholders will review initial directions to be presented to the public. The goal is to refine major concepts at this stage, not to be concerned with word-smithing.

GENERAL FORMAT + KEY ACTIVITIES

The project team will provide materials to be sent to key stakeholders and City personal for review prior to the meeting. There will be a brief project update and instruction at the start. Attendees will be grouped at tables, all with the same maps and recommendations available. Each plan topic will have a designated portion of time for discussion. At the end of the meeting the groups will have an opportunity to share and ask questions for clarification.

INVITED GUESTS + INVITATION MECHANISM

Technical Advisors Committee via Email

RESULTS: KEY TAKE-AWAYS + OUTCOMES

Discussion centered on the four main plan topics, generally including:

- Roads vacations requirements
- Fire access needs
- Transit extension opportunities
- Land use context
- Drainage improvements & complexities

Invited Agencies:

- South Adams County Water and Sanitation District
- Urban Drainage and Flood Control District
- U.S. Fish & Wildlife Service
- South Adams County Fire Protection District
- Tri-County Health Department
- ADCO, Planning
- Union Pacific Railroad
- School District 14
- Commerce City Police
- Commerce City Neighborhood Services Division

ATTENDEES: 10 plus Ayres team and Commerce City staff

PUBLIC MEETING #2 – EXPLORE & ASSESS



January 30, 2018

Tradicion Bar and Grill

MEETING PURPOSE + GOAL STATEMENT

Reviewing initial recommendations on infrastructure and planning components of the plan.

GENERAL FORMAT + KEY ACTIVITIES

The second public meeting had community members review different land use scenarios and their potential impact on the Irondale neighborhood. The purpose of this exercise was to gain a better understanding of what the community envisions for the future of the neighborhood.

APPENDIX A — PUBLIC OUTREACH

ATTENDEES: 47 signed in, plus Commerce City staff and Ayres team

Below: Email & Web Posting Invitation

INVITED GUESTS + INVITATION MECHANISM

Invited Guests: Residential Neighbors + Business Neighbors, Attendees from Meeting #1

Invitation Mechanism: Invitation in Commerce City newsletter, email invitation to meeting one attendees, postcards to meeting one attendees and corrected addresses from first mailing.



Left & Below: Back and Front of Postcard sent to Meeting 1 attendees



RESULTS: KEY TAKE-AWAYS + OUTCOMES

The opinions about the present and potential future of the Irondale Neighborhood continue to be diverse.

The meeting began with an open house period to view display boards illustrating two different land use scenarios:

- Current Vision- largely based on the 2010 future land use plan/ essentially no change.

- Industrial Transition- expansion of industrial uses and phasing out of residential uses.

There was an additional display board dedicated to annexation and zone change policy. A few team members from Ayres floated around the room during the open house, available for questions and informal discussions.

Worksheets were also handed out to obtain feedback on the scenarios.

Light refreshments (water, soda, cookies) served behind the check in table for the event.

Coloring pages and crayons were available for any children attending.

Spanish language assistance provided by Ayres team member.

What did we hear?

Approximately 50 people turned out for the second public meeting, participating in thoughtful discussions and providing many written comments. The input we received indicates that opinions regarding Irondale's current and future land use options are as varied as the individual interests. Roughly one half of the people who filled out the worksheet identified as residents. Comments received on the proposed scenarios covered a wide range of opinions, from: *"I am currently in an obsolete zone that is limiting development in the neighborhood."* to: *"Keep agricultural and residential zoning for Irondale."*

The people who expressed a desire to continue residing in Irondale raised concerns about the physical character of Irondale including aesthetics, safety, noise and pollution. A wide range of comments, suggestions, and concerns regarding industrial uses was shared. Some people commented that they do not want to be pressured to convert their residential land to industrial use. Others had a desire for better amenities in the area, such as pedestrian facilities and lighting. Another topic that received a good deal of comment was the condition of the rights-of-way – sidewalks, crossings, paving, road widths, etc. Community members expressed a desire for right-of-way improvements focusing on safety.

There was also considerable interest and support for the Industrial Transition scenario. Many of the residents feel the appeal of the neighborhood has declined due to the presence of industrial uses and are looking to sell their property and move out of Irondale. One suggestion we received was to draft a policy that would streamline the zone change approval process, making Commerce City more "development friendly". Many of the residents who participated are interested in positioning their property for an industrial use but are unfamiliar with the annexation and zone change process.

Striking a middle ground between the two opposing views were comments and suggestions about the potential for industrial and non-industrial development to coexist in Irondale. People suggested alternative travel routes to separate industrial and non-industrial traffic.

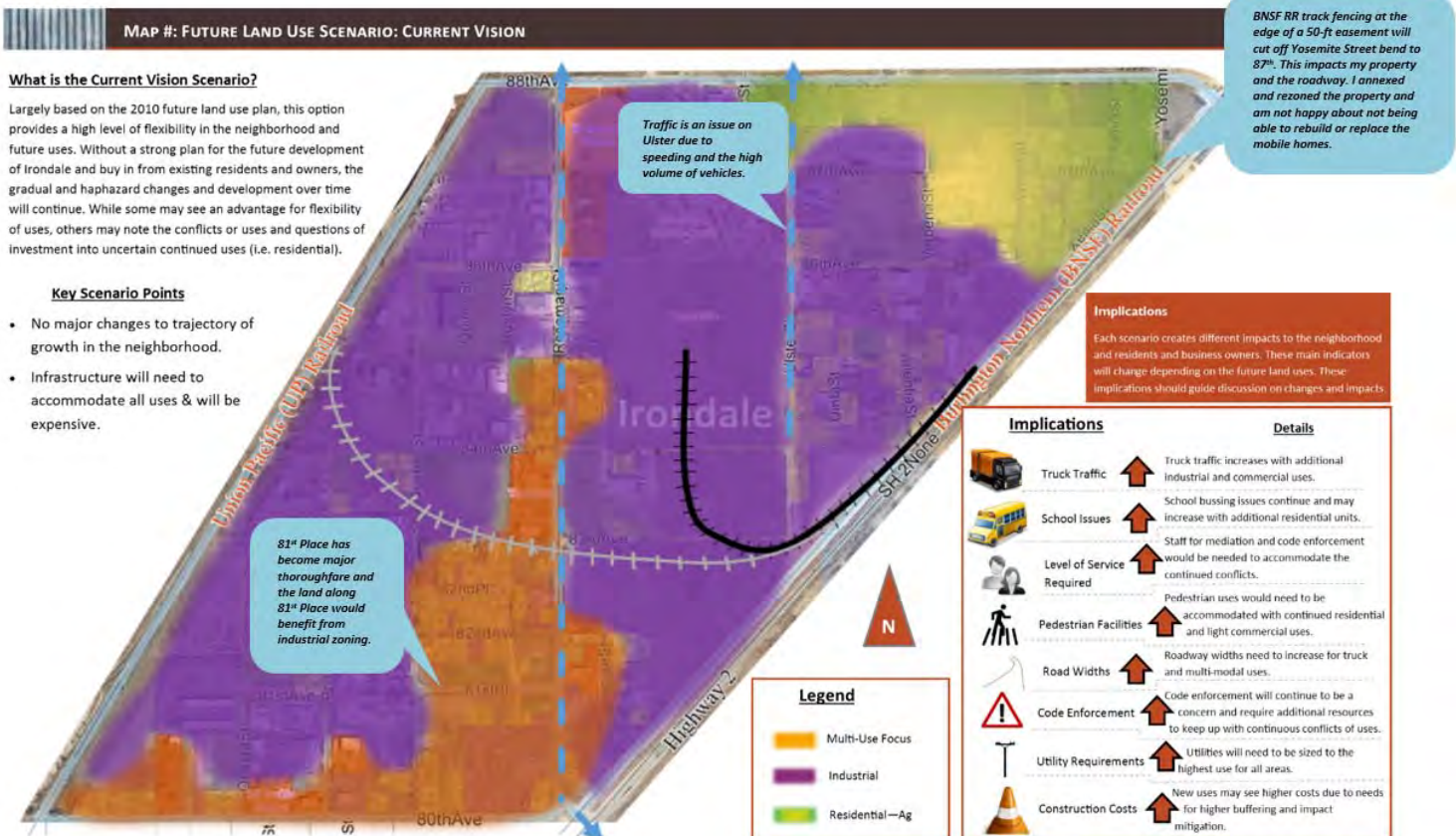
Drainage was the last major topic of concern. Many people commented that they would prefer a regional drainage approach, as opposed to requiring property owners to detain onsite.

