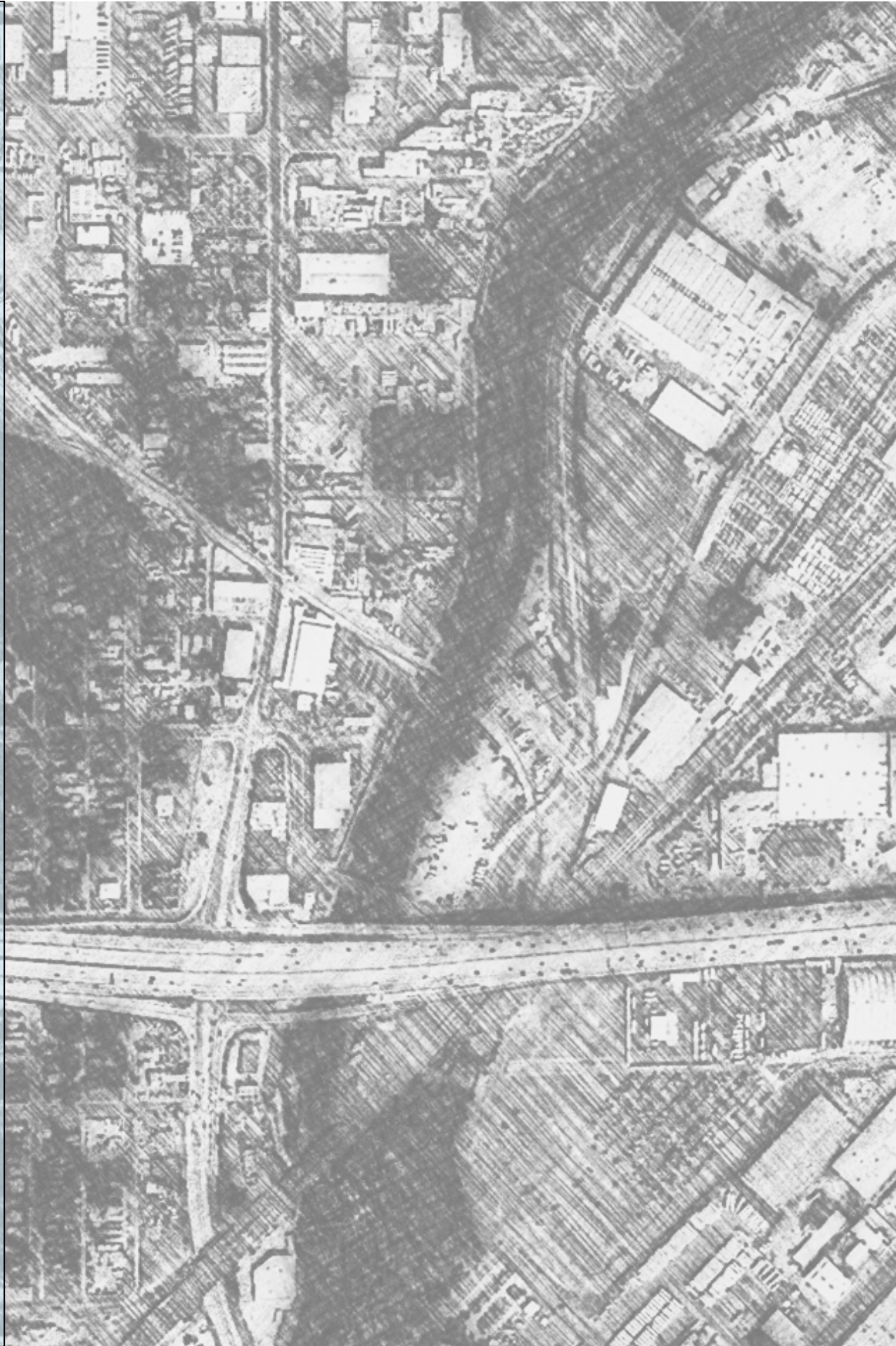


**March 2018**

# WASHINGTON STREET STUDY







# Washington Street Study

Prepared for:



City and County of Denver

201 W. Colfax Ave

Denver, CO 80202

Prepared by:

Matrix Design Group, Inc

OV Consulting, LLC

StudioCPG

Zoeller Consulting, LLC

San Engineering, LLC

Stantec Architecture, Inc.

Railroad Coordination, LLC



Washington Street Cross-Section from the Globeville Neighborhood Plan





## ACKNOWLEDGMENTS

### DENVER CITY COUNCIL

Council District 9 – Albus Brooks

Council At Large – Deborah “Debbie” Ortega

### DENVER PROJECT MANAGEMENT TEAM

Karen Good - Public Works; Policy, Planning and Sustainability

Chris Pacheco - North Denver Cornerstone Collaborative

Todd Wenskoski - North Denver Cornerstone Collaborative

Tricia Anstey - North Denver Cornerstone Collaborative

Chris Proud - Public Works; North Denver Cornerstone Collaborative

Sarah Anderson - Public Works; Policy, Planning and Sustainability

Justin Schmitz – Pubic Works; Transportation and Mobility

Rachel Bronson - Public Works; Transportation and Mobility

Josh Jones - Public Works; Transportation and Mobility

Stephanie Reed - Mayor’s Office of the National Western Center

Jason Whitlock - Community Planning and Development

Jay Henke - Parks and Recreation

Rachel Bacon - Adams County

Joelle Greenland - Adams County

### COMMUNITY WORKING GROUP

Maria Campos - Globeville Resident

Kristin Cardenas - Garden Place Academy, Parent Teacher Organization

Marina Chotzinoff - Where Wood Meets Steel, Globeville Business

AE - Globeville K.A.R.E.S.

Vernon Hill - Globeville Civic Partners, Globeville Business

Jill Locantore - WalkDenver

Cliff Lind - Elyria-Swansea-Globeville Business Association (ESGBA)

Dennis Maddox - DenCol, Globeville Business

Dave Oletski - Globeville Resident

Rob Ollett - BikeDenver, Globeville Resident

Erin Pulling - Project Angel Heart, Globeville Nonprofit

Kaitlyn Randol - Superior Farms, Globeville Business

Fred Schultz - Trammell Crow - Crossroads Commerce Park, Globeville Business

John Zapien - Globeville Resident

Mickey Zeppelin - Zeppelin Development

### COMMUNITY PARTNERS

Globeville Residents and Businesses

Project Angel Heart

Laradon Hall



## CONTENTS

EXECUTIVE SUMMARY.....	1
Project Vision and Goal Statement .....	1
Public Process .....	2
Preferred Alternative .....	2
Next Steps .....	2
OBJECTIVES OF THE STUDY.....	3
PREVIOUS PLANS .....	4
COORDINATED CONCURRENT STUDIES AND PROJECTS .....	8
EXISTING CONDITIONS .....	11
Transportation .....	11
History.....	12
Land Use.....	12
Zoning .....	12
ALTERNATIVE ANALYSIS .....	13
Washington Street Corridor Constraints .....	14
Character Area Constraints .....	16
Washington Street Corridor Opportunities .....	19
Character Areas Opportunities .....	20

PUBLIC PROCESS .....	23
Project Website and Summary .....	23
Community Working Group .....	23
Public Meetings.....	26
Community Priorities .....	28
Community Typical Section Development.....	29
PREFERRED ALTERNATIVE.....	30
Corridor Wide Improvements.....	30
Shared Pedestrian and Bicycle Facility.....	31
Character Area I Improvements .....	32
Character Area II Improvements .....	32
Character Area III Improvements .....	33
Truck Routes.....	34
Green Infrastructure.....	34
Future Opportunities.....	35
Preferred Alternative Summary .....	36
EARLY IMPLEMENTATION ITEMS.....	36
RECOMMENDED NEXT STEPS .....	37
Placemaking Next Steps .....	38





## PROJECT RELATED ACRONYMS

ADA – American with Disabilities Act

BNSF – Burlington Northern Santa Fe Rail

CCD – City and County of Denver

CDOT – Colorado Department of Transportation

CWG – Community Working Group

GES – Globeville, Elyria, and Swansea Neighborhoods

GO - General Obligation Bond

MMP – Master Mobility Study

NDCC – North Denver Cornerstone Collaborative

NWC – National Western Center

RiNo – River North

RNO – Registered Neighborhood Organization

ROW – Right-of-Way

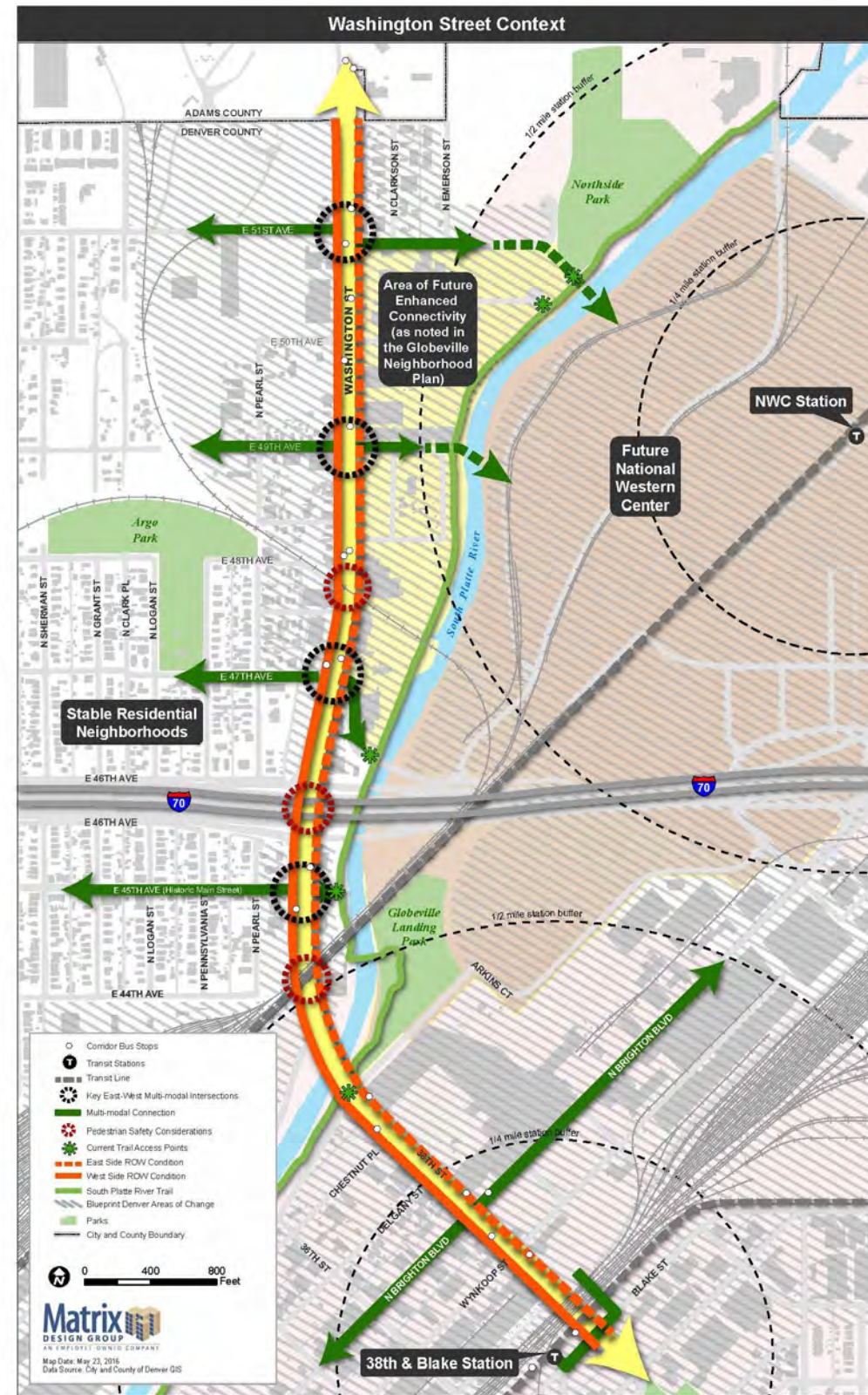
RTD – Regional Transit District

TAP – Technical Advisory Panel

UPRR – Union Pacific Railroad







Washington Street Study Area Limits

## EXECUTIVE SUMMARY

In 2014 the City and County of Denver adopted the Globeville Neighborhood Plan (Neighborhood Plan) that identified Washington Street as a transformative project. The study of the street corridor is a catalyst to begin to develop the vision and goals as set forth in the Neighborhood Plan. Through a collaborative effort between the City and County of Denver Public Works Department and the North Denver Cornerstone Collaborative (NDCC), the City hired a consulting team to conduct a study for the Washington Street corridor from the South Platte River (Ringsby Court) to the Adams County border (52nd Avenue) to develop a series of preferred typical cross-sections for the roadway that can be implemented in the future. The purpose of the Study is to develop these typical cross-sections using the public process to prioritize the importance of the elements within the roadway right-of-way (ROW).

## PROJECT VISION AND GOAL STATEMENT

The Washington Street Study's objective is to build off the work in the Neighborhood Plan and develop an implementable, preferred alternative conceptual design for the corridor. The Neighborhood Plan identified Washington Street as a transformative project for the neighborhood and prioritized additional study of the corridor. The vision and goals for Washington Street from the Neighborhood Plan were the foundation for the Study.

**Vision:** *The area is transformed into a mixed-use riverfront destination area that capitalizes on its adjacency to the South Platte River, a revitalized Washington Street, reinvented greenspace, and direct connections across the river to the National Western Center.*

**Goal Statement:** *Make Washington Street an attractive corridor that creates a positive sense of place, attracts private reinvestment, and better accommodates all transportation modes.*

Informed by the direction of the Neighborhood Plan, the following goals were established for this Study:

- Implement a public and transparent process to determine priorities for elements of the roadway and develop a series of preferred roadway cross-sections.
- Understand and communicate the priorities and trade-offs for the elements within the roadway corridor.
- Conduct a multi-modal connectivity assessment including bicycle, pedestrian, transit, and vehicular modes as related to Washington Street, 51st, 49th, 47th, and 45th Avenues, trail links, rail connections, access, and parking.
- Identify opportunities to implement urban design principles to identify the character of the roadway.

The project team and stakeholders agreed that the Study would develop preferred cross-sections that meet the following objectives:

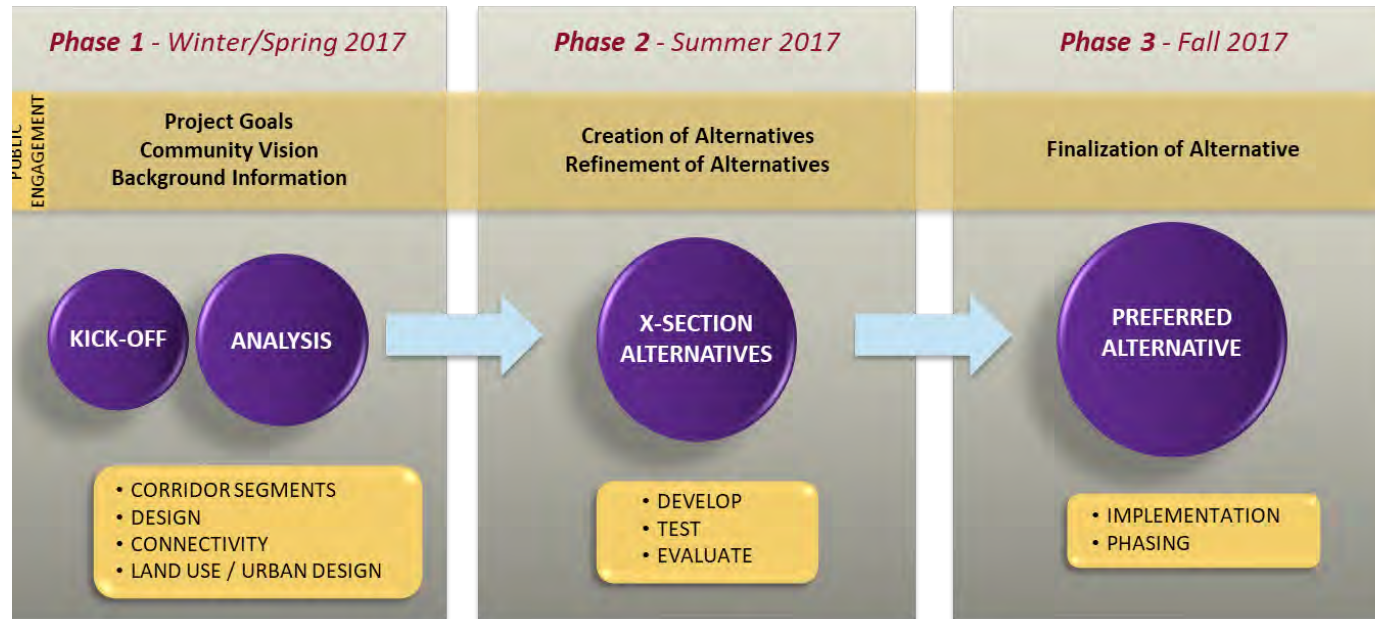
- Prioritize multi-modal connections from the northern limits of the Study to the southern limits, providing options and alternative modes of travel to the community.
- Provide safe routes and facilities for all modes of transportation.
- Create cross-sections that limit impacts on existing properties and, at a minimum, meets current jurisdictional standards.
- Develop a preferred cross-section that respects current uses yet is flexible to respond to opportunities with future redevelopment.
- Meet the goals and visions of the Neighborhood Plan.





## PUBLIC PROCESS

The Study started in November 2016, and was intended to be a 12-month process that included a robust public engagement process. With the Study, there were three (3) public meetings as well as five (5) Community Working Group meetings. The graphic below represents the process of developing a preferred alternative along with the goals of the public engagement process for each phase.



### Washington Street Study Schedule

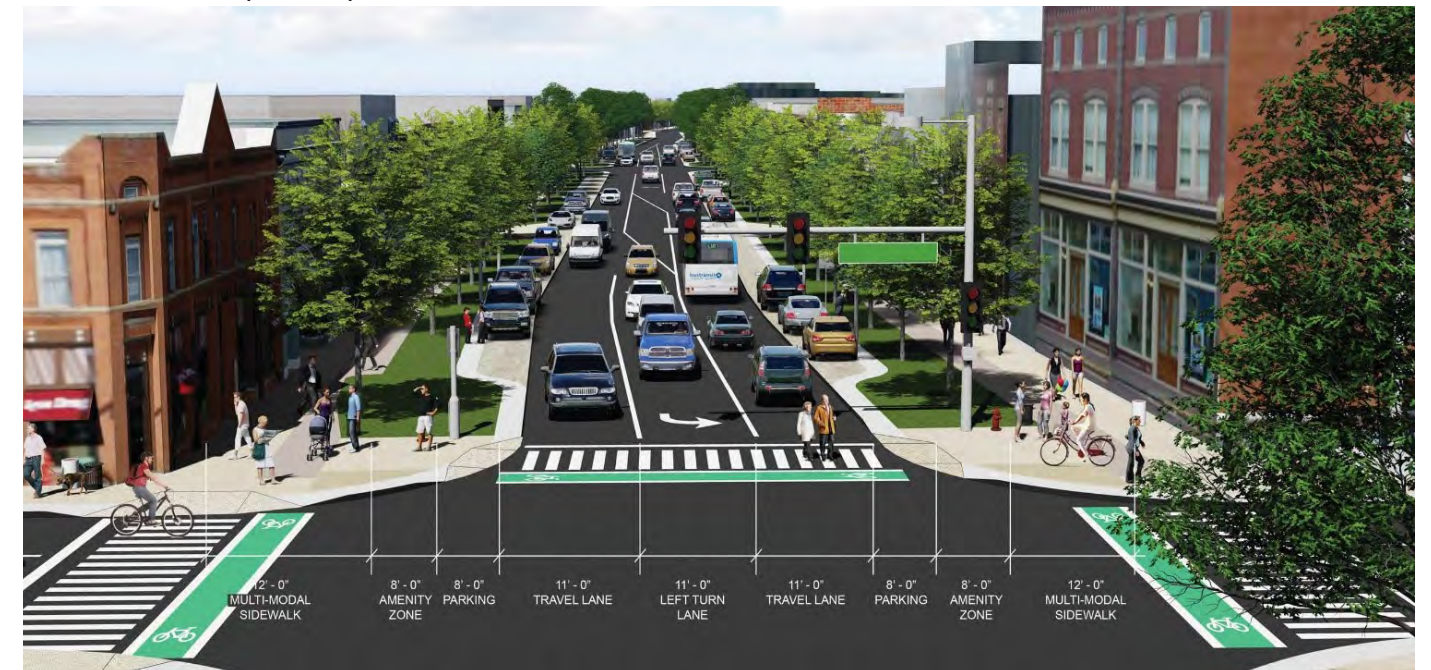
One of the most important goals of this Study was to gather community input and support to develop the resulting preferred typical cross-section(s). Understanding that this neighborhood has had several projects occurring within and adjacent to the area, the project team developed an approach that utilized leaders in the neighborhood, residents, business owners, advocacy groups, and stakeholders, to aid in developing content for the broader public, this group formed the Community Working Group (CWG).

Project outreach included engagement with the broader public including residents, business owners, Registered Neighborhood Organizations (RNO), community members, and public advocacy groups. There were three (3) public meetings that were held within the community to present work accomplished by the team and solicit input.

## PREFERRED ALTERNATIVE

The project team analyzed previous studies, current roadway deficiencies, improvements required to meet current minimum standards, and community priorities and tradeoffs as inputs to evaluate alternative cross-sections. Based off these inputs the team, working with the community, developed the preferred alternative. The elements that are incorporated in the preferred typical cross-section throughout the limits of the Study are:

- Shared 12-foot multi-modal sidewalk (6-ft pedestrian and 6-ft bicycle facility) on both sides of the roadway.
- A landscape buffer (amenity zone) between the travel lane and the pedestrian and bicycle facility.
- On-street parking where appropriate.
- A continuous turn lane north of 47th Avenue to improve intersection capacity and roadway operations.
- Traffic calming elements throughout the corridor to slow vehicular travel speeds.
- Safety improvements to all intersections and the I-70 interchange.
- Street lights and pedestrian-scale lighting.
- Wayfinding and signage that represents the character of the neighborhood.
- Public art in public spaces.



Rendering of Washington Street Preferred Typical Section (North of 47th Avenue)

## NEXT STEPS

During this Study, the City and County of Denver has made significant strides to further the recommendations for Washington Street. The first step was securing funding for a 30% design of the Study area from the South Platte River to 52nd Avenue. In addition, in November of 2017, residents voted to pass a General Obligation (GO) Bond. The bond included funding for final design and construction for the corridor from 47th Avenue to 52nd Avenue. The City will continue to work to secure funding for final design and construction for the remainder of Washington Street.





## OBJECTIVES OF THE STUDY

The objectives of this Study are to **develop a conceptual plan that meets the vision and goals of the Neighborhood Plan, garners community support, a roadway that meets current standards, and can be implemented and phased over time.**

Washington Street is a critical connection to and from the Globeville Neighborhood, it serves as the gateway to Denver from Adams County and I-70. The roadway has several important functions serving both regional and local needs.

Regionally the roadway provides:

- Access to I-70.
- Regional connection to the north to a terminus at State Highway 7.
- Connection to Downtown Denver via Brighton Boulevard and Broadway.
- Truck access to industrial uses outside of the Globeville Neighborhood.

Locally the street currently provides:

- A north / south connection into and out of Globeville.
- Access to existing businesses along Washington Street and the Globeville Neighborhood.
- Pedestrians routes to bus stops, with limited sidewalks.
- Access to Brighton Boulevard, Five Points Neighborhood, Cole Neighborhood, and the River North (RiNo) Art District.
- Connections at 45th, 47th, and 51st Avenues into the neighborhood.
- Access to the South Platte River Trail at 45th Avenue.

This Study summarizes a process that started in November 2016, and included three (3) public meetings as well as five (5) community working group meetings. Provided on the right side of this page is a word cloud that depicts some of the critical ideas in these meetings and that are addressed in this report.

The report has been structured to summarize the steps the project team and the community engaged in to develop the recommended preferred alternative. Within this report we have summarized:

- Review of existing plans and coordination with concurrent studies and projects.
- Summary of existing conditions within the corridor and the adjacent neighborhood.
- Discussion of the alternative analysis process.
- Review of the public process and community engagement.
- Presentation of the preferred alternative.
- Future opportunities to be explored with potential redevelopment of private properties.
- Recommended next steps that should follow this Study.

Within each of the report sections the subject in relation to the full corridor extents will be discussed, followed by a more detailed examination of specific areas along the corridor.



Critical Ideas within this Report





## PREVIOUS PLANS

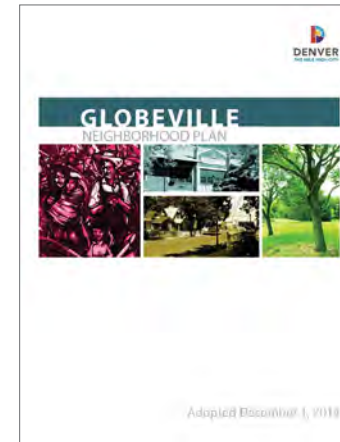
Washington Street, Globeville, and surrounding areas have been studied since the original Globeville Neighborhood Plan in 1989. In 2014, a new Neighborhood Plan was adopted by the City which superseded the previous plan from 1989. The project team conducted a review of data from the previous plans and studies. These studies provided a foundation for the Washington Street Study, with an emphasis on the 2014 Neighborhood Plan. From 2002 to 2015, six previous studies were conducted for the area. Each of these studies are summarized on the pages that follow.

4

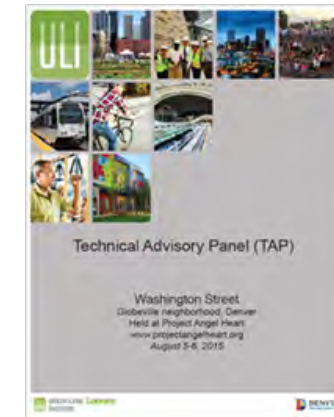
2002  
Blueprint  
Denver



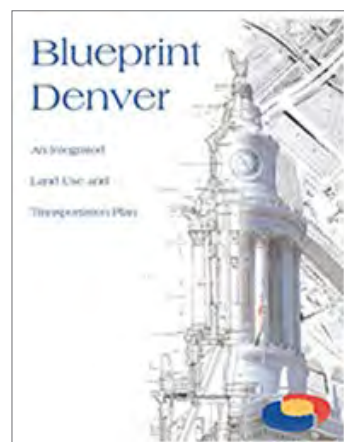
2013  
South Platte  
River  
Corridor Study



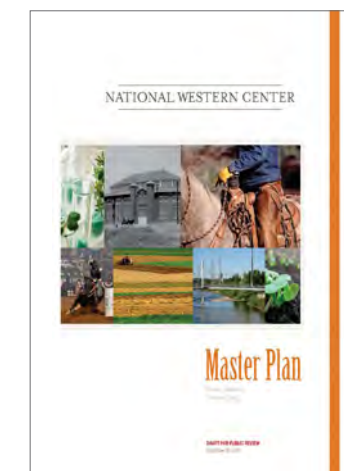
2015  
National  
Western  
Center  
Master Plan



2008  
Globeville  
Assessment



2014  
Globeville  
Neighborhood  
Plan



2015  
Washington  
Street  
Technical  
Advisory  
Panel

Previous Studies Timeline

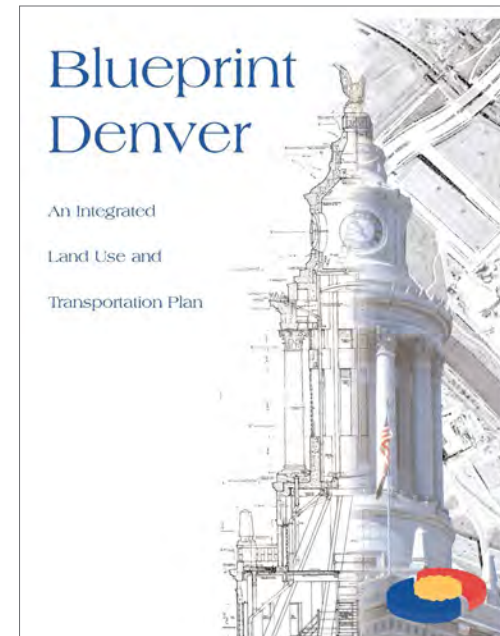


## BLUEPRINT DENVER LAND USE AND TRANSPORTATION PLAN (2002 / CURRENTLY BEING UPDATED), CITY AND COUNTY OF DENVER

Blueprint Denver was adopted as a supplement to the Denver Comprehensive Plan. It is an integrated land use and transportation plan that calls for a balanced, multi-modal transportation system, land use that accommodates future growth, and open space throughout the city. The plan makes a distinction between areas of stability, which include residential neighborhoods where no significant changes in land use are expected over the next twenty years, and areas of change, which identifies areas that will benefit from, and thrive on, an infusion of population, economic activity, and investment. The plan also emphasizes the themes of multi-modal streets and mixed-use development.

The land bordering Washington Street was largely identified in the plan as an area of change. Additionally, the roadway has latent potential as a multi-modal street capable of hosting mixed-use development. Areas to the west, within the neighborhood, are identified as stable.

Blueprint Denver is currently being revised as this study is being completed. The Washington Street Study team has coordinated with the Denverright Blueprint team to incorporate possible updates. As additional design or study for the corridor occurs the assumptions made in this document should be reviewed as needed.



Blueprint Denver Cover

## GLOBEVILLE ASSESSMENT (2008), CITY AND COUNTY OF DENVER

The City and County of Denver conducted an assessment that documents the conditions in 2008 of the Globeville statistical neighborhood in the terms prescribed by Denver's Comprehensive Plan 2000. The assessment was intended to provide a foundation of data and information for planning to be done in Globeville. The intent was to provide an overview of the neighborhood from data that was readily available.

## SOUTH PLATTE CORRIDOR STUDY – EPA BROWNFIELDS AREA-WIDE PLANNING PILOT PROGRAM (2013)

The South Platte River Study was also a recent study of interest to Globeville. The study surveyed the extensive history of industrialization along the river corridor and considered the potential for environmental cleanup and subsequent reuse or redevelopment of riverfront property.

Of the five opportunity areas in the study, a site south of Globeville was the closest to the Study area. On this site, understanding environmental conditions were deemed critical to ultimate redevelopment. It was also recommended that street realignment with an east-west connectivity to the riverfront would promote a more active, and safe park environment and expand neighborhood connectivity to the river. Concepts for green stormwater infrastructure were studied for their potential to enhance water quality in the ROW tree lawn area, and storing water detention in vaults under new local streets or a future parks. It was noted that stormwater management in the ROW would allow for more efficient use of property development and create consolidated green infrastructure facilities. An overarching conclusion of all the sites in the study underscored the fact that any riverside redevelopment will require extensive environmental analysis to determine if properties are environmentally impacted, and if so, to what extent and what cleanup would be required.



Historic Photo of South Platte River at Globeville





## GLOBEVILLE NEIGHBORHOOD PLAN (2014), CITY AND COUNTY OF DENVER

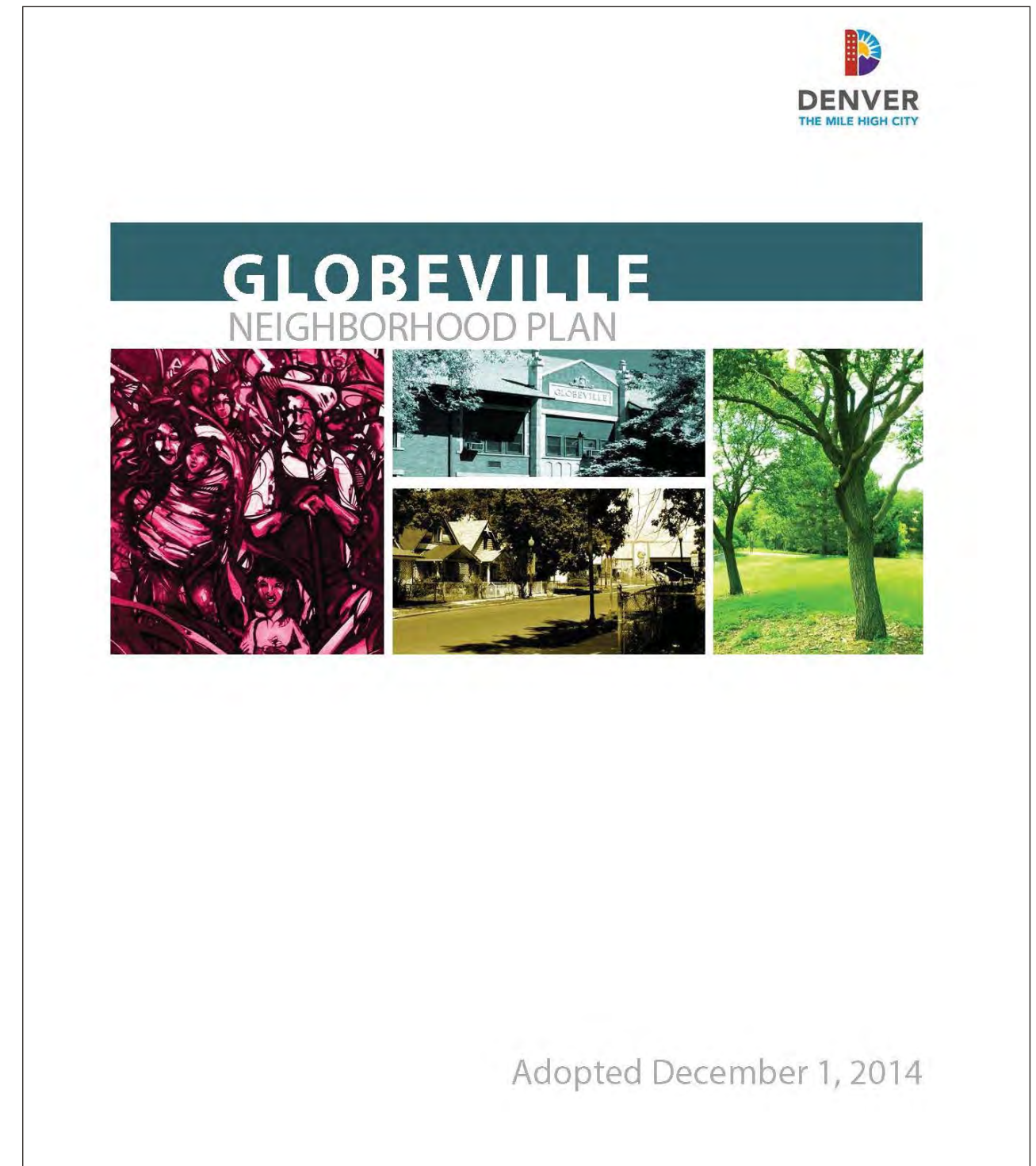
The most significant recent study is the Globeville Neighborhood Plan. This plan frames future development of the neighborhood in the context of creating a Unique, Strong, Connected and Healthy Globeville.