The specific scenario comments are shown on the next page.

CURRENT VISION FEEDBACK

How does this scenario impact you?

- “I am currently in an obsolete zone that is limiting development in the neighborhood.”
- Works for me
- Would be very happy to keep living in my home. There is traffic, but it is understandable during rush hour. Other times I do not feel there is an issue.
- It will not affect us unless we get forced out.
- Currently the traffic would increase, less residential appeal. Too many vehicles speed past (consider speed bumps). Home will devalue, not a great neighborhood due to air pollution and noise.
- Less home value. More truck traffic.
- Works for me
- Negatively. Each plan has our property designated as a retention pond. Our property is currently on the market. When buyers come into the City office they are told the land cannot be sold because it is part of the drainage retention pond plan. This is raising a negative effect for the sale of the property and our family.
- Yes to Current Vision scenario.
- Neither vision impacts me.
- Transportation and flow of traffic.
- Keep agriculture/ residential zoning for Irondale.
- Do not want to see the area transition to industrial. We are fine with the neighboring agriculture uses.
- Please leave Irondale as Residential and Agricultural. Do not want industrial uses in the area.



INDUSTRIAL TRANSITION

How does this scenario impact you?

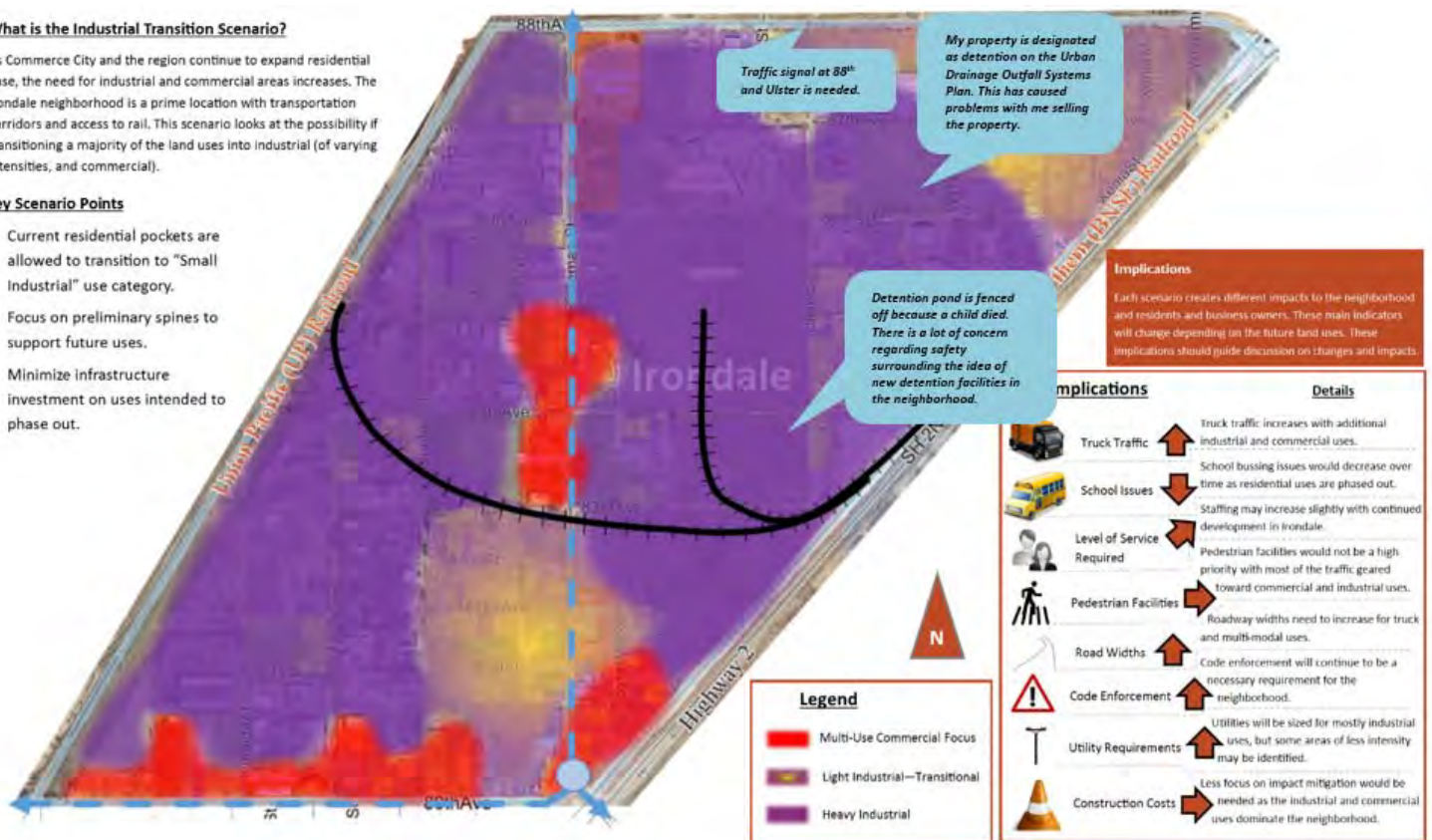
- “Would probably have more traffic and would probably have to relocate.”
- No good. Too much large truck traffic.
- Would cause more traffic and need more drainage. Directly impacts my property which makes my property drainage.
- Makes my tax go up if rezoned. Neighborhood becomes industrial and unappealing. Traffic, road conditions (this one makes more sense).
- More home value. More truck traffic.
- We are more in favor of the industrial plan for the roads.
- Would be a major impact to residential area.
- In support of regional drainage.
- Okay w/ industrial transition concept. Planning on moving in the next year or so.
- Planning to rezone Ag property to industrial. Want to have I-2 uses not I-1. I-1 uses are not as preferred as I-2 uses. Ok with industrial transition.

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.



Are there other options we need to explore?

- “Lighting would need to be added to increase visibility at night.”
- Roads. Willow Street is a four-wheel drive trail and hard on cars that use it.
- It is not fair that Aurora drains in there and then they want to use our property for drainage for Commerce City.
- Speed bumps on Ulster Street, traffic lights, expanding the road.
- Drain conditions are terrible.
- Alternate access for industrial vehicles and/ or residential only access so that children on school bus stops are safe from traffic and speed.
- Make all of Irondale industrial.
- Using and developing other areas for water drainage specifically around the Union Pacific Railroad land and possibly begin developing the drainage there now.
- Not sure what our other options might be.
- I believe there are other scenarios that can be explored.
- Make road wider for commercial trucks.
- Widening of the current roads for large trucks.
- Widening of the roads to accommodate industrial use and semitrucks.
- Lived in Irondale for 25 years. Not happy with past annexation to the City. The roads are terrible. When will they be fixed? I would like sidewalks in the area for kids
- and pedestrians.
- Would like to see the roads improved. We also we like to be heard by the City and want the City to keep the promises they made.
- Concerned about the current residents in the neighborhood, many of whom are low income. Will there be relocation assistance when the area transitions to industrial?
- Water quality is poor in the area. There is calcium buildup from hard water and it tastes bad. I’m wondering if my well is contaminated and if I can use it for irrigation.
- There needs to be assistance for people who are disabled and elderly to help keep their property neat and clean.
- Please make Willow and 87th Street like Xenia Street. We do not need curb and gutter. All we need is a good street with good asphalt that doesn’t need to be repaired every other week due to the heavy truck traffic.