Community involvement was key to the creation of the plan that reflects the community's overarching desire to embrace the unique history and character of Globeville, while pursuing improvements that enhance how it functions as a neighborhood. Residents defined the concept of a strong community as a combination of inter-related qualities including rational organization of different types of land use, capable storm drainage, access to vibrant parks, the availability of quality jobs, housing options, and neighborhood services. The vision of the plan for connectivity was one of a safe and sustainable system that reaches adjacent neighborhoods, rail transit stations, and the greater region. It would support and balance a full range of transportation modes; pedestrians, bicyclists, vehicles, trucks, rail, and transit.

Neighborhood awareness of the connection between community design and human health led to the inclusion of a Health Impact Assessment (HIA) in the neighborhood planning process. Recommendations from the HIA are highlighted throughout the Neighborhood Plan to pursue the goal that visitors and residents experience mental, social, and physical wellbeing because of a well-designed neighborhood. Within this context of unique, strong, connected and healthy, the Neighborhood Plan presents recommendations to address existing neighborhood conditions and sets a long-range vision of neighborhood vitality.

The Neighborhood Plan concludes by identifying key character areas and associated transformative projects within each of the areas. The four-character areas are: Residential Neighborhood Core, Washington Street Corridor and the Riverfront, 41st and Fox Station Area, and Industrial Edges. Within the Washington Street Corridor and the Riverfront character areas, improving Washington Street, enhancing the riverfront area street grid, and connecting to the National Western Center were highlighted as transformative projects.

Improving Washington Street supports the concept of a unique, strong, connected and healthy Globeville. Unique because transforming Washington Street into an attractive corridor will greatly improve perceptions of the street and the neighborhood. Strong because an improved Washington Street is more likely to attract new commercial, residential, and mixed-use development, which in turn strengthens accessibility to housing, jobs, and services. Connected because improving the infrastructure on Washington Street will greatly enhance the connectivity and access into the interior residential neighborhood. And improvements to Washington Street support a healthy Globeville because improved safety and pedestrian comfort creates more opportunities for active living within the neighborhood while green street strategies improve water and air quality and reduce the urban heat island effect.



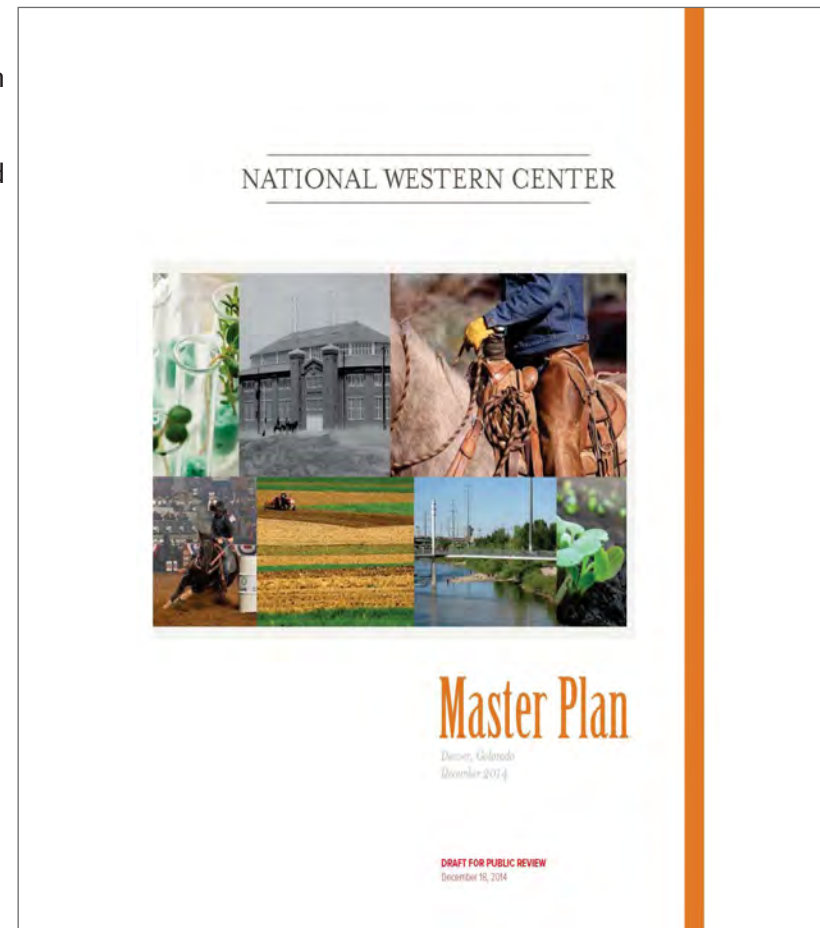
Globeville Neighborhood Plan Cover



## NATIONAL WESTERN CENTER MASTER PLAN (2015), CITY AND COUNTY OF DENVER

To the east of Globeville, development of the National Western Center will be guided by the National Western Center Master Plan published in 2015. This master plan aims to improve access to, and the health of, the South Platte River; foster neighborhood regeneration; develop flexible year-round programs to drive new tourism and business opportunities; provide new connections; and provide partnering opportunities.

Key aspects of the master plan that relate to Globeville are a call for strong vehicular and pedestrian connections across the South Platte River to connect the Globeville, Elyria, and Swansea neighborhoods. The plan recognizes a strong desire from neighborhoods that the National Western Center campus provide critical east-west connections through the site that link the river and the new rail station to the heart of each neighborhood. The plan also specifically addresses Globeville and Washington Street in its recommendation for a mixed-use redevelopment of this area that could improve access, and circulation and create an active edge along the west side of the river.



National Western Center Master Plan Cover

## WASHINGTON STREET TECHNICAL ADVISORY PANEL (2015), URBAN LAND INSTITUTE COLORADO

The Neighborhood Plan spurred the creation of a Technical Advisory Panel (TAP) conducted by the Urban Land Institute Colorado to examine the current conditions and potential of Washington Street with a focus between 47th and 52nd Avenues.

A primary finding of the Washington Street TAP was that constraints, such as heavy truck traffic and property line issues, complicate the opportunity of the corridor to become a true commercial Main Street lined by shops and services. The plan recommended improving the pedestrian environment on Washington Street and locating needed services and amenities at significant intersections. This would develop Main Street characteristics on east - west streets and elevate the visibility of community offerings by anchoring critical services on the well-traveled Washington Street corridor. Because the ROW on Washington Street is limited, not all the desired elements of a "complete street" could be located within the existing street cross-section. As such, it was recommended that bicycle lanes be concentrated in the cross streets linking neighborhoods and the South Platte River Trail. Where there are opportunities to expand the ROW, the panel predicted that the west side of Washington Street could be more easily expanded to avoid disruption to businesses and private properties than the east side. However, development of the east side of Washington Street can provide opportunity to connect to the South Platte waterfront in the future.



Washington Street ULI TAP Meeting





## COORDINATED CONCURRENT STUDIES AND PROJECTS

While the Washington Street Study was being completed several other plans and studies were also occurring that were incorporated in the analysis. These included city-wide studies related to transportation such as the Denver Moves studies. Regionally focused studies were occurring as well as the Heron Pond planning effort and the National Western Center Planning and Placemaking Study.

### DENVER'S MOBILITY ACTION PLAN (JULY 2017), CITY AND COUNTY OF DENVER

Denver's Mobility Action Plan will create a multi-modal shift, make streets safer, reduce carbon emissions and air pollution, improve public health, and create smart connections. Revolutionizing the City's mobility system will strengthen Denver's economy and reduce the time and money travelers lose each year because of congestion. Goals of this plan are displayed below:



Denver's Mobility Action Plan Goals

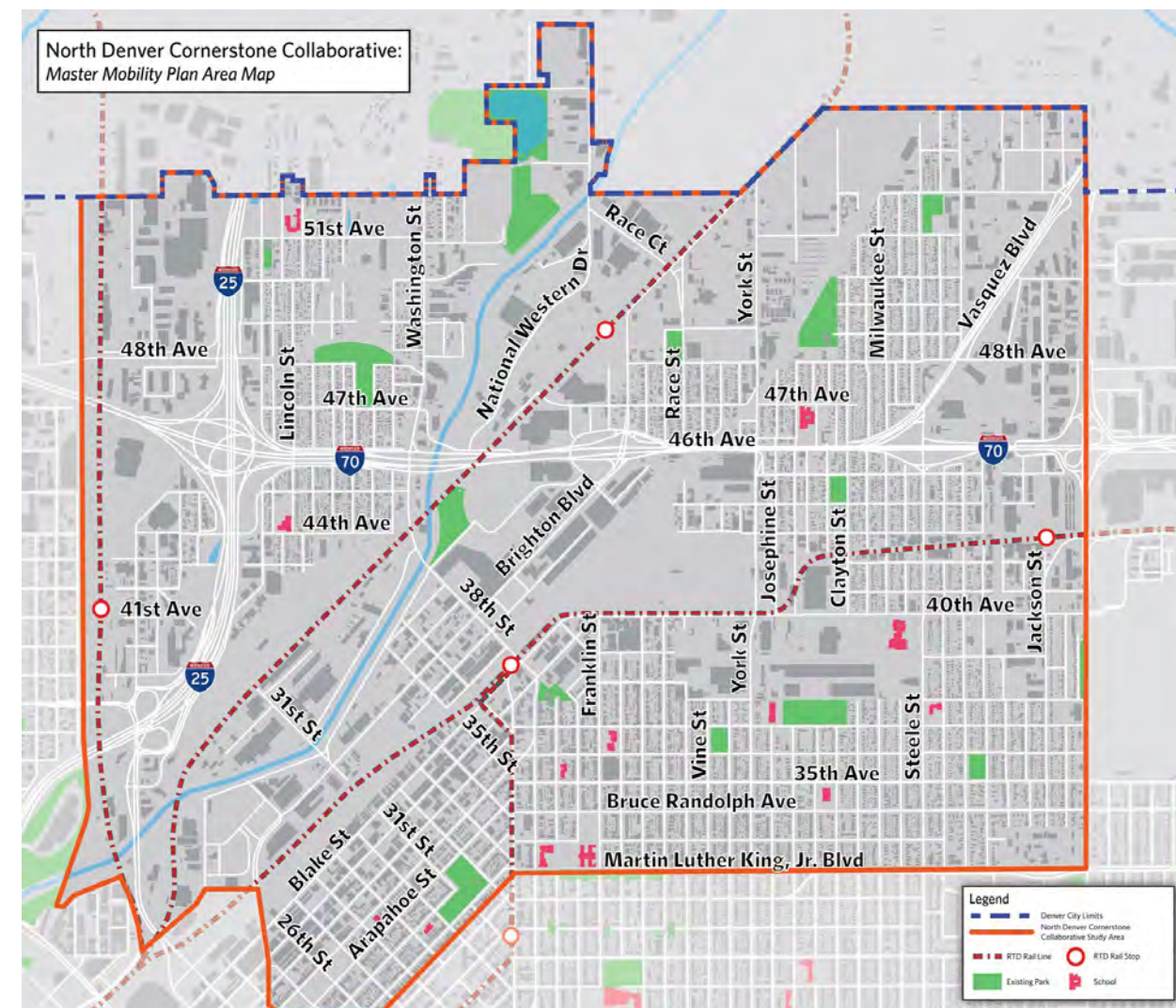
Within the Plan, the following strategic goals are outlined:

- Accelerate Safety Improvements and Robustly Pursue Vision Zero - Reduce traffic fatalities and serious injuries through the Mayor's Vision Zero program, achieving zero deaths by 2030.
- Deliver a Multi-Modal Network that Encourages Mode Shift - Reduce single-occupant vehicle (SOV) commuters by 50 percent and increase the percentage of bike and pedestrian commuters to 15 percent and transit commuters to 15 percent. Today, 73 percent of Denver commuters drive alone.
- Embrace Innovative Policies, Technologies, and Strategic Partnerships - Embrace innovations in policy and technology, as well as, leverage new partnerships to build both connective and informational networks that eliminate barriers, and give all people access to opportunity. Policy innovations and incentives can promote increased use of transit and other modes by employees and residents.
- Protect the Climate and Improve Public Health - Increase access to cleaner and healthier transportation choices to help Denver reach its climate goal of reducing greenhouse gas emissions by 80 percent by 2050, and reduce incidents of asthma and respiratory illness, particularly among children, senior citizens, and other vulnerable populations. Today, transportation represents nearly 30 percent of carbon emissions in Denver and is a leading source of air pollution.

- Improve Funding, Planning, Organizational Structure, and Public Involvement - Increase investments in mobility projects and services, advance near-term policies and plans in anticipation of longer-term guidance from Denveright; adjust the City's organizational structure to streamline decision-making, and increase the pace of project delivery; and enhance public engagement.

### NORTH DENVER CORNERSTONE COLLABORATIVE - MOBILITY MASTER PLAN (AUGUST 2017), CITY AND COUNTY OF DENVER (NDCC)

This Mobility Master Plan (MMP) is part of a larger planning and implementation effort established as an initiative of Mayor Hancock known as NDCC. NDCC aligns infrastructure and community projects in the Five Points, Globeville, Elyria, and Swansea neighborhoods and RiNo Art District, to build healthy amenities, enhance quality of life, and facilitate access to diverse opportunities and partnerships in the City and the region. This MMP compiles and prioritizes the transportation recommendations from those efforts and others, to create a cohesive multi-modal transportation network vision for the NDCC area.



North Denver Cornerstone Collaborative Master Mobility Plan Area Map





## DENVER MOVES: PEDESTRIANS & TRAILS (2017 DRAFT), CITY AND COUNTY OF DENVER

Denver Moves: Pedestrians & Trails is a long-term plan for achieving a vision for walking and trails in Denver. That vision was developed and refined by people who live, work, and play in Denver through an 18-month process from May 2016 to October 2017. Several City and County of Denver departments, including Public Works, Parks and Recreation, Community Planning and Development, and Public Health and Environment, will use Denver Moves: Pedestrians & Trails over time to implement projects, policies, and programs. Denver Moves: Pedestrians & Trails identifies priorities for projects, policies, and programs so that elements of the community-developed vision can be achieved as quickly and efficiently as possible.

The existing condition in the Washington Street corridor through Globeville was identified as a mid-level pedestrian demand with non-existent or inadequate facilities.

Washington Street, within the Study limits was identified as a Pedestrian Priority Area.

The South Platte River Trail connection at 45th Avenue was identified as a high priority trail project. This project includes the replacement of the existing ramp connection at 45th Avenue.



Separated Bike Lane

## HERON POND / HELLER / CARPIO-SANGUINETTE PARK MASTER PLAN (2017) CITY AND COUNTY OF DENVER

The Master Plan studied the area adjacent to the South Platte River north of 51st Avenue. Focus was to analyze the opportunity for the City to join four underused parcels of land totaling 80 acres, and transform them into an iconic, revitalized, and popular public park. It also aims to restore and enhance a natural area to its greatest potential within the urban context of Denver's Globeville neighborhood.

## NATIONAL WESTERN CENTER PLANNING AND PLACEMAKING PLAN (IN PROCESS) CITY AND COUNTY OF DENVER

Late in the Washington Street Study process, the National Western Center began the next steps of implementing the Master Plan. A consultant team was selected to lead the planning and placemaking study. Information contained within the Washington Street Study report will be shared with that team to determine the interface between the multi-modal connections to Washington Street as well as other placemaking elements that may cross over between the campus and Globeville.

## DENVER MOVES: TRANSIT (IN PROCESS), CITY AND COUNTY OF DENVER

The Denver Moves: Transit plan will create a 20-year local transit vision and implementation plan for the City. The plan seeks to move more people more efficiently on our existing street network, as Denver continues to grow and develop as a city. It will help identify and prioritize improvements to make the existing transit system better for residents, commuters, and visitors.

Transit is an important mode of transportation for Globeville and Washington Street. It will continue to play an important role in providing transportation options and connections for the community. Future implementation, planning, and design should reflect the Denver Moves: Transit Plan's goals and recommendations.



Denver Moves Transit Goals





## AGENCY AND PROJECT COORDINATION

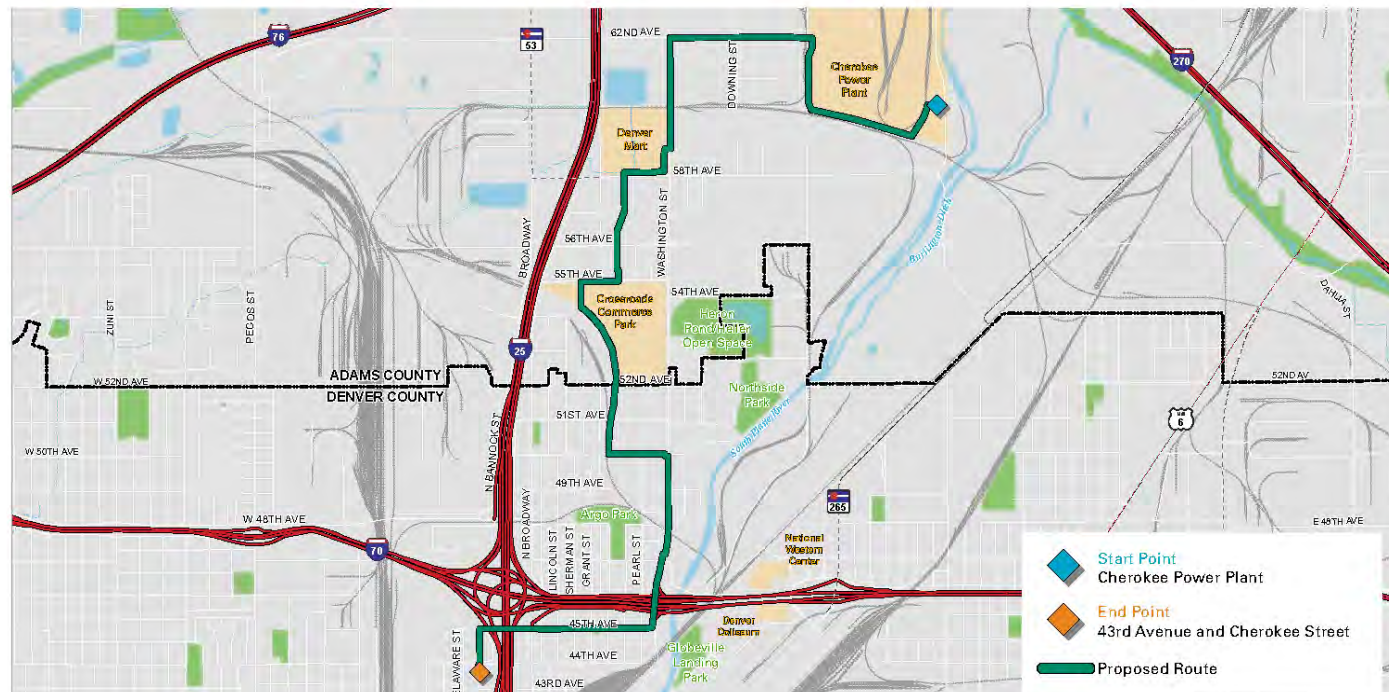
### XCEL ENERGY GAS RELOCATION

The scope of the Washington Street Study did not include detailed examination of utilities. However, the project team did coordinate with Xcel Energy including their plans for 5-miles of a 24-inch diameter natural gas line that will traverse both Denver and Adams County. The new pipeline is needed to increase the supply of natural gas to Denver and Adams County. The coordination with Xcel included the following items:

- Review of horizontal location of the proposed pipeline.
- Provided information to Xcel regarding documented future utility improvements within the City and County of Denver Drainage and Sanitary Sewer Master Plans.
- Review of opportunities for construction coordination.
- Attendance and participation by Xcel in the Washington Street Public Meetings to provide information to the community attending the meeting.



## North Metro Natural Gas Pipeline Project



Xcel Energy Proposed Natural Gas Line Map

### COLORADO DEPARTMENT OF TRANSPORTATION (CDOT)

Within the limits of the Study, one of the biggest elements of infrastructure is Interstate 70 (I-70). The project team met with CDOT to discuss a variety of topics, including pedestrian and bicycle safety at the interface of the on and off-ramps for the highway. Discussions included property ownership around the interchange and how improvements to Washington Street may impact CDOT owned parcels as well as adaptive reuse opportunities of those properties.

### REGIONAL TRANSPORTATION DISTRICT (RTD)

The project team also had meetings with RTD to discuss current and future transit operations within the Study area. RTD stated that they support future improvements that would allow better access to bus stops and transit stations. They also discussed that there could be future improvements and potential optimization to routes that currently exist on or near Washington Street to improve connections to nearby rail stations.





## EXISTING CONDITIONS

The project team began the Study process by assessing the existing conditions of the Washington Street roadway corridor. Included in the analysis was a review of structures, existing land use, and facilities directly adjacent to the corridor and in the neighborhood. This section summarizes the findings related to transportation, history, land use, and zoning.



Washington Street and 47th Ave Intersection Looking West

## TRANSPORTATION

The team looked at how all the modes of travel; vehicular, bicycle, pedestrian, and transit currently utilize the corridor. An inventory of the existing conditions related to the transportation network allowed the team to determine gaps in the multi-modal network. This is an important first step in determining the needs along the Study area.

The first observation is that the roadway does not meet current City standards. Through large portions of the Study area curb and gutter are non-existent, and sidewalks either don't exist or do not meet current American with Disabilities Act (ADA) standards. Where sidewalks exist, they are directly adjacent to the roadway and feel uncomfortable with few street trees though the area. The roadway corridor is very focused on vehicular travel.

While the roadway does not meet current standards, and is very vehicular centric, it is an important connection for the neighborhood to the north and south. The graphic to the right shows the number of barriers that affect the connections to and from Globeville, including numerous rail lines, a river, and two interstate freeways. Two of the biggest barriers are I-70, bisecting the neighborhood and I-25 to the west of the neighborhood. There are also limited connections to the east due to the impacts and lack of crossings of the South Platte River. Finally, the rail spurs that have historically impacted the neighborhood, limit the connections of the well-established residential areas on all sides.



Washington Street Barriers





## HISTORY

Globeville has a rich history that is represented in many ways throughout the neighborhood. In 1891, Globeville was incorporated as a town, and 11 years later, in 1902, the town was annexed into the City of Denver. The town received its name from the Globe Smelter, which was a large regional employment center. A residential village was established to the south by the smelter. Many of the residential homes that were constructed as part of this village still exist today in the neighborhood, and specifically along Washington Street. As industry and development occurred over the last century, many of the residential homes were replaced by industrial uses and warehouses. Based on previous studies and plans, preserving the historic character is an important goal to be addressed in development as well as urban design of the roadway and streetscapes.



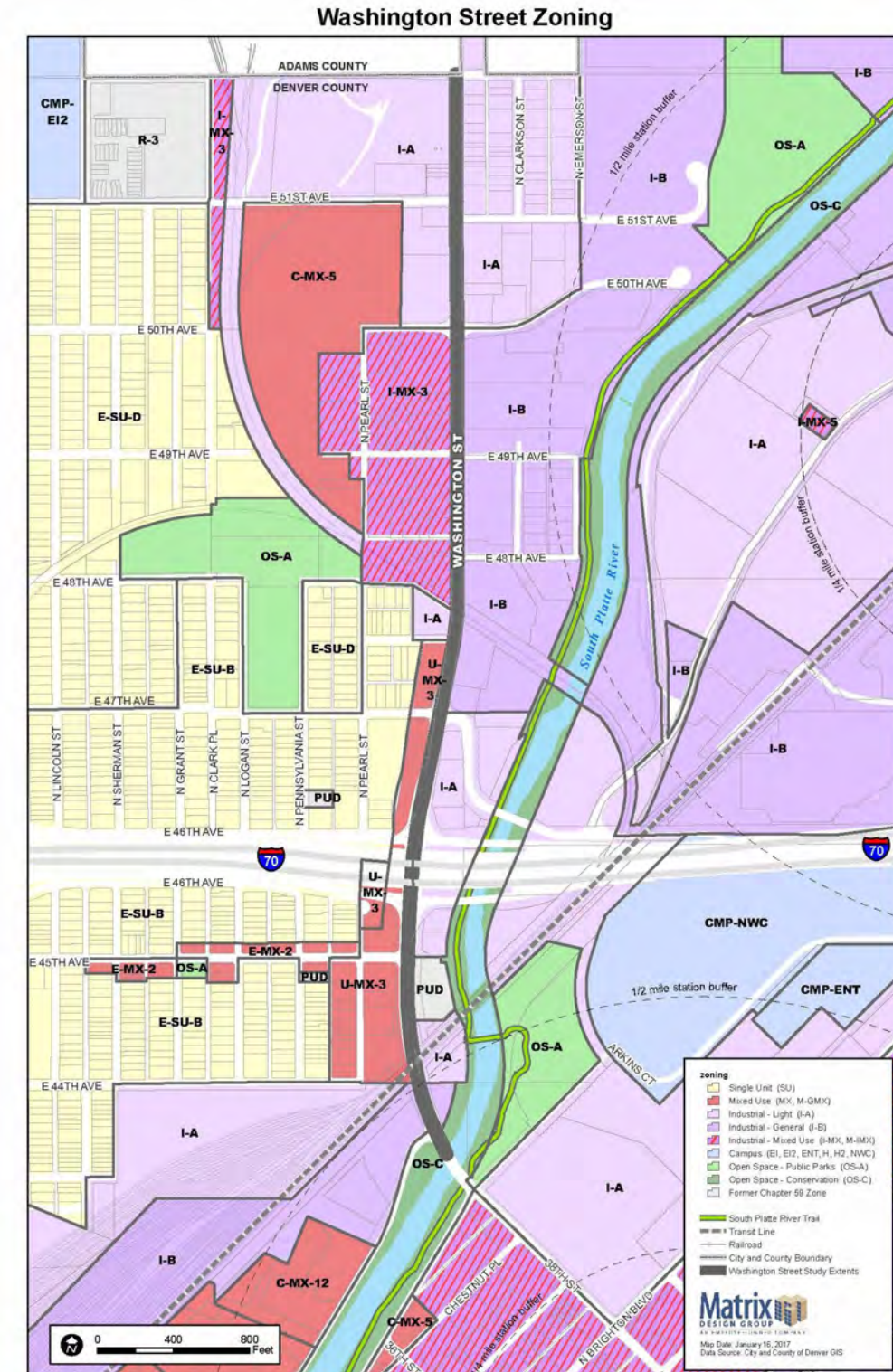
Ironton School served the children of the workers at the Globe Smelter

## LAND USE

The existing land use along Washington Street varies. On either side of I-70 the land use is generally commercial uses including gas stations and food services. North of 47th Avenue, most of the existing development is industrial with some pockets of commercial and retail. Residential uses can also be found along Washington Street, with the majority on the east side of the roadway, north of 51st Avenue. Per the Neighborhood Plan the overall vision for the land use along Washington Street has been identified as an area of change that balances the needs of the residents, commerce, and industry.

## ZONING

Zoning is a mix of industrial and mixed use. The current zoning generally aligns with the land use conditions found in Globeville, with some exceptions for residential land use that exists through the corridor. While the residential uses do not meet the current zoning, they are permitted per Zoning Code Section 11.2.1 DWELLING, SINGLE UNIT.



Globeville Existing Zoning Map





## Character Areas / Zonas Distintivas



## ALTERNATIVE ANALYSIS

As the project team and the community began to frame the alternative analysis, several principles were followed. A critical principle was to build upon the foundation of the Neighborhood Plan. In this process the community confirmed that the vision and guiding principles within the Neighborhood Plan are still valid:

**VISION:** *The area is transformed into a mixed-use riverfront destination area that capitalizes on its adjacency to the South Platte River, a revitalized Washington Street, reinvented greenspace, and direct connections across the river to the National Western Center.*

**GUIDING PRINCIPLES:** *Make Washington Street an attractive corridor that creates a positive sense of place, attracts private reinvestment, and better accommodates all transportation modes.*

With the verification of the vision and guiding principles, the team focused on the local impacts of improvements and how these impacts moved forward the overall vision.

The condition of the roadway and the minimum improvements needed to develop a street that meets current City and regulatory standards were examined. This included an assessment of the existing conditions, existing pedestrian and bicycle connections, and existing access to transit.

Once assessed, the deficiencies of the existing street based on current standards, were compared to the priorities of the community. Through the outreach process we engaged the CWG and the broader public provided valuable feedback to the project team in understanding priorities and desires of the community.

The alternative analysis allowed the project team to develop the preferred alternative. Two scales of alternative analysis were completed: corridor-wide and area-specific. This included examination of district areas of the project that built on the proposed Character Areas as presented in the Neighborhood Plan, with modifications. The three Character Areas along the Washington Street corridor included:

- Character Area I – South Platte River to 45th Avenue (~130' ROW)
- Character Area II – 45th Avenue – 47th Avenue (~130' ROW)
- Character Area III – 47th Avenue – 52nd Avenue (~60' ROW)

Washington Street Study Area and Character Area Limits





## WASHINGTON STREET CORRIDOR CONSTRAINTS

Initially the project team worked with the community to study the street holistically. The team determined the existing conditions of the street, how does it support different modes of travel. What are the basic requirements needed to create a street that meets current standards, and finally what are the community's priorities for the street.

### BICYCLE & PEDESTRIAN NETWORK

Along Washington Street there is a lack of consistent sidewalks. South of 47th Avenue to the South Platte River sidewalks exist but are directly adjacent to the roadway with no buffer from traffic. North of 47th Avenue to 52nd Avenue sidewalks are non-existent, do not connect, or are in disrepair.

Washington Street is not identified as a bike route and has no bicycle facilities within the roadway. With the volume of vehicular and truck traffic on the roadway, safety is a concern for anyone riding within the travel lanes. East of Washington Street, there is the South Platte River Trail (D9) with connections at 51st Avenue, 50th Avenue, 47th Avenue, and 45th Avenue. The South Platte River Trail within this area is poorly lit at night and hidden from the view of the public; safety is a concern for the community.

In addition to the South Platte River Trail, bicycle route D7 connects 45th and 47th Avenues to the 41st and Fox Station.



Washington Street Sidewalks

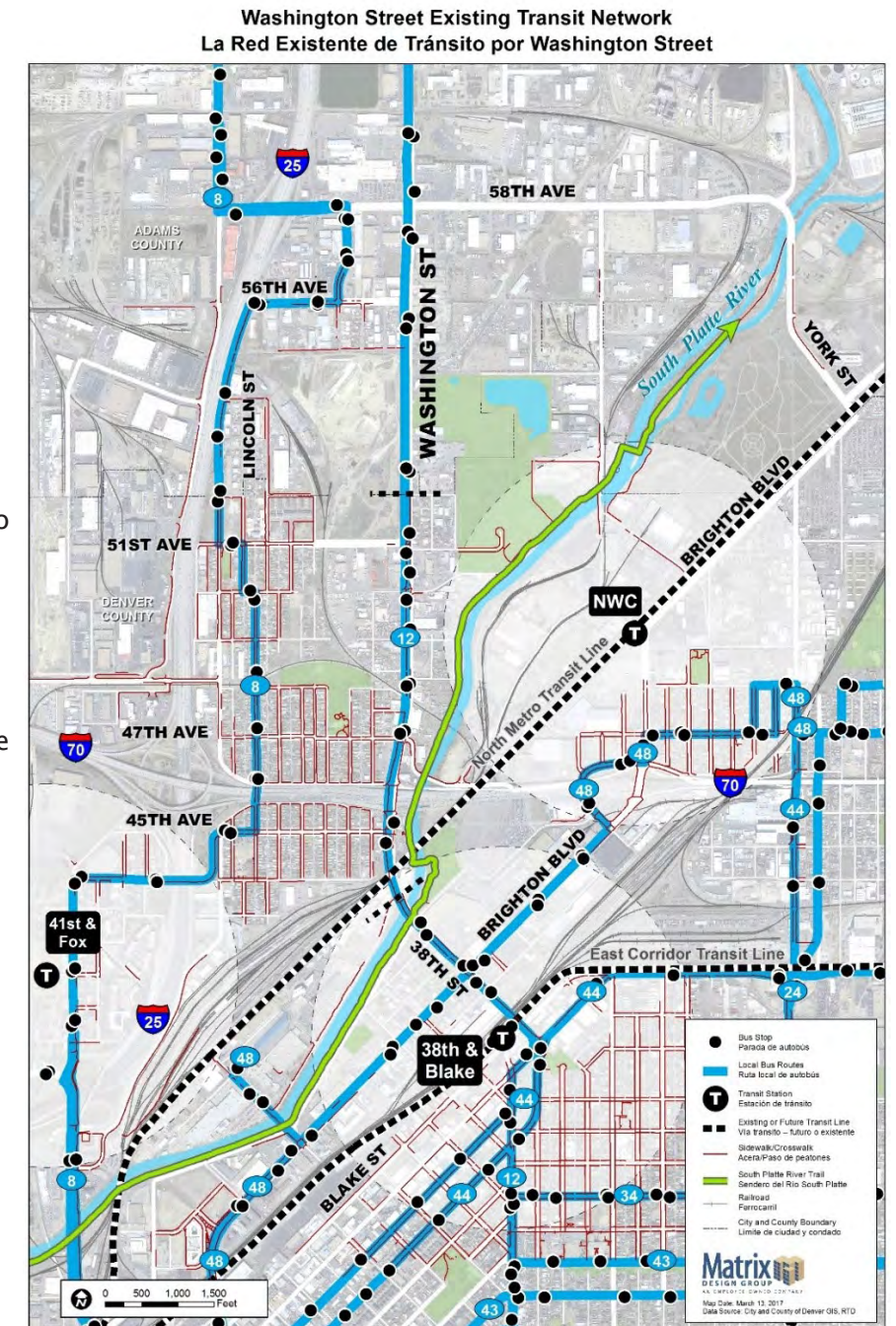


South Platte River Trail near 45th Avenue Connection

## TRANSIT

The Regional Transit District (RTD) serves the neighborhood with two existing bus routes; Route #8, which travels down Broadway / Lincoln Street, and Route #12 that travels down Washington Street. There are no east-west transit connections through the neighborhood. Bus route #12, follows Washington Street, but ridership levels are relatively low according to RTD data. This route currently provides the best access to the existing 38th & Blake Station on the University of Colorado line. Access to the bus stops is limited due to the lack of sidewalks connecting the neighborhood.

There are a pair of future rail stations near Washington Street: one station is the 41st and Fox Station west of the neighborhood, across I-25, and the other station is the National Western Station to the east. Both are planned to be open in the near future. Currently, there are limited connections to either station from the Globeville Neighborhood. As the development of the NWC begins, connections near 48th or 49th Avenue and 51st Avenue will provide access to the station at the NWC.



Washington Street Bus Routes Map





## VEHICULAR NETWORK

Washington Street is the main north - south connection within the Globeville Neighborhood for vehicular traffic. The only other north-south connection is Broadway and Lincoln Street. There are adjacent local and regional land uses that require heavy truck traffic to travel the corridor as part of their business operations.