Please share your thoughts about the policies discussed tonight

- I would like to go back to like it was before the annexation. I never asked to be annexed and do not want it.
- 22-year resident at 7700 E 81st Avenue. 1) Turn lane left onto 77th during rush hour (hard and dangerous to get on Rosemary). 2) If the house burns down, want the right to rebuild it. 3) 88th traffic jams on the Drive-in movie nights: want the drive-in to stay.
- I’m optimistic that changes will happen in the neighborhood.
- My home is on Ulster. At this point I would prefer to sell it to an industrial buyer than to keep the property as the entire area is losing its appeal and is no longer accommodating a family friendly environment.
- More road access, better lighting, better water, speed bumps on Ulster for the safety of my kids.

- It is not fair that the City can take our property because it is vacant and turn and designate it as a pond and continue to tell potential buyers they cannot buy it and then the City will take our property from us. There should be a place to develop a way for all of the area to take responsibility of drainage.
- The citizens were a part of the 2010 Vision. The Industrial Transition is the opposite of that Plan.
- Pave the streets in the residential areas.
- The City has very tough rules when it comes down to rezoning. That makes owners not want to update and modify old looking properties.
- Commerce City needs to play ball with “current” development applications. Stop dragging feet as the City is viewed negatively from current land owners, banks, etc.
- Commerce City needs to be more development friendly. Create transparency on applications instead of strong arming and creating more cost or expense to landowners. Streamline process for zoning, permits and building uses. Loss of business interest and bank investment with fear to work with Building Department.
- Leave us alone.
- Interested in knowing if I1 or I2 industrial will be allowed.

APPENDIX A — PUBLIC OUTREACH

Public Meeting #2 Boards

WELCOME

BIENVENIDOS

PLEASE, SIGN IN. POR FAVOR, REGISTRESE

Visit the Intro Station, one of the two (duplicate) scenario stations, and the policy station. Please provide us with your comments on the worksheet.

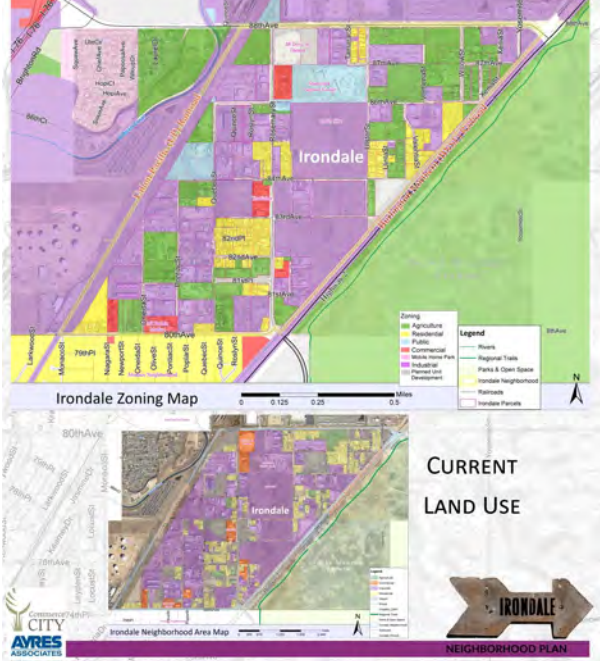
Visita la Introducción, uno de dos estaciones para escenarios, y el estación de las Políticas. Por favor, nos da su comentarios por la hoja de ejercicios.



POLICY DISCUSSIONS

LA DISCUSIÓN DE LAS POLÍTICAS

CURRENT ZONING



WHAT WE HEARD

QUE OÍMOS

MEETING 1 COMMENTS ~ LOS COMENTARIOS DESDE REUNIÓN UNO

The map below shows comments from the first public meeting with details listed below according to the number indicated on the map.

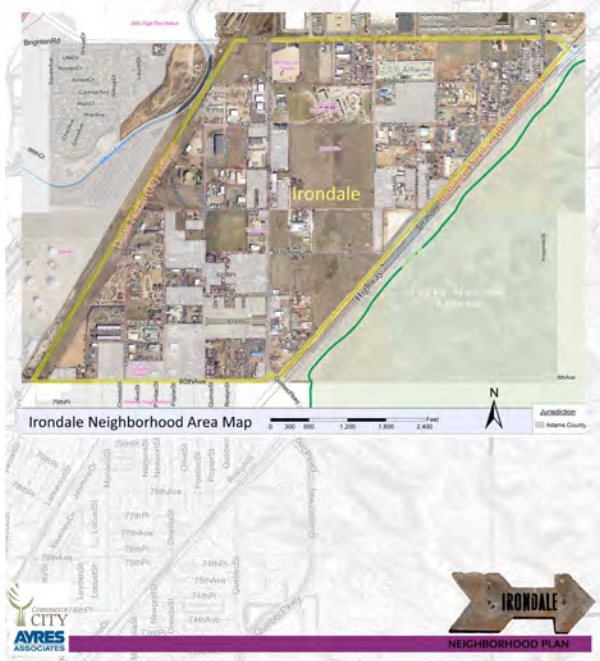
La mapa muestra los comentarios desde el primero reunión con detalles debajo según al numero indica por la mapa.



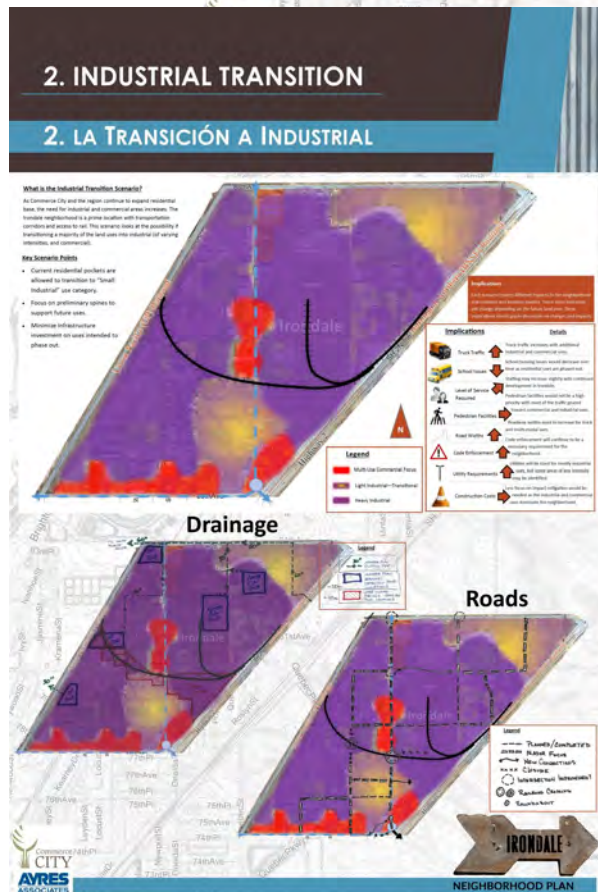
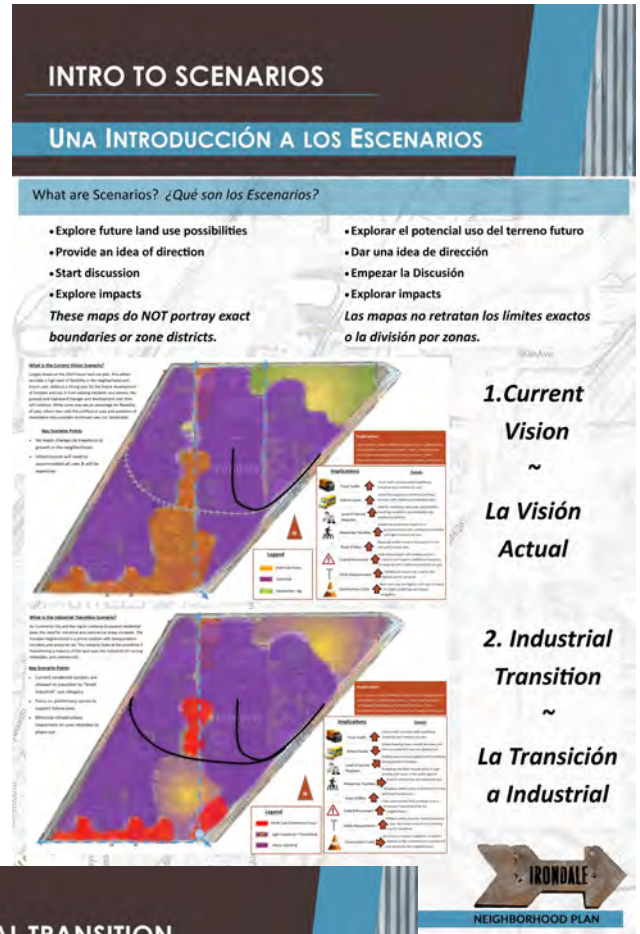
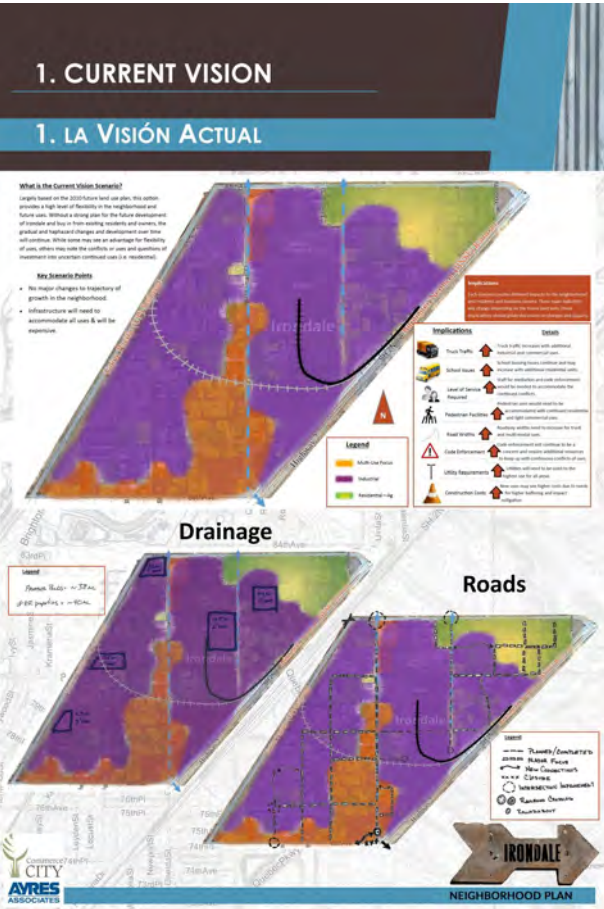
POLICY DISCUSSIONS
LA DISCUSIÓN DE LAS POLÍTICAS