Washington Street is used to access local businesses, and regional trips towards downtown or I-70. Due to the lack of east-west connections along the street, there are few additional regional routes, to and from Globeville, other than Washington Street. Data presented in the NDCC Master Mobility Study shows that the existing average daily travel demand is at, or exceeds the current capacity of the existing roadway for a majority of the study area (see graphic to the right).

There is also limited access control from the roadway to the existing businesses along the street. With no curb and gutter, traffic can access buildings at any point along the roadway. Curb and gutter with driveways allows access location to be controlled. Having no access control adversely impacts the current operations and safety of the street through left turns. This condition applies mostly north of 47th Avenue.

## RAILROAD CROSSINGS

Within the limits of the Study area, there are two rail crossings. One crossing is located at the southern limit of the Study area and is a grade-separated underpass with the BNSF Consolidated Mainline and RTD Light Rail, with an existing rail bridge. The second crossing is an at-grade crossing just north of 47th Avenue. This crossing is not currently signalized and has limited train activity.



Existing Rail Line

## VEHICULAR MOBILITY NETWORK EXISTING MODAL NETWORKS

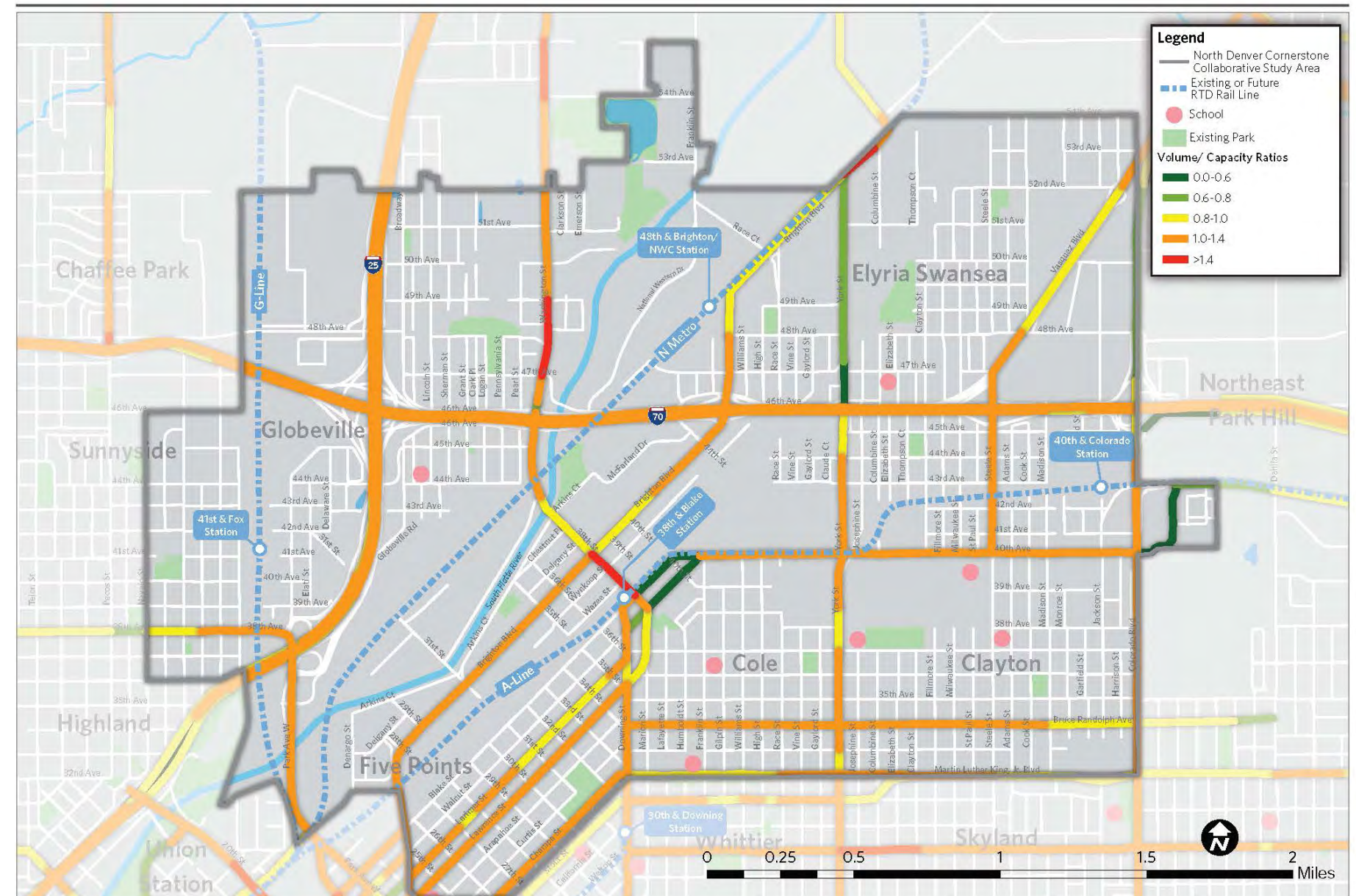


Figure 16 - Existing Volume-to-Capacity Ratios (DRCOG Model Data)  
NDCC Mobility Master Plan Exhibit





## CHARACTER AREA CONSTRAINTS

While there are a variety of corridor-wide constraints and existing conditions, a more detailed examination at the Character Area level proved beneficial to the Study process. This set of constraints are specific to each Character Area and provide unique challenges.

### CHARACTER AREA I

Character Area I is defined by the connection from Brighton Boulevard and 38th Avenue towards I-70 and a route to Downtown Denver. The Character Area is bounded by Ringsby Court to the south and 45th Avenue to the north. Washington Street begins at the South Platte River and just north of the river is an underpass that goes below the existing BNSF and RTD North Metro light rail line. The grade separation and BNSF ownership limit the frontage of buildings adjacent to the roadway. At 45th Avenue, Washington Street connects to the neighborhood and is identified as the main street of Globeville. Constraints in Character Area I are summarized as follows:

- Due to Washington Street serving as a regional route connecting downtown Denver to I-70, and the high traffic volumes associated, the ability to create a comfortable pedestrian or bicycle prioritized roadway will be a challenge.
- The greatest challenge to multi-modal connectivity between Globeville and downtown Denver is the previously referenced railroad underpass, which is comprised of a sidewalk on the west side of the street and connects 45th Avenue to Ringsby Court. This is a dark, narrow passage due to a retaining wall and railing that confines the pedestrian to an 8-foot sidewalk. Through the underpass the sidewalk parallels the road for approximately 500 feet. Due to the slight curve of Washington Street, and the angled crossing of the bridge, there is no sight-line through the underpass, or under the bridge, resulting in blind corners.
- Limited on-street parking potential based on roadway width, grade change, and adjacent land uses.



Washington Street at South Platte River Looking North



Limits of Character Area I





## CHARACTER AREA II

The interchange of Washington Street with I-70 defines the limits of Character Area II. The Character Area is bounded by 45th Avenue on the south and 47th Avenue on the north. Washington Street stays at-grade and the interstate is elevated above the roadway. There are ramps that access both east bound and west bound I-70. In this section, there is limited building frontage along Washington Street due to the ramps and configuration of the interchange and access control standards near interchanges. Character Area II constraints are as follows:

- Interface with the interchange, creates safety concerns, limits opportunities for placemaking, and creates higher vehicular traffic volumes.
- No on-street parking opportunities due to access control standards.



Limits of Character Area II



Washington Street Looking South at I-70





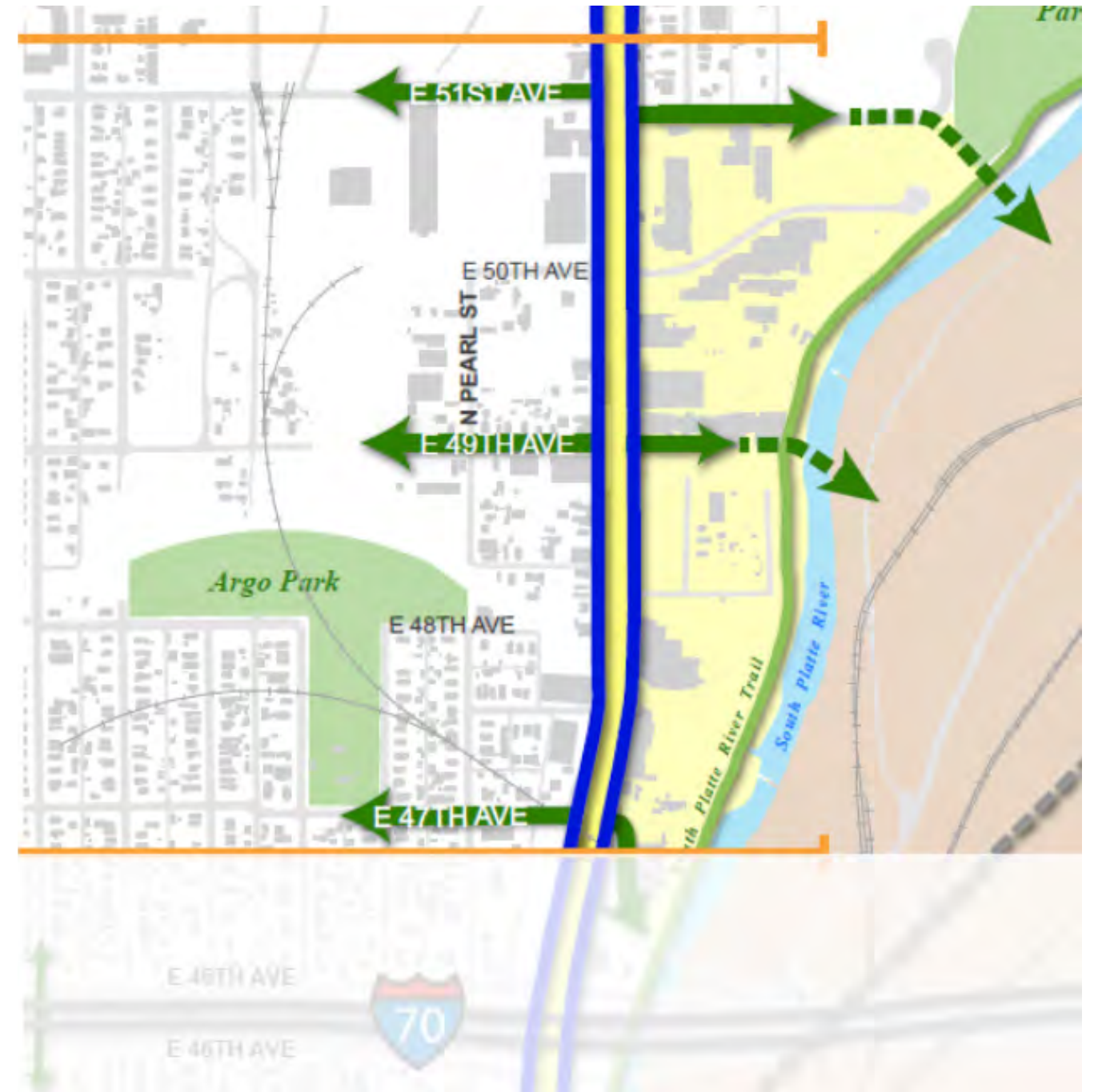
## CHARACTER AREA III

Character Area III is bounded by 47th Avenue to the south and 52nd Avenue to the north. The roadway has one travel lane in each direction and is fronted by local residences and businesses. Connections to the established residential area of the neighborhood occurs at 47th Avenue and 51st Avenue. Within this Character Area, there is an at-grade rail crossing just north of 47th Avenue. There are many businesses along Washington Street with a limited setback on the west side of the roadway. On the east, there are several industrial uses that are set back approximately 20-50 feet from the existing ROW. Constraints within Character Area III are as follows:

- Existing ROW is 60 feet wide and does not meet current City standards.
- Some buildings have little to no setback from the ROW limiting opportunities to expand ROW without impacting buildings.
- The rail crossing minimizes opportunities to expand the ROW at the south end of the Character Area.
- With limited curb along Washington Street, there are several areas of unrestricted access points to properties along the roadway, creating unsafe conditions and also affecting the operations and capacity of the roadway.



Washington Street Looking South at Downtown



Limits of Character Area III





## WASHINGTON STREET CORRIDOR OPPORTUNITIES

Through the analysis of the existing conditions the project team created a baseline condition and then developed a suite of additional roadway elements to be prioritized through the public process. The first step in the analysis, was determining the minimum roadway requirements.

Using current standards, the team developed the minimum elements within the baseline condition:

- Curb and gutter along both sides of the roadway.
- Controlled points of access to properties adjacent to the roadway.
- Continuous sidewalk along both sides of the roadway from the South Platte River crossing to 52nd Avenue.
- Landscape buffer that provides separation between pedestrians and traffic.
- Parking to support businesses, development, and provide traffic calming.

Understanding the constraints, the team determined that each baseline element should be incorporated where possible within the street.

The next step in the analysis, was to develop a list of opportunities that are above the minimum standards but began to develop and support the vision and guiding principles for Washington Street. The prioritization results will be discussed in the alternative analysis. These opportunities were presented to the community for discussion and prioritization:

- *Upgraded Sidewalk*
- *Pedestrian Lighting*
- *Street Trees*
- *Traffic Calming*
- *Bike Facilities*
- *Upgraded Bus Stops*
- *On-Street Parking*
- *Water Quality*
- *Wayfinding*
- *Site Furnishings*

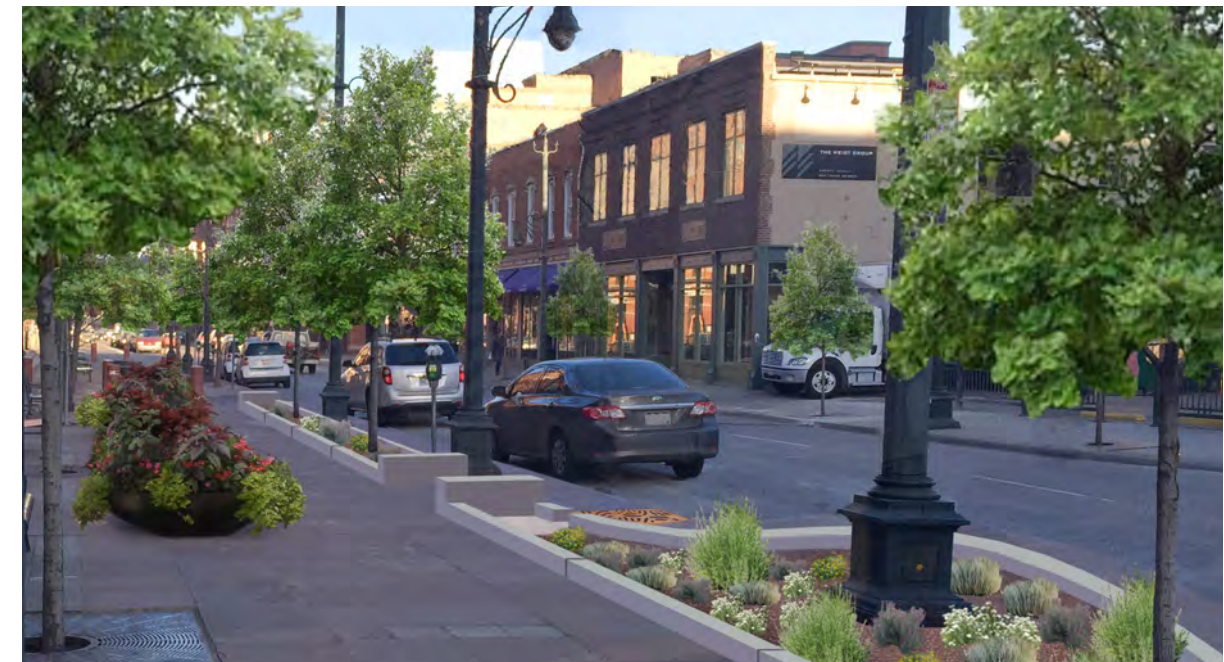


- 1 ROADWAY**  
2 Lane  
3 Lane
- 2 PARKING**  
Yes  
No/Limited
- 3 BICYCLE FACILITIES**  
One-way protected  
Two-way protected  
Multi Use Sidewalk
- 4 SIDEWALK**  
Standard  
Wide

Elements of a Roadway



Intersection Improvements for Cyclists in Portland



Green Infrastructure in the Right-of-Way





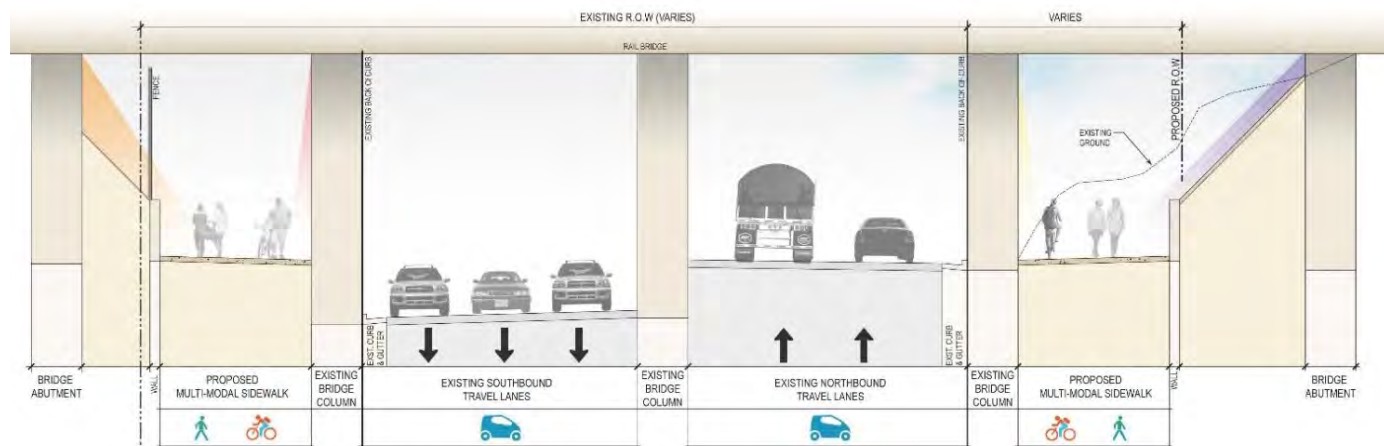
## CHARACTER AREAS OPPORTUNITIES

While there are a variety of corridor-wide opportunities that the team took into consideration, the team also looked at a finer grain of detail within each of the Character Areas. This set of constraints are specific to each character area and provide unique opportunities.

### CHARACTER AREA I

Character Area I showed the greatest potential for establishing a network of pedestrian connections, west of Washington Street. Just north of the railroad underpass there is an underutilized parcel currently owned by City and County of Denver, which presents an opportunity to establish a bicycle-pedestrian only connection directly from the neighborhood to Washington Street as shown in the image to the right.

As discussed in the constraints, the railroad underpass is a barrier to creating multi-modal connections. Improving the visibility, lighting, and user experience of the underpass on the west sidewalk is possible without impacting the structural requirements of the railroad crossing. Additionally, a preliminary visual study of the east side of the underpass, indicates the potential to create a second sidewalk under the bridge that would also improve bicycle and pedestrian connections. Implementing these improvements immediately improves local and regional connectivity, and improves pedestrian and cyclist safety by reducing the need to cross Washington Street when traveling within the RiNo Art District to and from Brighton Boulevard. These recommended improvements are displayed in the figure below.



Pedestrian / Bicycle Improvements at Rail Crossing



Potential Pedestrian/Bike Improvements at Washington Street and 45th Avenue





## CHARACTER AREA II OPPORTUNITIES

One of the opportunities identified, in Character Area II, is along the west side of the Washington Street frontage between I-70 and 47th Avenue. A majority of the Washington Street block face is owned by CDOT and the remainder, near 47th Avenue, is privately held. The CDOT owned parcels are currently underutilized and provide a great opportunity for programming (see figure at right). The project team met with CDOT staff to ensure that they were open to alternative uses within the site. Based on their support, the team explored a variety of uses for the site including; long-term alternative energy installations, futsal courts, and outdoor markets. These potential uses were proposed to the community to elicit their feedback and results are presented in the preferred alternative.

While the proximity of this parcel to the upcoming I-70 reconstruction may further limit reuse in the near future, the parcel should be activated with temporary, interim uses as soon as possible to improve the character of the immediate vicinity and serve as a gateway from I-70 to the neighborhood. Additional discussions with CDOT are necessary to better understand their intentions for short-term and long-term use and potential to implement improvements.

There is also the opportunity to realign the traffic lanes on Washington Street under I-70. The team discussed shifting the traffic lanes to the east to allow for additional width that could be allocated to the west sidewalk creating sidewalks of equal width on each side of Washington Street at the underpass. As design within this area progresses this idea should be explored in more detail, through continued coordination with CDOT.

Lastly, the team also explored the ability to incorporate art and lighting into the underpass. Lighting would increase interest and safety for all modes of travel.



CDOT Underutilized Parcels



Lighting Art Installation at Underpass



Community Garden



Community Garden



Futsal Court



Local Vendors



Street Markets

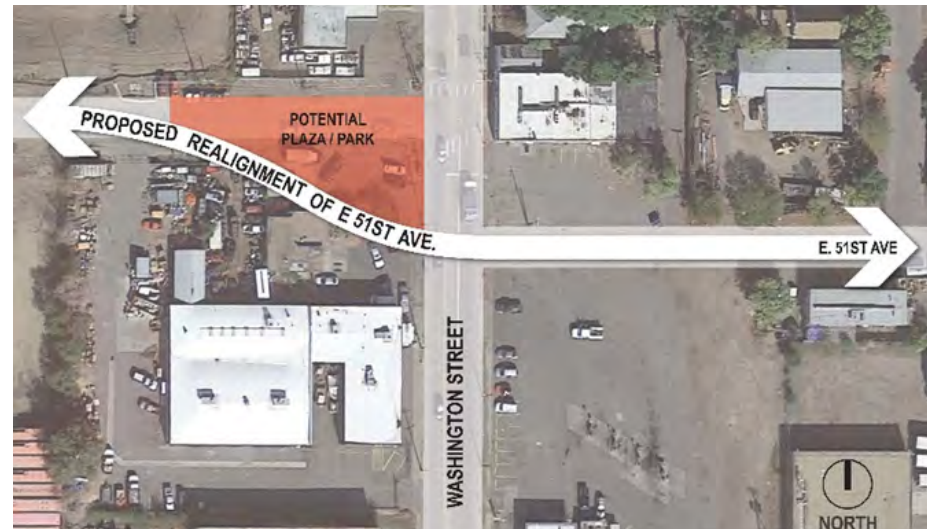




# CHARACTER AREA III

22

One of the major opportunities in Character Area III is the potential use of a remnant parcel from the realignment of 51st Avenue that is currently offset. The Study recommends that it is realigned to a 4-way intersection as displayed below. There are two alternative alignments which impact parcels immediately to the north or south of this intersection. While the final alignment is yet to be confirmed, either option would result in a remnant parcel of land that provides potential for a new opportunity site to serve the local community. Outdoor markets, a plaza, and other uses were explored in the final public meeting. These potential uses were proposed to the community to elicit their feedback and the results of the feedback are presented in the preferred alternative. As design moves forward the City will engage property owners that may be impacted by the realignment of 51st Avenue as part of the final alignment selection process.

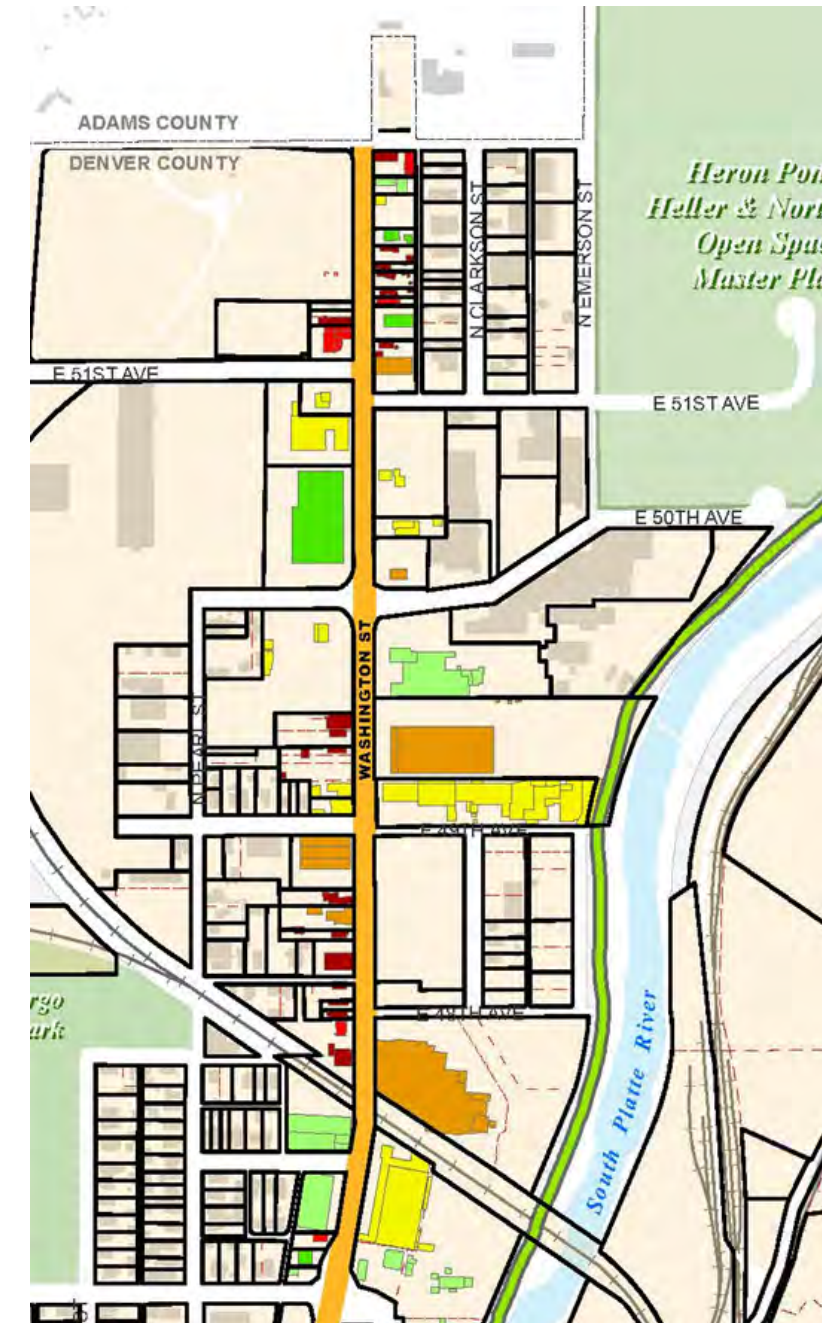
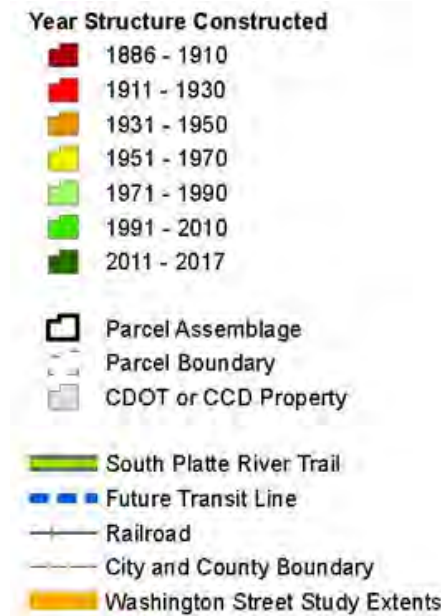


Potential 51st Ave Realignment South



Potential 51st Avenue Realignment North

Within this Character Area there are several properties that date back to the late 1800s and early 1900s. Each of these structures should be evaluated and impacts to the structures should be limited. These buildings serve as an important part of the history of Globeville and provide opportunities to preserve the character of the community. Below is a map of the area that show the approximate dates that structures were completed based on assessor's data.



Structure Built Date Map





## PUBLIC PROCESS

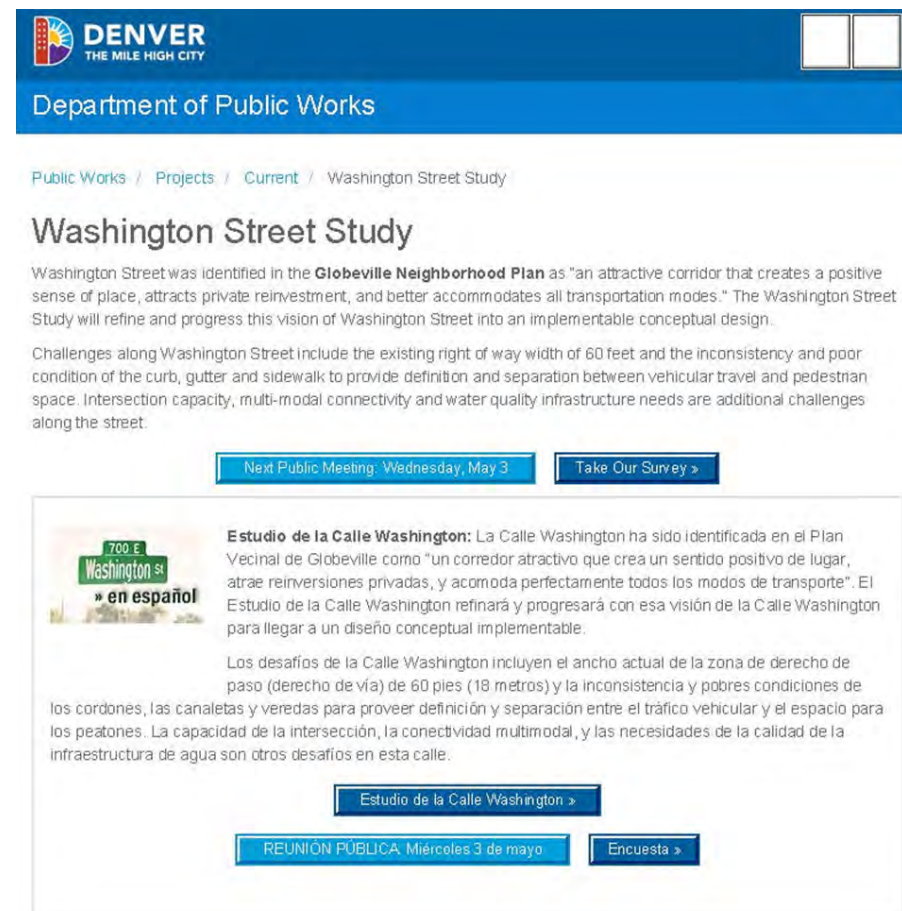
One of the most important goals of this Study was to garner community input to develop the resulting preferred typical cross-section(s). There was a two-fold approach to public outreach with a small group of community representatives who helped with ideas followed by broad reaching public meetings. To aid in developing content for the broader public, this group formed our Community Working Group (CWG).

The broader outreach also included engagement with the public including residents, business owners, Registered Neighborhood Organizations (RNO), community members, and public advocacy groups. There were three (3) public meetings held within the community to present work accomplished by the team and solicit input. Meetings were conducted bilingually including English to Spanish translation of meeting materials. A Spanish interpreter was provided at all public meetings.

## PROJECT WEBSITE AND SUMMARY

The City and County of Denver maintains a website for the Study ([www.denvergov.org/washingtonstreetstudy](http://www.denvergov.org/washingtonstreetstudy)). The website provides a project overview, goals and objectives, schedule, and up to date information on meetings. Public and CWG meeting materials were uploaded to the website following each meeting. The website is not a substitute for direct community outreach, but it is a 24/7 resource for anyone interested in the most current progress of the Washington Street Study.

In addition to the website, the team developed an online survey to obtain input from the community. For those community members that do not have Internet access, hard copies of the survey were distributed and collected at public meetings.



Washington Street Study Website

## COMMUNITY WORKING GROUP

The CWG was formed to advise the project team on developing materials and receiving input from the larger community. The CWG included a diverse group of residents, citizens, business owners, and advocacy groups. The members that participated are listed below:

Member Name	Affiliation
Maria Campos	Globeville Resident
Kristin Cardenas	Garden Place Academy, PTO
Marina Chotzinoff	Where Wood Meets Steel
AE	Globeville K.A.R.E.S.
Vernon Hill	Globeville Civic Partners
Jill Locantore	WalkDenver
Cliff Lind	ESGBA
Dennis Maddox	DenCol
Dave Oletski	Globeville Resident
Rob Ollett	BikeDenver
Erin Pulling	Project Angel Heart
Kaitlyn Randol	Superior Farms
Fred Schultz	Crossroads Commerce Park
John Zapien	Globeville Resident
Mickey Zeppelin	Zeppelin Development





## CWG MEETING #1 (FEBRUARY 2, 2017)

The main purpose of this first CWG meeting was to introduce the members to the objectives of the Study and the project team. The goals of the meeting were as follows:

- Introduction to the project team.
- Introduction and discussion of roles and responsibilities of the CWG.
- Review of the Study Area.
- Discuss the purpose of the Study.
- Review of past and current studies.
- Coordinating with adjacent studies and projects.
- Discuss the Study process and schedule.

Once the team had achieved the goals of the meeting, the CWG was engaged in an exercise to identify their hopes, fears, and must haves for the corridor. Below is a summary of some of those thoughts:

- Respect and provide space for all modes of transportation.
- Support connectivity and safety for all modes to and from the neighborhood, as well as within the neighborhood.
- Any recommendation should provide opportunities for both the residential and business community
- Washington Street should create a place to work, live, and play.

The meeting presentation can be reviewed at:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-CWG-Feb2017-presentation.pdf>

Meeting notes can be viewed at:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-CWG-notes-Feb2017.pdf>

## CWG MEETING #2 (MARCH 14, 2017)

This second CWG meeting focused on the next step to begin developing tools, look at best practices, and understand the existing conditions within the Study limits. The agenda for this second meeting was a review of the following:

- Review of the existing conditions within the Study area.
- Overview of the existing multi-modal network.
- Review of the vision and guiding principles for Washington Street as defined in the Neighborhood Plan.
- Discussion of best practices.
- Review of format and materials for Public Meeting #1.

In reviewing the materials for the first Public Meeting there were many general comments as well as feedback on updates and changes to the materials. The project team utilized these comments in refining materials prior to the public meeting.

The meeting presentation can be reviewed at:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-CWG-March2017-presentation.pdf>

Meeting notes can be viewed at:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-CWG-notes-March2017.pdf>



CWG Meeting at Project Angel Heart





### CWG MEETING #3 (JUNE 15, 2017)

The third CWG meeting was held after the first Public Meeting. In this meeting, we discussed feedback from the Public Meeting as well as the options and tradeoffs in developing a set of preferred typical cross-sections. The agenda for this meeting was as follows:

- Overview of what was heard at the Public Meeting.
- Overview of the data that was collected at the Public Meeting.
- Review of the vision and guiding principles.
- Draft of Character Areas.
  - ◁ Boundaries.
  - ◁ Existing conditions.
  - ◁ Corridor analysis.
  - ◁ Opportunities and constraints.
  - ◁ Streetscape elements.