JURISDICTIONS

JURISDICTIONS



Public Meeting #2 Boards—Continued



APPENDIX A — PUBLIC OUTREACH

Public Meeting #2 Images



OFFICIALS STUDY SESSION – EXPLORE



January 22, 2016

MEETING PURPOSE

Review the current status of documents and follow up on questions from previous meetings.

INVITED GUESTS + INVITATION MECHANISM

City Council via standard channels.

OFFICIALS STUDY SESSION – ASSESS



February 6, 2018

MEETING PURPOSE

Review the current status of documents and follow up on questions from previous meetings.

INVITED GUESTS + INVITATION MECHANISM

City Council via standard channels.

TECHNICAL REVIEW – ASSESS



April 18, 2018

MEETING PURPOSE

Confirm fine-tuning of the initial recommendations based upon the Resident/Business Neighbor Meeting prior to broader public meeting.

GENERAL FORMAT + KEY ACTIVITIES

Attendees will receive materials prior to the meeting for review. At the meeting, a brief overview of what we heard from the public and recommendations to move forward will be discussed. A big component of this meeting will be to fill in the blanks of any missing information and clarify the details of recommendations to be shared with the public and officials in later phases.

INVITED GUESTS + INVITATION MECHANISM

Technical Advisors Committee via Email

ATTENDEES: 9 plus Commerce City and Ayres team members

Invited Agencies:

- South Adams County Water and Sanitation District
- Urban Drainage and Flood Control District
- U.S. Fish & Wildlife Service
- South Adams County Fire Protection District
- Tri-County Health Department
- ADCO, Planning
- Union Pacific Railroad
- School District 14
- Commerce City Police
- Commerce City Neighborhood Services Division
- Rocky Mountain Arsenal Open Space

PUBLIC MEETING #3 – IMPLEMENT

May 16, 2018

Tradicion Bar and Grill

MEETING PURPOSE + GOAL STATEMENT

Reviewing and commenting on the Capital Improvements, Drainage alternatives, and Future Land Use plans for the neighborhood.

GENERAL FORMAT + KEY ACTIVITIES

This second public meeting will dig into the topics. The meeting will be structured as an open-house format with people able to come and go as their schedule allows. The check in table will be staffed with a person to give a quick introduction into the format for the evening. The four plan sections will be distinct areas with large signs indicating the topic of discussion. Visual aids of the recommendations will be displayed with sticky notes and red/green dots available for attendees to provide feedback directly on the visual.

Light refreshments (water, soda, cookies) served behind the check in table for the event.

Coloring pages and crayons were available for any children attending.

Spanish language assistance provided by Ayres team member.

INVITED GUESTS + INVITATION MECHANISM

The draft plan for the future of Irondale is ready for your review and comment. Stop by Tradicion Bar & Grill between 4 and 5:30 p.m. on Wednesday, May 16, to help finalize the plan and recommendations. Please tell your neighborhoods about the meeting.

For more information, visit
c3gov.com/irondale or contact:

Jenny Axmacher
jaxmacher@c3gov.com
303.289.3772



El borrador del plan para la futura de Irondale está listo para su revisa y los comentarios. Acompañanos en Tradicion Bar & Grill en el 16 de Mayo desde 4pm hasta 5:30pm para concluir el plan. Por favor, comparte los detalles del reunion con sus amigos y vecinos, también.

Invited Guests: Residential Neighbors + Business Neighbors, Attendees from Meetings #1 & 2

ATTENDEES: 30 signed in plus Commerce City and Ayres team members

The image is a postcard for a public meeting. It features a background of a corrugated metal wall. On the left, there is a white rectangular box with the text "JOIN Us" in large blue letters, followed by "To review recommendations for the future of Irondale." in smaller blue text. Below this is the text "¡ACOMPÑANOS!" in large blue letters. To the right of this box is a large, rusted metal arrow pointing right, with the word "IRONDALE" in black letters on it. Below the arrow is the text "NEIGHBORHOOD PLAN" in black letters. Below that is the text "PUBLIC MEETING" in blue letters, and "REUNION PÚBLICA" in blue letters. At the bottom of the postcard, there is a black rectangular box with the text "WEDNESDAY, MAY 16, 4 - 5:30 P.M." in large yellow letters, followed by "TRADICION BAR & GRILL" in large yellow letters, and "8383 ROSEMARY ST, COMMERCE CITY, CO" in smaller yellow letters.

Above & Right: Back and Front of Postcard sent to Meeting 1 & 2 attendees

PUBLIC MEETING #3 RESULTSDrainage topics discussed:

- Via the display boards and conversation with attendees, regional vs. local/site-specific detention alternatives were discussed. While regional detention may be the ideal solution, it requires significant upfront financial investment that is currently unavailable into the near and mid-term future. Therefore, local on-site detention is recommended for the foreseeable future until funding is secured for storm drainage infrastructure.
- Residents and business owners discussed local drainage issues experienced at their specific properties.
- Several questions were asked about the extent of detention provided by the Intsel development.
- Resident expressed frustration that drainage solutions did not solve his existing drainage issue.
- Questions and concerns about local construction activity - utility work and earthwork in the neighborhood.
- How will future RR cross connect impact drainage? What will the RR be required to do? When will they construct it? Union Pacific has not provided information on timing and probability of constructing the cross connect.
- Resident was frustrated that he has to pay Adams County a drainage fee even though he gets ponding in his yard.