The meeting presentation can be reviewed at:

[http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-CWG-June2017-presentation\\_English.pdf](http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-CWG-June2017-presentation_English.pdf)

Meeting notes can be viewed at:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-CWG-notes-June2017.pdf>

### CWG MEETING #4 (AUGUST 3, 2017)

Our fourth CWG meeting was held prior to the second Public Meeting. The goal of this CWG meeting was to review progress made by the team on the Study and a review of the materials for the second Public Meeting. The following agenda items were covered:

- Review of the Public Meeting presentation.
- Walk through of the planned group activities.
- Provide input on the content and the process to gather input at the Public Meeting.
- Review materials and provide input and comments.

Meeting notes can be viewed at:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-CWG-notes-August2017.pdf>

### CWG MEETING #5 (OCTOBER 3, 2017)

Due to a conflict with the Brighton Boulevard renaming meeting, our team scheduled the final meeting from 4:30 PM to 6:00 PM. With the alternative hours, the meeting followed a different format than the previous meetings. The team had stations set up for review by the CWG members, and there was no presentation or round table discussion. This format allowed members to attend at different times to participate and comment on the process.

The following stations were used to solicit feedback:

- Corridor plan and typical cross-sections of Washington Street.
- Future and existing bike connections.
- Truck routing options maps and feedback.
- Character and placemaking for Washington Street.

Meeting notes can be viewed at:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-CWG-notes-August2017.pdf>



Constructing Typical Cross-Section at CWG Meeting





## PUBLIC MEETINGS

As part of the Study, three public meetings were held. These meeting were developed to gather feedback and discussion from the community, to refine the vision for Washington Street from the Neighborhood Plan, and define and select the preferred typical cross-sections and conceptual design. Meetings were conducted bilingually including English to Spanish translation of meeting materials. A Spanish interpreter was provided for all meetings.

Within the neighborhood, the team implemented several methods to reach out to the community and invite them to the public meetings. The following were used for outreach:

- Posting on the project website.
- Project emails blast, including hand mailed notices and phone calls for those community members that do not have email.
- NDCC email blast and newsletter.
- Flyers posted at businesses on Washington Street.
- Flyers left at all residents and businesses adjacent to Washington Street.
- Flyers provided to CWG members to hand out to neighbors and friends.

### PUBLIC MEETING #1 (MAY 3, 2017)

In all of the public meetings there was a short presentation followed by stations in an open house format. This first Public Meeting was an introduction to the team, the process, and the Study. The meeting included the following agenda:

- Introduction to the team.
- Study area and intent of the Study.
- Process to gain feedback for the Study.
- Schedule and outreach.
- Review of the open house format.

After the presentation, participants broke out to learn more about the Study as well as provide feedback. The following stations were in Open House format:

- Project Overview.
- Multi-modal Connections.
- Design Elements.
- Survey and Feedback.

Also in attendance were team members from the Heron Pond Open Space Master Plan, and Xcel Energy to discuss adjacent projects.

The major themes that were learned from the community at this meeting include:

- Existing Safety Concerns
  - ◁ The South Platte River Trail does not feel safe and the community avoids using it.
  - ◁ Crossing at the intersection of 45th Avenue and Washington Street is not safe.



Public Meeting Presentation

- ◁ There is a lack of street lighting along Washington Street through the Study area.
- Priorities
  - ◁ Pedestrian improvements and lighting are the highest priority for the community.
  - ◁ Providing bicycle facilities on Washington Street is important to the community.

Materials for the Public Meeting located at the links below:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-street-presentation-May2017.pdf>

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-street-boards-May2017.pdf>

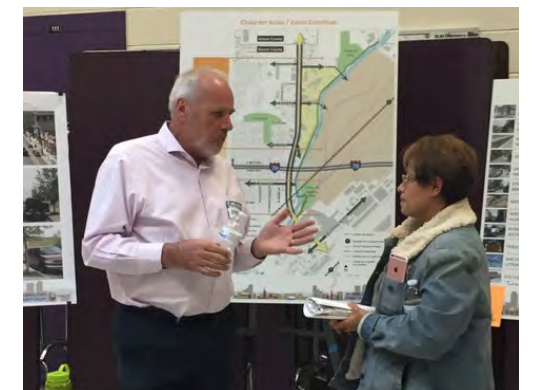
### PUBLIC MEETING #2 (AUGUST 15, 2017)

The second Public Meeting required collaboration with the community to help the Study team understand their priorities to develop a preferred alternative. The meeting was opened with a short presentation followed by an exercise that asked participants to break into groups and provide feedback and direction to the team. The following agenda was followed:

- Overview of the first Public Meeting.
- Review of the Vision and Guiding Principles.
- Review of constraints and discussion of tradeoff decisions.
- Discussion of the open house format and explanation of the group exercise and goals.

At the completion of the presentation, the participants broke into groups stations to accomplish the following goals:

- Use the cross-section tool to build a roadway cross-section based on the preferences and tradeoffs within the group discussion.
- Washington Street crash data.
- Bicycle network and multi-modal connections.



Discussion at Public Meeting Boards

Once all the groups had a chance to review and develop a typical roadway cross-section, each group reported back to the full audience and presented their cross-section along with a summary of the tradeoffs and discussion within their group.

The major themes that we learned from the community at this meeting were:

- Limit impacts to businesses and residents adjacent to the street.
- A center turn lane is important in Character Area III.
- Keep bike and pedestrian facilities but combine them to limit property and building impacts.

Materials for the Public Meeting located at the links below:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-presentation-english-August2017.pdf>

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-study-presentation-english-August2017.pdf>





## PUBLIC MEETING #3 (OCTOBER 24, 2017)

The goals and objectives of the final public meeting was to present the preferred typical cross-section for each Character Area based on community input as well as gather any final comments. The agenda was as follows:

- Recap of the second Public Meeting and what was heard.
- Presentation of the preferred typical cross-section for each Character Area.
- Statement of objectives and goals of feedback for the final meeting.

Once the presentation was completed, the participants were able to go into more detail and provide additional feedback regarding the preferred typical cross-sections at each station. The following stations were set up to present and garner feedback:

- A graphic of the entire study with the preferred alternative laid out in plan view (see image to the right).
- Review of the existing and proposed truck route preferences.
- Process and study time line.
- Review of the multi-modal networks with the preferred alternative.

The major themes that we learned from the community at this meeting were:

- Overall the feedback received was positive on preferred alternative and excited to see the process continue through design and implementation.
- There were community members who were concerned that additional travel lanes, north of 47th Avenue, were not part of the preferred alternative.
- Concern about property impacts between 50th Avenue and 51st Avenue along the east side of the corridor.

Materials for the Public Meeting located at the links below:

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-st-presentation-Oct2017.pdf>

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-st-roll-plot-Oct2017.pdf>

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-st-timeline-summary-Oct2017.pdf>

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-st-truck-routing-Oct2017.pdf>

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-st-connectivity-Oct2017.pdf>

<http://www.denvergov.org/content/dam/denvergov/Portals/705/documents/projects/washington-st-placemaking-Oct2017.pdf>



Plan graphic at final Public Meeting





## COMMUNITY PRIORITIES

Through the process of determining the opportunities, the community helped us refine the project approach. Using the public meeting, comment box, and online survey, input from the community guided the priorities for the street. How does the community value the different elements within the roadway?

How do these support the vision and guiding principles as outlined in the Neighborhood Plan? At our initial public meeting, the team presented the minimum required baseline elements as well as the additional elements to implement the vision for the roadway.

The team also discussed the idea of balancing the needs of regional transportation, local transportation, business and the needs of the residents. The initial questions included:

- How do you travel on Washington Street?
- What road or sidewalk improvements would you like to see in the corridor?
- What are the most important intersections that connect Washington Street to the neighborhood?

Item	Rank	Scoring
Pedestrian Lighting	1	358
Sidewalk	1	355
Trees	2	303
Traffic Calming	3	282
Bike Lanes	4	277
Bus Stop Upgrades	5	240
Parking Lane	6	223
Water Quality	7	219
Wayfinding/Signage	8	209
Site Furnishings	9	169

Streetscape Elements Survey Scoring

Through the survey and exercise at the public meeting, the team learned that majority of people traveled by car or commercial vehicle with the remaining either using the bus, bicycling, or walking. The conclusion is there is a demand for facilities that allow for safe routes for both pedestrians and bikes.

The next question related to improvements in the corridor confirmed the conclusion, that facilities that increase comfort and safety for pedestrians, bicycles, and transit ranked high. Again, these priorities were consistent with the other survey questions.

In addition, the community was asked to prioritize the connections from Washington Street into the neighborhood to determine opportunities for wayfinding and gateways. Discussion of these elements occur later in the report in the Placemaking Next Steps section.

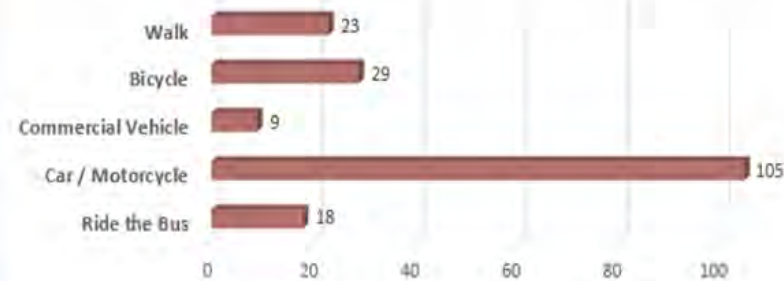
Community members provided the team additional feedback on their desired outcomes for this Study to help the team further refine the priorities. At the first public meeting and through the online survey, community members relayed their overall thoughts on the corridor. The common themes that were heard include:

- Safety for pedestrians and cyclists is a high priority.
- Improve sidewalks and lighting.
- Create an appropriate interface between all modes of traffic, including truck traffic.
- The South Platte River Trail does not feel safe to the community, the community would like to see an alternative local route for both pedestrian and bikes.
- Existing businesses are employment centers for the neighborhood, limit impacts to businesses.
- Remember and respect the residential neighborhood.
- Better connectivity for all modes of transportation.

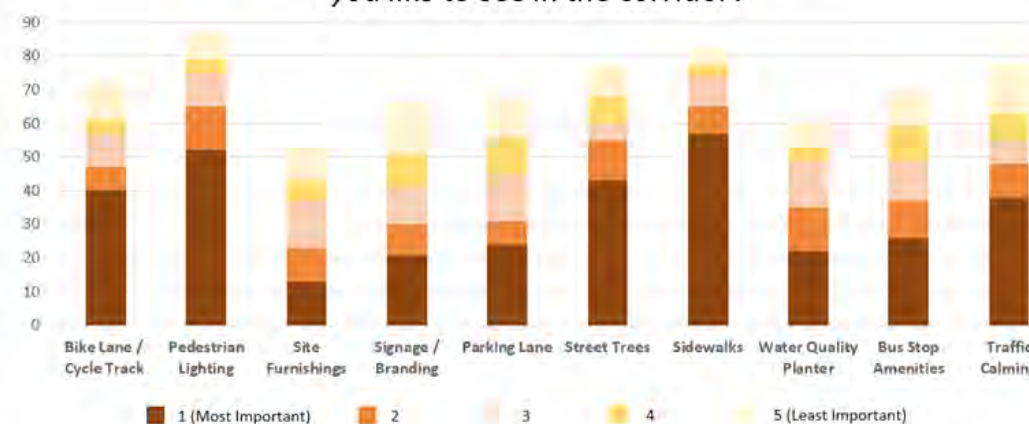
The team collected these survey results and began to analyze the community's priorities along with the additional specific feedback.

## Public feedback was also collected through an online survey:

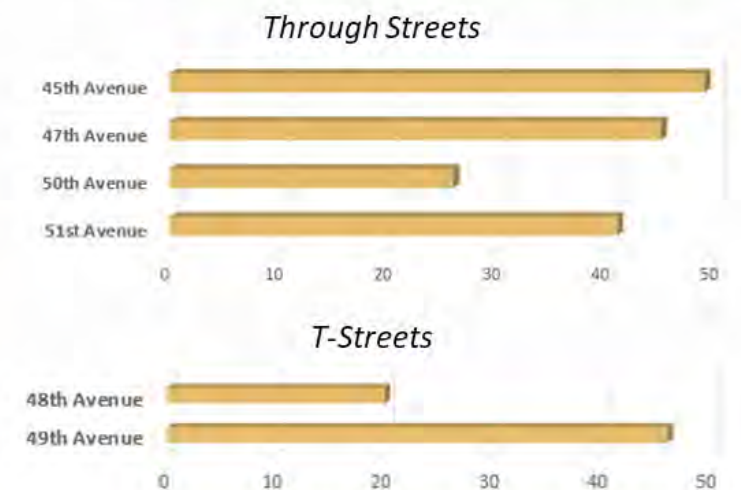
How do you travel on Washington Street?



What road or sidewalk improvements would you like to see in the corridor?



What are the most important intersections on Washington Street that connect to the neighborhood?



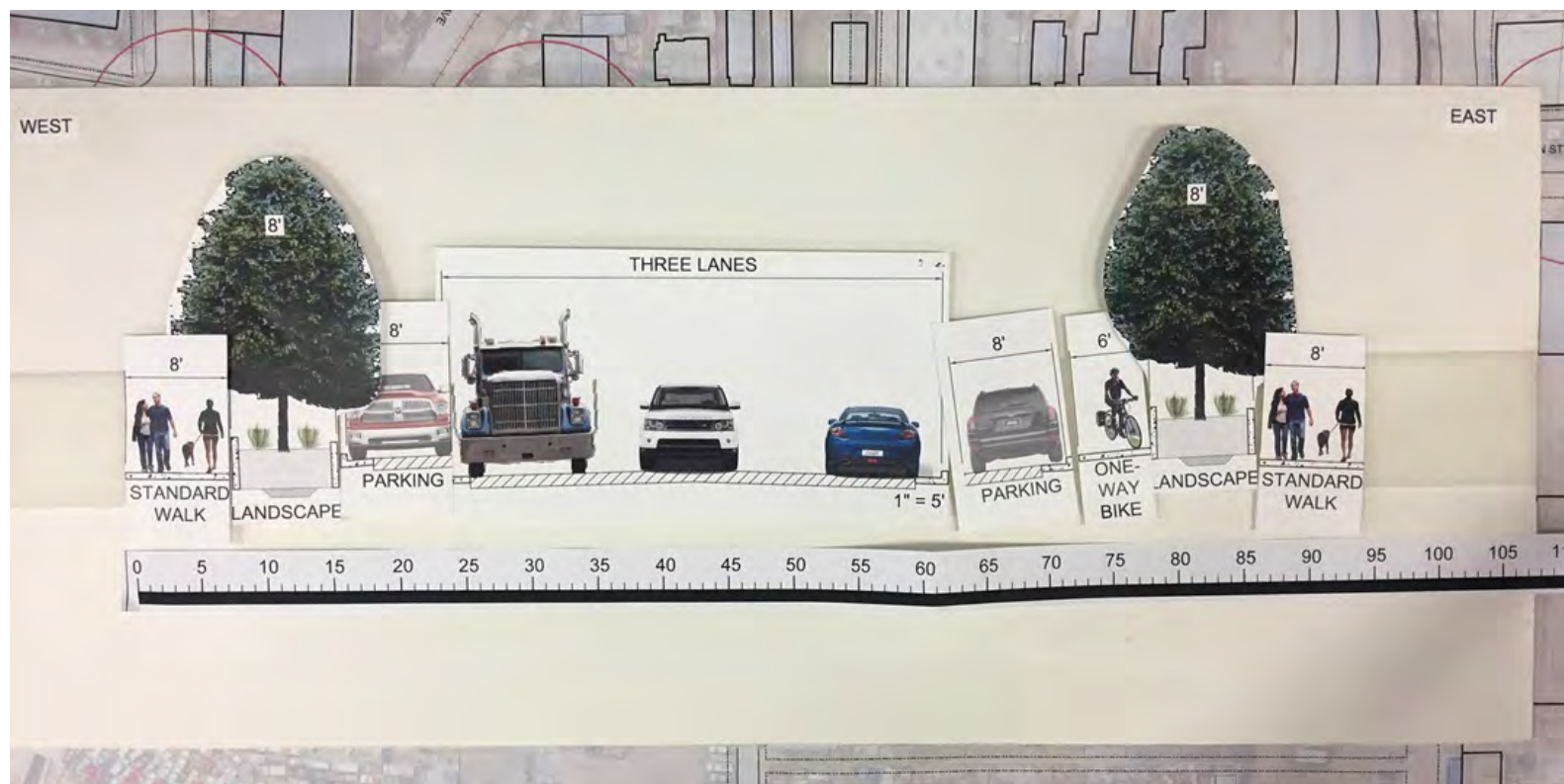


## COMMUNITY TYPICAL CROSS-SECTION DEVELOPMENT

The next step that the team took was to develop a tool to aid in refining the community's priorities and understanding the impacts and tradeoffs of each roadway element. A typical cross-section builder was utilized that allowed people to insert and remove different elements into the street cross-section and build their preferred alternative. This exercise was implemented in the second public meeting. Community members that attended were asked to break into groups. Each group had a moderator from the Study team to answer questions and work with the group to develop their preferred cross-section. As the cross-sections were developed, each group discussed tradeoffs related to the preferred facilities within the roadway and property impacts.

With each alternative development, the groups stressed the importance of the following priorities:

- Limit property impacts and impacts to existing buildings.
- Turning lanes are critical to improve traffic movements at intersections and access points along the project limits.
- On-street parking should be included where appropriate and when future redevelopment occurs.
- Combine bicycle and pedestrian facilities.
- Mitigate environmental impacts by encouraging alternative modes of travel (walk / bike / transit).
- Landscape is important to improve the pedestrian environment, reduce the heat island effect, and improve air and water quality.