Roadway topics discussed:

- Display boards listed the CIPP items related to roadway improvements.
- Comments were received about preferences for priorities including:
 - Willow St. Resurfacing
- Acquiring ROW and creating a road in order to open 86th Ave. completely between Ulster St. and Willow St.
- Resident expressed concern about school children walking from 82nd Place to access school bus stop on 83rd Ave.: there are no sidewalk, the weeds are high, and there are often puddles to walk through. Many years ago the school bus stop was on Quebec, the resident indicated that she spoke with the school district and the stop was moved because there is not enough room on Quebec for the bus to safely pull over for kids to get on/off. Resident wanted the bus stop moved to 82nd Place. (Note- 82nd Place is a dead-end roadway with not enough room for a school bus to make a U-turn to get back onto Quebec.) Resident then asked for a sidewalk from 82nd Place, on the east side of Quebec, and on 83rd Ave. so kids could walk to bus stop.
- Resident said that he would like 86th Ave. to be paved as an item on the CIPP list.
- Resident said that he would like Verbena Street to tie to 88th Avenue.
- Art Crocker, 8695 Willow St. – improvements should be made to Verbena St. to tie to 88th Ave. as an outlet for industrial traffic. He indicated that this would relieve traffic on Ulster.

(Ayres Associates Note – Verbena St. currently ends approximately 300' south of 88th Avenue. There is a dirt track tying to 88th Avenue, but there is not an official roadway.) Verbena St. is approximately 1000' long and the southern end is a "T" intersection with 86th Avenue.)

- Resident indicated that he waits up to 45 minutes for trains to clear the crossing of the UPRR tracks at 88th Avenue.
- Several attendees voiced concern over the traffic backups on Rosemary St.
- Resident wants no parking signs put up on 81st Ave. Indicated that semi trucks park there all day/night and recently a camper was abandoned there and it took many calls to get it removed.
- Residents indicated that they call the City to make complaints about potholes/road maintenance and their concerns are not addressed.

- Resident indicated that there is a tree at the corner of 88th Ave and Ulster St. that hits trucks when they turn the corner, thus the trucks drive toward the middle of the road and block traffic/cause problems at the intersection.
- Residents voiced their concern over 83rd Ave. being closed – this will cause more traffic on 84th Ave. and that road is not wide enough to handle the additional traffic.
- Two residents, one lives on 83rd Ave. and one lives on the corner of 84th Ave. indicated concern about how these roads will get improved. Their concern is that if development has to fix part of the road, what will happen to the part of the road that is adjacent to residential property, in between the two developed areas – how will that get improved/widened?
- Resident who lives on 83rd Ave. (between Rosemary St. and Willow St.) is concerned about the warehouse to the north of him – warehouse has no access to a roadway as north of the warehouse are 3 residential properties that block access to 84th Ave. He indicated that the warehouse drives thru adjacent private property to access the warehouse. He also indicated that he gets drainage ponding in his property that comes off the warehouse site.
- Resident expressed concern about access at 88th/Willow, there is a dip/ditch issue. “Do something!”
- Many attendees asked about the railroad cross connect track and when that may occur.
- Some attendees asked if the CIPP list was in order of priority. It is not, a statement to that effect will be added to the report.

Policy items discussed:

- Attendee stated that Commerce City should use eminent domain to fix roads instead of making individuals pay. Make equitable payment to owner.
- Road improvements need to be addressed:
 - Local side streets are in poor condition
 - Would like roads to be improved when development happens, such as putting in curb with development like what happened when the warehouse was built.

Land Use items discussed:

- Meeting 2 attendee wanted to see what changes had occurred since the last meeting. She was interested in changing zoning on her property along Rosemary to commercial or industrial. The Future Land Use Map supports what she wants to do. Her information was taken down to see if there's any one else she can coordinate re-zone with.
- History of an industrial area along 88th to the west of Rosemary. Worth built a lot of industrial in this area. Attendee thought it makes sense to keep industrial (along Tamarak) and to develop more in the neighborhood.
- Attendees Robert and Patti Baird would like the Future Land Use Map and table descriptions sent to them. Jenny A. will be cc'd on the e-mail.
- Several residents indicated that if the UPRR doesn't construct a cross connect track than they would like to buy back their residents and keep the area as residential zoned.
- Resident expressed that he did not want anything to change on the east side of Willow St. Wants the existing uses to continue. New uses would need to for in AG zone uses.
- Resident: Ira Daigle – possible adjustment adjacent to 87th/Xenia to Industrial zone. Property has Henderson Address. Possibility of vacating east most portion of 87th. Squatter issue south of his property. (See map)

Public Meeting #3 Boards

WELCOME BIENVENIDOS

PLEASE, SIGN IN. POR FAVOR, REGISTRESE

Visit the each table, starting with the introduction.

Visita cada mesa; empieza con la Introducción

Sign In ~ Registrar

Intro ~
Introducción

Enjoy a beverage and snack.
There are coloring books
and crayons for children.

Disfrute una bebida y un
tentempié. Hay libros para
colorear y los lápices de
color para los niños.

Future
Land Use ~
la Futura del Uso
Terreno

Capital
Improvements
~ Las Mejoras
Capitales

Drainage
~ el Drenaje

DRAINAGE

EL DRENAJE

This map was developed from the Denver Area Urban Drainage plan. Locations of detention basins are **not** final and may be changed with future study.

Esta mapa fue creído desde el plan del Drenaje Urbano para as área Denver. Los ubicaciones de los cuencas no son finales y puede cambiar con estudia futura.



Please review the details of alternatives on the next board and provide your comments.

Por favor, Revisa los detalles de los alternativos por la próxima página y da su comentario.

INTRO TO THE PLAN

UNA INTRODUCCIÓN AL PLAN

How was the plan developed? ¿Cómo fue creído al plan?

- 2 Prior Neighborhood Meetings
- 3 Technical Advisory Committee Meetings
- Council Input on: Land Use, Annexation, Zoning, Areas of Concern



DISCOVER

A look at existing conditions and challenges.



EXPLORE + ASSESS

Putting together the steps to bring the vision forward through district action items.



IMPLEMENTATION

Working with the community and stakeholders, review and weigh the options to determine the best fit for Irondale.

DRAINAGE OPTIONS

ALTERNATIVAS DEL DRENAJE

PROS & CONS

REGIONAL PONDS

- Captures runoff from new development & historic areas
- Maintenance, inspection, safety focused on one facility
- Most efficient use of space.
- Frees up space on development sites

- Upfront planning, design & pond construction required
- Large initial capital investment
- Upstream conveyance systems
- Timing is critical – pond is needed prior to development

Funding Sources may including development fees, special taxes, etc.

ON-SITE DETENTION

- Easiest to implement
- Little off-site development needed
- Drainage basin level study not needed

- Does not address neighborhood level drainage issues
- Numerous detention basins – difficult enforcement, inspection
- Difficult to connect to future drainage system
- Development land acreage lost to detention

Funding provided by owner as development occurs

Public Meeting #3 Boards— Continued

FUTURE LAND USE PLAN

PLAN DE LA FUTURA DEL USO TERRENO

How do we move toward the future land use map?
¿Cómo están acercándose a la futura del uso terreno?

STEP 1: Landowner desires a change ~ El terrateniente quisiera una cambia
STEP 2: Review process & determination ~ Un proceso a revisar y la determinación
STEP 3: Development action ~ La acción del desarrollo

1: Landowner vision
El visión del terrateniente

2: Alignment with Plans
El alineamiento con los planes

3: Regulatory action occurs
La acción regulador ocurre

Recommended Policies in this Plan
Las políticas que son recomiendan en este Plan.

Landowner Initiated ~
Inicio por el terrateniente

Group Annexation ~ La anexión del grupo
A group of landowners with at least one property adjacent to the city could annex their properties as part of a single action. Zoning and any non-conforming uses would be identified at this time.
Un grupo de los terratenientes, con uno o más de las propiedades al lado de la ciudad, se pueden anexan sus propiedades en una acción. La zonificación y usos no conformen será identificado en este tiempo.

Coordinated rezoning ~ Cambia de la zonificación coordinado
A group of landowners could rezone their properties at the same time with one action.
Un grupo de los terratenientes se pueden cambiar la zonificación de sus propiedades al mismo tiempo en una acción.

Doing these processes in groups would be simpler and may be less expensive than doing them for individual properties.
Hacer estos procesos juntos será sencillo y puede ser menos caro que hacer por las propiedades solas.

FUTURE LAND USE PLAN

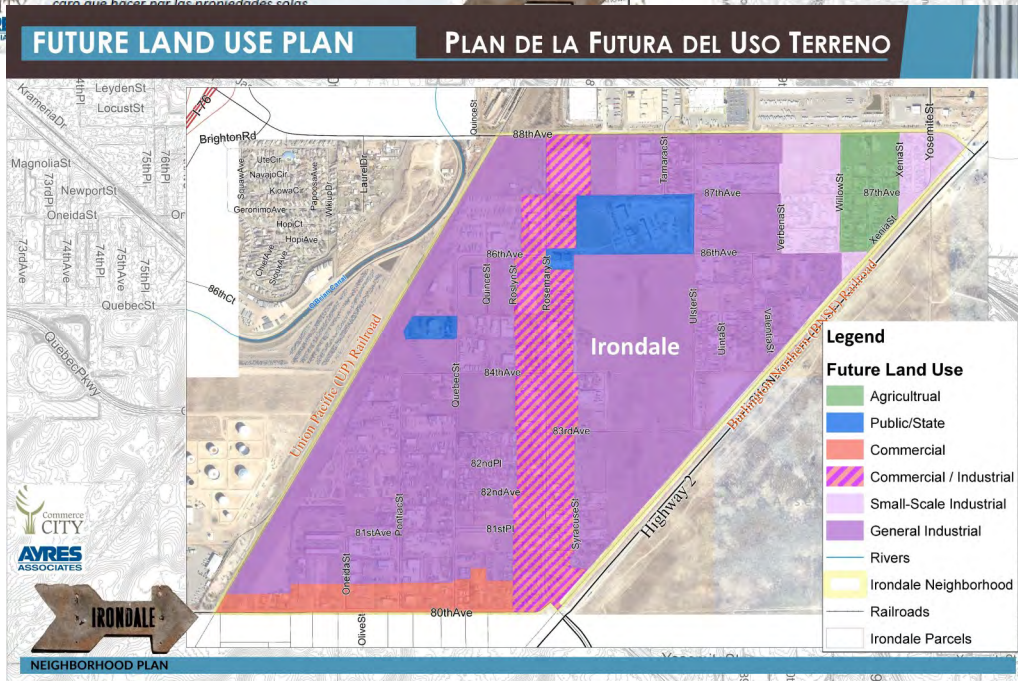
PLAN DE LA FUTURA DEL USO TERRENO

What does this map mean for me? ¿Qué significa tiene el mapa para mí?

KEY	CATEGORY	USES	ANTICIPATED ZONING	CURRENT USES NOTES
	Agricultural	- large-lot, single-family detached dwelling uses; - limited production of agricultural crops and livestock; - vacant land in a transitional stage	Ag	Existing residential & ag uses to continue, new homes or related ag uses permitted
	Public / State	- parks, public open space; - government buildings and facilities; - schools and school grounds; - quasi-public buildings and facilities	Public	Existing & future public uses permitted
	Commercial	- small local services, retail, shopping, office uses - general retail, commercial, personal and business services, and professional offices	C-1, C-2, C-3, MU	Existing permitted uses to continue, new uses to align with commercial category
	Commercial / Industrial	mixture of industrial and commercial categories and permitted uses	C-1, C-2, C-3, MU, I-1, I-1S, I-2	Existing permitted uses to continue with new uses of commercial and industrial types
	Small-Scale Industrial	- general commercial & and restricted industrial; - variety of compatible business, warehouse, wholesale, office, and limited industrial uses; - low impact types of industrial activity	I-1, I-1S	Existing permitted uses to continue, new industrial uses with lower impacts or buffering components
	General Industrial	- light to medium industrial uses - industrial or manufacturing operation subject to acceptable safeguards to control potential nuisances and hazardous effects both on and off of the premises	I-1, I-1S, I-2	Existing permitted uses to continue, new industrial uses to be permitted as zoning allows

IRONDALE

NEIGHBORHOOD PLAN



Public Meeting #3 Boards— Continued

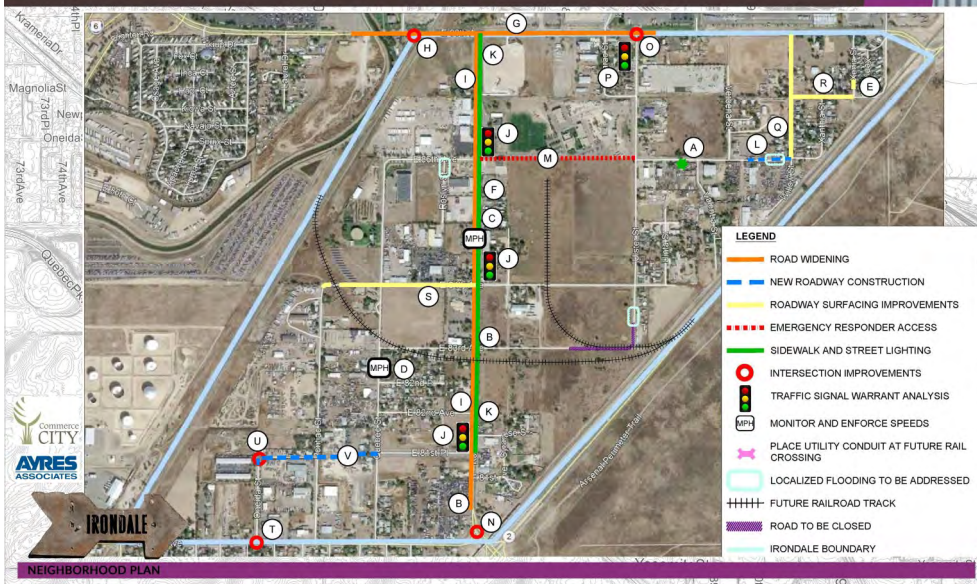
CAPITAL IMPROVEMENTS

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#	FACILITY	LIMITS	IMPROVEMENTS
A	86th Ave.	Just west of Valentia Street	Remove tree adjacent to narrow pavement.
B	Wayfinding along Rosemary Street	88th to 80th	Install wayfinding signage, specifically street name blades at intersections and southbound right turn sign to 80th Ave.
C	Rosemary Street	88th to 80th	Monitor and enforce speeding with mobile signs.
D	Quebec Street	86th to 80th	Monitor and enforce speeding with mobile signs.
E	Xenia Street	87th to 88th	Install Street Lighting & School Bus Stop Pad.
F	RTD Bus Stop along Rosemary Street	88th to 80th	Discuss adding an RTD transit stop within the Irondale Neighborhood at a location where a bus pull-out can be accommodated.
G	88th Ave	Ulster Street to west of UPRR tracks, minimum; consider east of UPRR tracks to Yosemite Street	Increase capacity / widen to two lanes each direction at a minimum; add turn lanes if traffic volumes warrant.
H	88th Ave	Crossing of UPRR	Construct an overpass or underpass for vehicles to cross the railroad track.
I	Rosemary Street	88th to 80th	Increase capacity / widen to two lanes north bound at a minimum.
J	Rosemary Street	81st to 86th	Conduct a traffic signal warrant study at Rosemary and 86th to determine if a traffic signal is necessary at this location - consider existing fire station response time at this intersection.
J	"	"	Conduct a traffic signal warrant study at Rosemary and 84th as development occurs and Intsel becomes fully operational.
J	"	"	Conduct a traffic signal warrant study at Rosemary and 81st as development occurs.
K	Rosemary Street	81st to 88th	Construct sidewalk & street lighting where not currently present.
K	"	"	Relocate overhead utilities to underground.
K	"	"	Install street furniture and lighting to reflect the history and character of the neighborhood.
L	86th Ave.	Verbena Street to Willow Street	Acquire right-of-way necessary and make roadway improvement for a two-lane roadway (one-lane in each direction), to provide additional east-west circulation.
M	86th Ave.	Rosemary St. to Ulster St.	Construct a local access route for east-west fire department access. This route will not be open to the public but for emergency vehicle use only.
N	Intersection Improvements at 80th Ave./Quebec St./Rosemary St.	Intersection	Study and implement intersection improvements. A roundabout would allow for left turns from 80th Ave. to Rosemary and Rosemary to 80th Ave.
O	Intersection Improvements at Ulster St. and 88th Ave.	Intersection	Ulster Street will continue to see more industrial traffic. Existing intersection is too narrow for large truck turning movements—widen roadway at Ulster to accommodate both trucks turning south and vehicles waiting to turn onto 88th Ave.
P	Intersection Improvements at Ulster St. and 88th Ave.	Intersection	Conduct a traffic signal warrant study at Ulster and 88th to determine if a traffic signal is necessary at this location with the addition of Intsel traffic.
Q	Willow Street	88th Ave to 87th Ave	Pavement Resurfacing/Maintenance
R	87th Ave	Willow St. to Xenitha St.	Pavement Resurfacing/Maintenance
S	84th Ave	Rosemary St. to Pontiac St.	Pavement Resurfacing/Maintenance
T	Oneida Street	Intersection at 80th Ave.	Construct an intersection rather than a drive approach at this street.
U	Intersection Improvements at Oneida Street & 81st Ave.	Intersection	Create an intersection at this location to make access easier for consumers as well as for public safety such as Fire and Police Departments.
V	81st Place	Oneida St. to Quebec St.	Acquire right-of-way necessary and make roadway improvement for a two-lane roadway (one-lane in each direction), to provide additional east-west circulation.

CAPITAL IMPROVEMENTS

LAS MEJORAS CAITALES



NEIGHBORHOOD PLAN

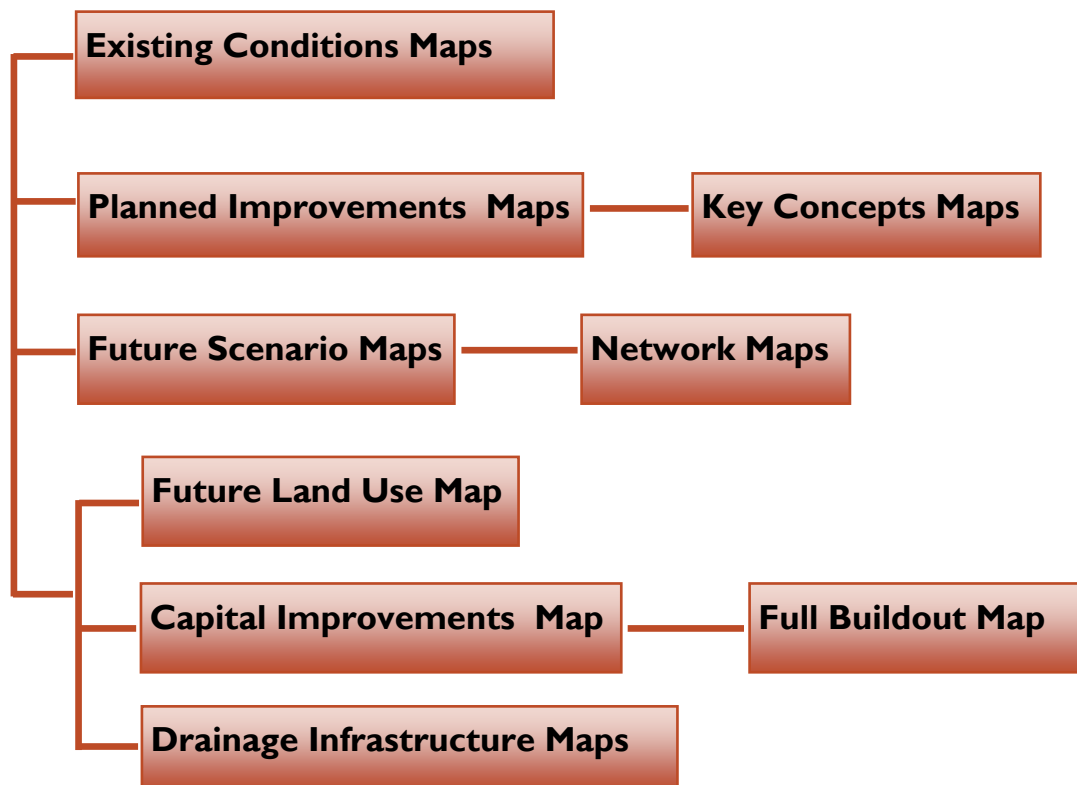
Public Meeting #3 Images



APPENDIX B

MAPS INDEX

MAP WAYFINDING



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.



EXISTING CURB, GUTTER, & SIDEWALK FACILITIES

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



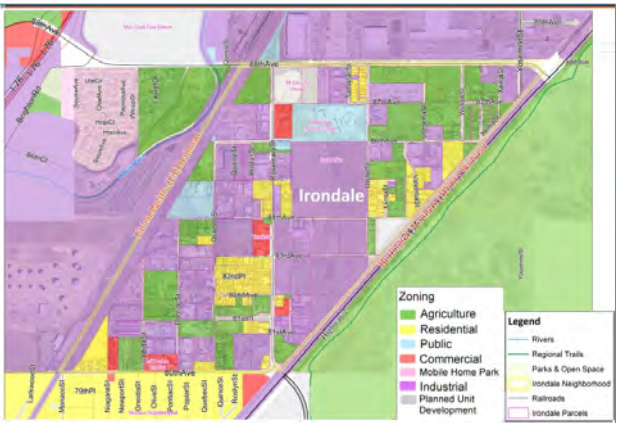
CURRENT PAVEMENT QUALITY

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



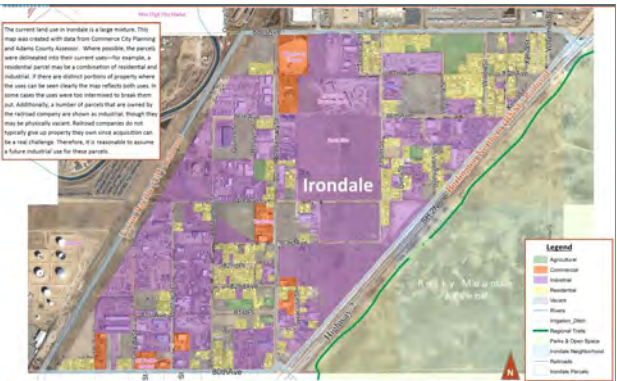
PUBLIC MEETING NO. 1 COMMENTS

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.



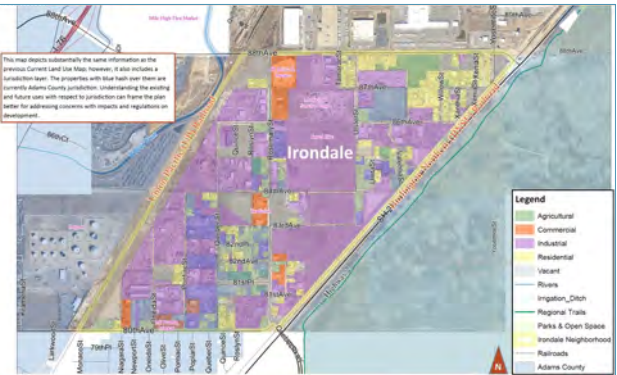
CURRENT ZONING MAP

Zoning in Irondale is a mixture between Commerce City and Adams County zone districts and varying levels within each category. To simplify the picture this map uses general categories for both jurisdictions.



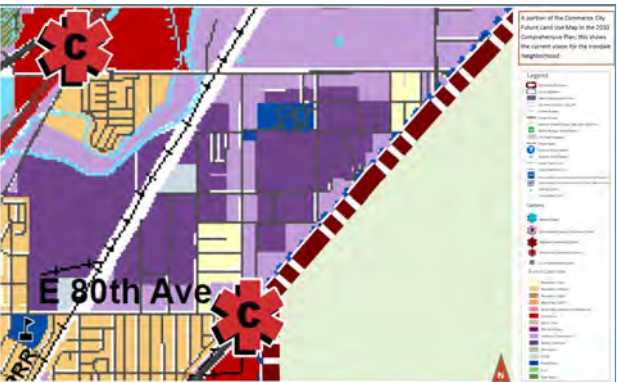
CURRENT LAND USE MAP

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.



CURRENT LAND USE MAP WITH JURISDICTION

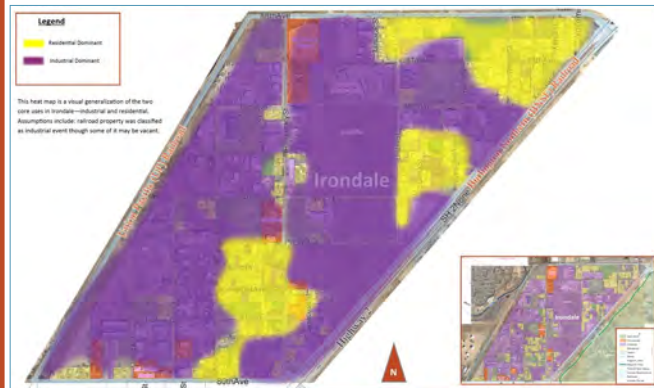
Jurisdiction questions in Irondale come up frequently. In addition, there's a perception that residential uses are left in the County while commercial uses are brought into the City. The map provides a clear snapshot reflecting the current conditions with respect to this ongoing question.



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

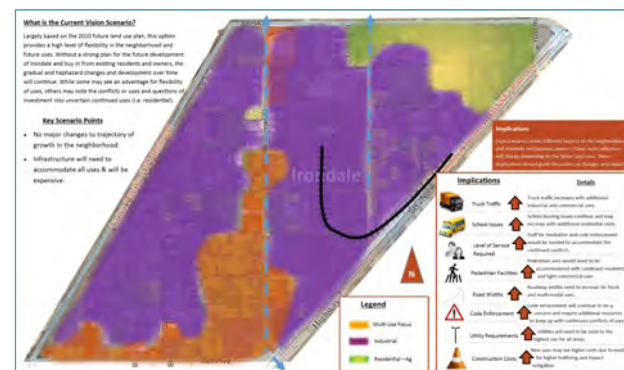


CURRENT LAND USE MAP HEAT MAP

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.

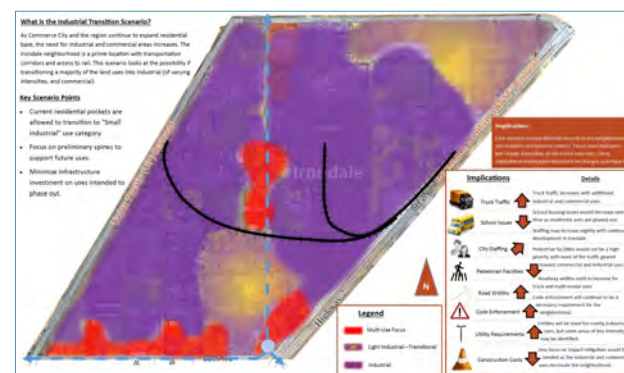
What is a Scenario Map?

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.



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.



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.



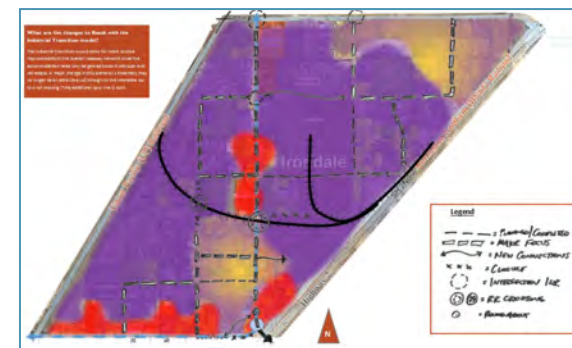
CURRENT VISION ROADS NETWORK

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



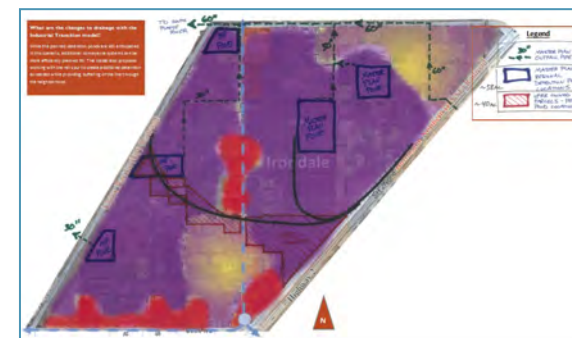
CURRENT VISION DRAINAGE NETWORK

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



INDUSTRIAL TRANSITION ROADS NETWORK

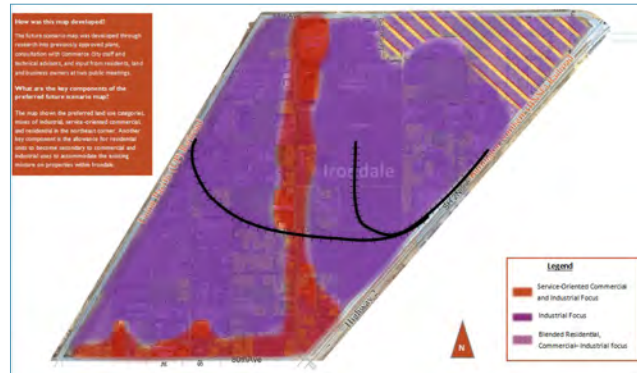
Under this model it is anticipated additional rail access will occur in the neighborhood, creating distinct north/south areas and necessitating a rail crossing on Rosemary.



INDUSTRIAL TRANSITION DRAINAGE NETWORK

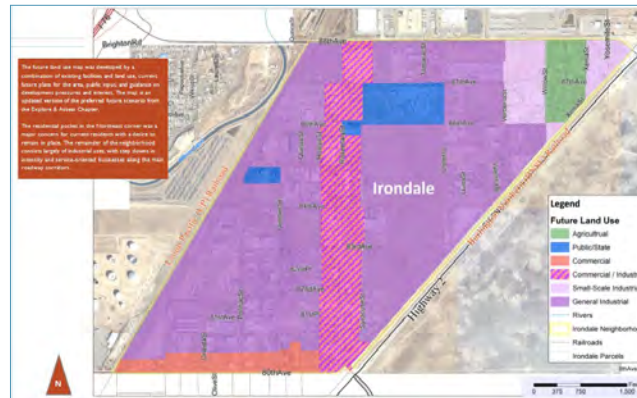
The drainage system in the increased industrial model includes the currently planned detention, but also additional infrastructure that may be accommodated to maximize the efficiency of the system as a whole.

IMPLEMENTATION: MOVING INTO THE FUTURE



PREFERRED SCENARIO MAP

Bridging the comments and understanding of development patterns and pressures in the neighborhood, this preferred scenario was developed to move into the implementation phase and create the final future land use plan. The map shows the preferred land use categories, mixes of industrial, service-oriented commercial, and residential in the northeast corner.



FUTURE LAND USE MAP

Coordinating the existing development patterns, pressures for the future, and buffering uses within the neighborhood, this map shows how Irondale can move forward.



CAPITAL IMPROVEMENTS MAP

Improvements for Irondale range from small items like signal warrants, to major items like road widening and grade-separated crossings. Each item is keyed to match up with the Capital Improvement Plan recommendations in the plan.



CONCEPTUAL STORMWATER INFRASTRUCTURE

Using information on drainage sheds, regional detention recommendations from the Denver regional report, and project team expertise, this map shows how a regional detention approach would look in the neighborhood.



FUTURE BUILDOUT MAP

This map shows what the neighborhood may be with a full buildout of recommended improvements for roadway and drainage impacts, as well as the anticipated rail spur lines.