Built Typical Cross-section by a Group at the 3rd Public Meeting



Public Meeting Typical Cross-Section Breakout Group





## PREFERRED ALTERNATIVE

The next step for the team was to develop a preferred alternative. At a minimum, the preferred alternative is required to meet the current City standards. In addition, the team heard from the community that the following elements are important to include in the typical cross-section preferred alternative:

- Bicycle facilities.
- Enhanced pedestrian facilities.
- Streetscape (pedestrian lighting / water quality).
- On-street parking.

## CORRIDOR WIDE IMPROVEMENTS

Acknowledging that the typical cross-section will need to vary between Character Areas, and even within Character Areas, the team first developed common themes and connectivity that would be required throughout the Washington Street corridor. A need to plan for each mode of travel and how these modes connect Washington Street and move through the Study area is critical to develop the themes for the preferred alternative and the refinements in each Character Area.

## VEHICULAR FACILITIES

During the public process and review of data for the Study area, there were many discussions regarding the existing travel demands and capacity of Washington Street. Based on the NDCC Master Mobility Study, Washington Street is at or above daily trip capacity of the existing roadway. The demand on the infrastructure will only increase with redevelopment in Globeville and the redevelopment of the National Western Center. Through the public process there were many discussions about priorities and tradeoffs. If lanes were added for vehicular capacity there would either be additional property impacts and / or bicycle facilities may not be included in the final preferred alternative.

Discussions were framed around the local and regional needs and impacts on Washington Street. As previously discussed, at a minimum, the roadway must be brought up to current standards. These standards require sidewalks, curb and gutter, and trees. The focus was then moved to the community priorities for facilities for other modes of travel. Finally, the team evaluated the regional demands and plans for the Study area corridor. As there are no local or regional plans to increase the capacity of the corridor to the north or south of the Study area, adding additional travel lanes for five blocks, from 47th Avenue to the Adams County boarder, does not dramatically change the capacity of the corridor. Therefore, focus was shifted to providing accommodations that benefit the neighborhood connections while still designing for the trucking needs of the local businesses.

It was also very important for us to consider the overall goals of the Neighborhood Plan and Vision Zero. As design progresses, methods and best practices will be implemented to reduce traffic speeds and implement traffic calming throughout the corridor to increase safety for all roadway users. The Mayor's Office Mobility Action Plan goals are represented in the graphic to the right.

Another consideration is how technology will transform how we travel in the future. The federal government, state governments, municipalities, and private industry continue to invest in next generation technology that will dramatically shift the way people travel. The U.S. Department of Transportation recently published Beyond Traffic, which is a framework for building future transportation systems and will need to be considered as design progresses. The concept of vehicle-to-vehicle (V2V) and vehicle-to-infrastructure (V2I) that are underway in the United States and could easily be implemented on Washington Street.

## TRANSIT FACILITIES

RTD currently serves Washington Street through bus service. The multi-modal sidewalks, with the preferred cross-sections, will provide better access and accessible routes to the existing bus stops. As design moves forward there will be opportunities to consolidate bus stops to improve operations and access for the neighborhood. Bus stops should also be improved to include shelter and furnishings that allow riders comfort and protection from the weather.



Sheltered Bus Stop



Zero deaths by 2030



Reduce single-occupant vehicle commuters from 73% to 50% by 2030



Increase bike and pedestrian modes to 15% by 2030



Increase transit mode to 15% by 2030



80% reduction of greenhouse gas emissions by 2050

Mayor's Office Mobility Action Plan Goals





## SHARED PEDESTRIAN AND BICYCLE FACILITY

In the preferred section, there is a proposed 12-foot multi-use sidewalk that will be used by both pedestrians and cyclists. As important as creating the north-south connection along Washington Street is, there will need to be considerations to creating and improving connections into the neighborhood from the east and the west. These connections will bring people from the neighborhood to Washington Street, creating a vibrant corridor.

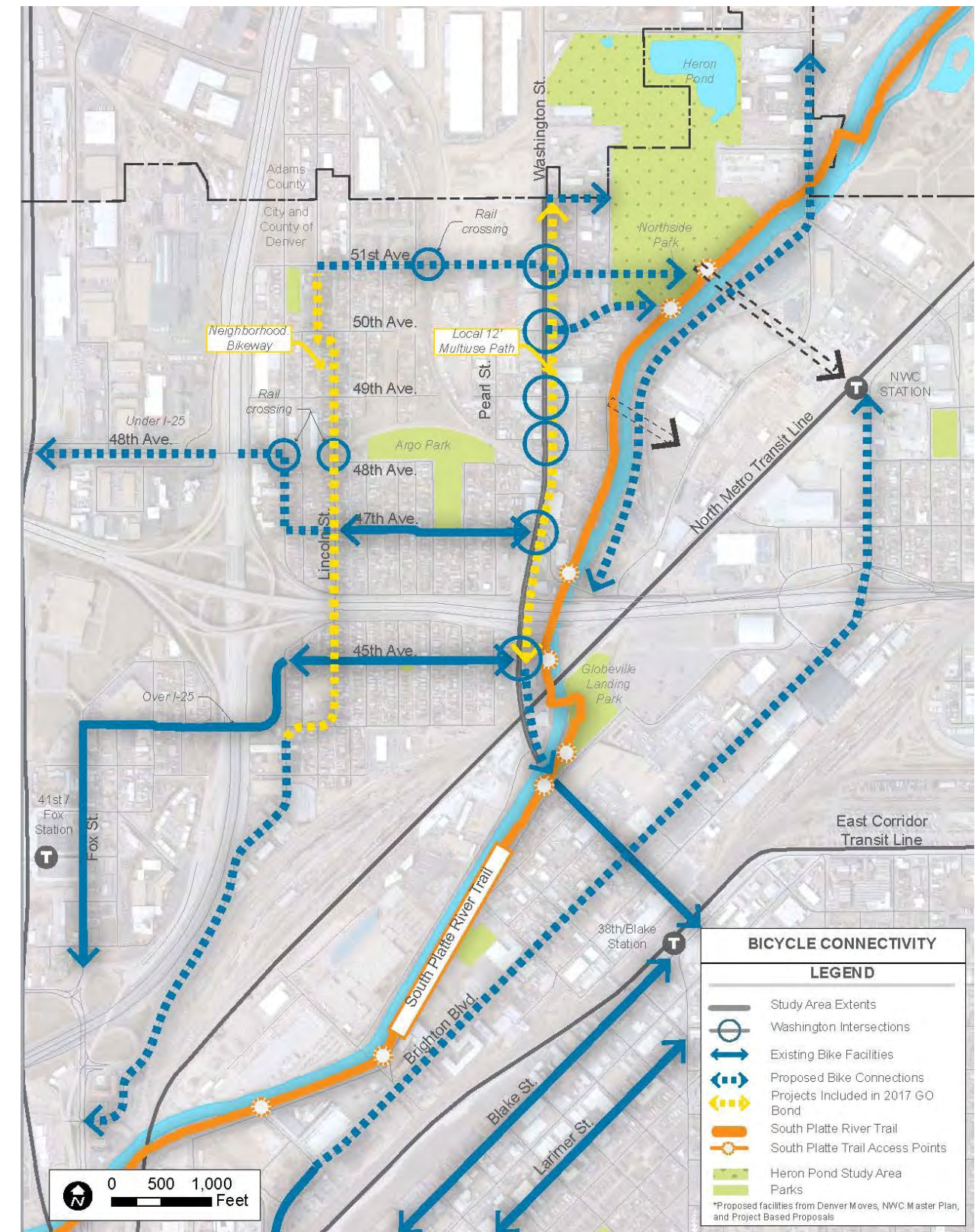
The Study identified facilities within the preferred alternative as well as the development of the preferred cross-sections. While this effort drives the project towards a solution that can be implemented, there are still details that will need to be evaluated as design progresses. Regarding the multi-modal network, the following items will need additional study and coordination with the community and other partners:

- Passive delineation of space between cyclists and pedestrians throughout the corridor (see image below).
- Treatment and possible separation of pedestrians and cyclists at intersections and creating safe crossings, along with limiting obstructions that impede the visibility of cyclists and pedestrians at intersections.
- Innovative pedestrian and bicycle phased signals at intersections.
- Design solutions for safety at intersections with driveways.
- Reducing the length of intersection crossings for pedestrians and cyclists using bulbouts or other traffic calming design solutions.
- Traffic calming to reduce speeds.
- Safe crossings for both pedestrians and cyclists at the I-70 interchange.
- Wayfinding oriented to pedestrians and cyclists.



Rendering of Bourke Street Shared Sidewalk in Sydney, Australia

The 12' sidewalk is defined as having a 6' bike path and a 6' pedestrian walk. The two facilities will require delineation and definition. The Study suggests working with the community in the next steps of the design to identify the best means to differentiate between the facilities, whether that be through pavement patterns or colors and/or other innovative design treatments.



Bicycle Connectivity Map



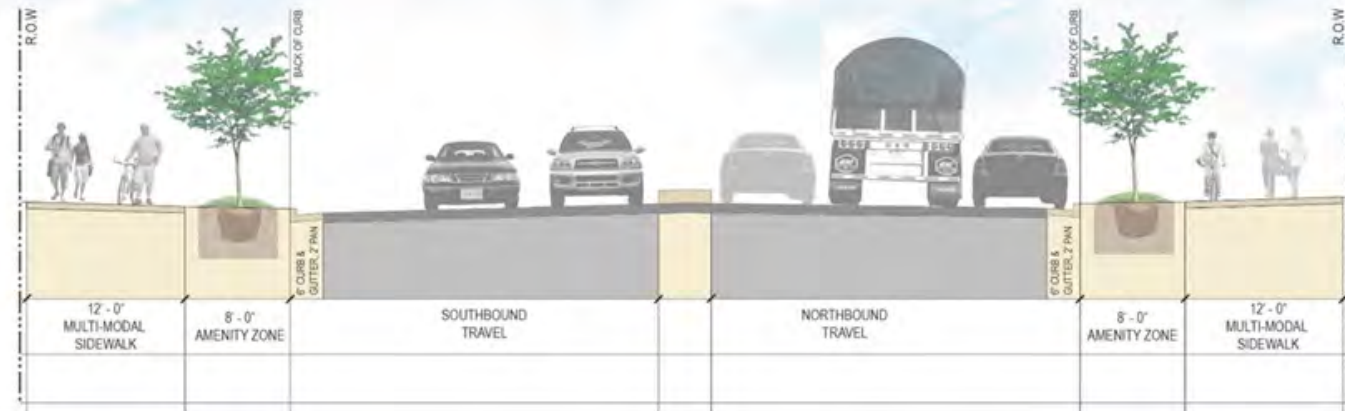


## CHARACTER AREA I IMPROVEMENTS

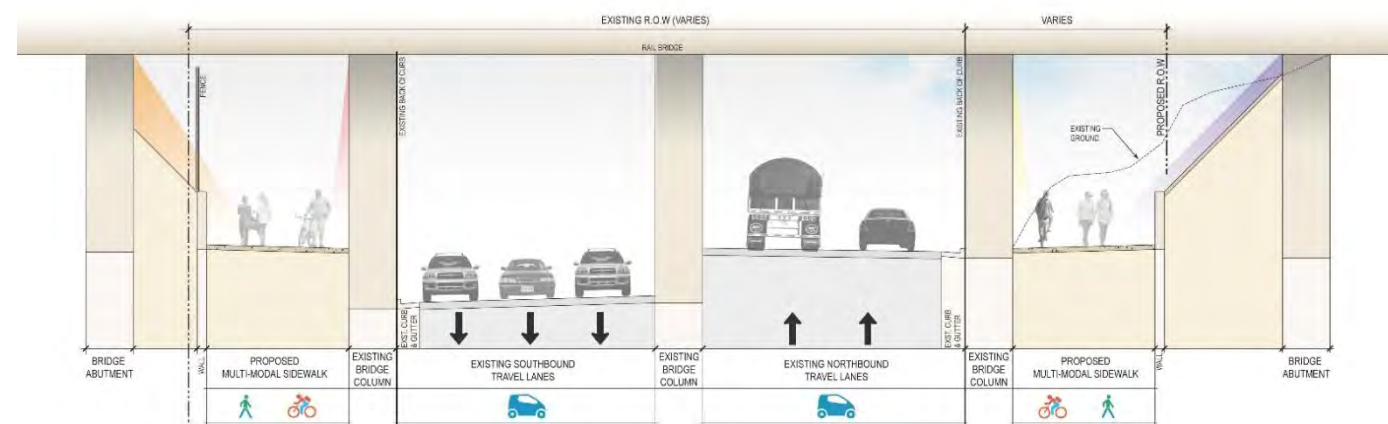
Currently there are no plans to modify the roadway between the curb lines in Character Area I. The other constraint in this area is the underpass at the RTD / BNSF bridge. The following are the elements within the preferred typical cross-section for the Character Area I:

- Existing roadway lanes remain.
- Parking is not needed through this Character Area.
- Add multi-modal sidewalk to connect cyclists and pedestrians to 38th Street and future improvements.
- Expand and add multi-modal sidewalk at railroad underpass on the west side of the underpass.
- Explore opportunities to add the multi-modal sidewalk to the east side of the street.
- Minimal property acquisition required.
- Explore additional pedestrian and bicycle access as shown in the opportunities section.

## Character Area I



Character Area I Preferred Typical Cross-section



Character Area I Preferred Typical Cross-section at Rail Underpass

## CHARACTER AREA II IMPROVEMENTS

With the interface of the I-70 interchange, the first assumption is that there would be no modifications to the roadway between the curb lines in Character Area II. Additional width would be added to the existing east sidewalk to create a 20-foot multi-modal sidewalk. Below is a list of elements included in the preferred typical cross-section for Character Area II:

- Existing roadway lanes remain.
- Add multi-modal sidewalk to connect cyclists and pedestrians from Character Area I to Character Area III.
- Improve safety for cyclists and pedestrians through the interchange area, especially at crossings of the on and off-ramps to I-70.
- Provide alternative safe routes for cyclists and pedestrians through directional signage to alternative routes.
- There are no opportunities for on-street parking within this section of the roadway.
- Explore opportunity to shift Washington Street traffic lanes to the east under I-70. Allowing for a full 12-foot multi-modal sidewalk on both sides of the street.

Included within Character Area II is the CDOT parcel that was identified as an opportunity to create a community asset. In the third public meeting, frustration was expressed with the limited maintenance and condition of the property, but there was excitement expressed with the opportunity to improve this area. The community supported programmed uses such as futsal courts, outdoor market / community gardens, and a possible transit / transfer station. As design progresses all options should be explored with the community to refine potential uses and programming.

## Character Area II



Character Area II Preferred Typical Cross-section at I-70 Underpass





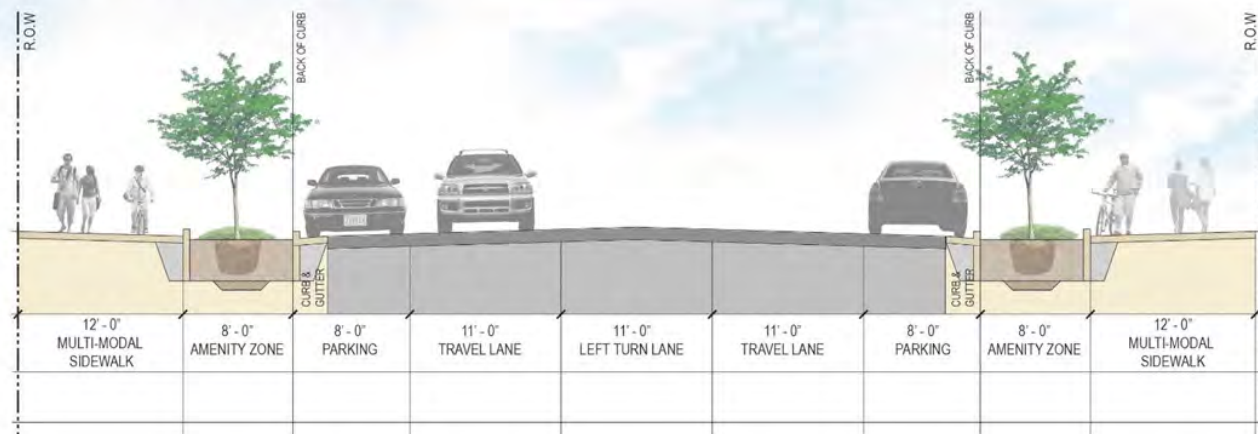
## CHARACTER AREA III IMPROVEMENTS

Character Area III allows for the most flexibility to develop the preferred typical cross-section. The following are the elements within the preferred typical cross-section for the Character Area III:

- Two travel lanes (one in each direction) and a center turn lane. The center turn lane will improve operations of the roadway intersections and increase the intersection capacity and improve roadway operations.
- On-street parking in various locations based on use and constraints.
- Add 12' multi-modal sidewalk on both sides of the roadway.
- A landscaped amenity zone with green infrastructure.
- Property acquisition will be required. The limits of the acquisition are not yet determined, as design progresses the acquisitions will be better defined and the City will communicate with any potentially impacted property owners.

As discussed in the opportunities section, there is potential that there will be a remnant property at 51st Avenue if the intersection is realigned. At the third public meeting the community expressed that this parcel should be repurposed as a place to gather such as an outdoor market space, community plaza, or small neighborhood park. Additional opportunities will need to be explored with the community to better define programming for this space in the next phase.

## Character Area III



Character Area III Preferred Typical Cross-Section



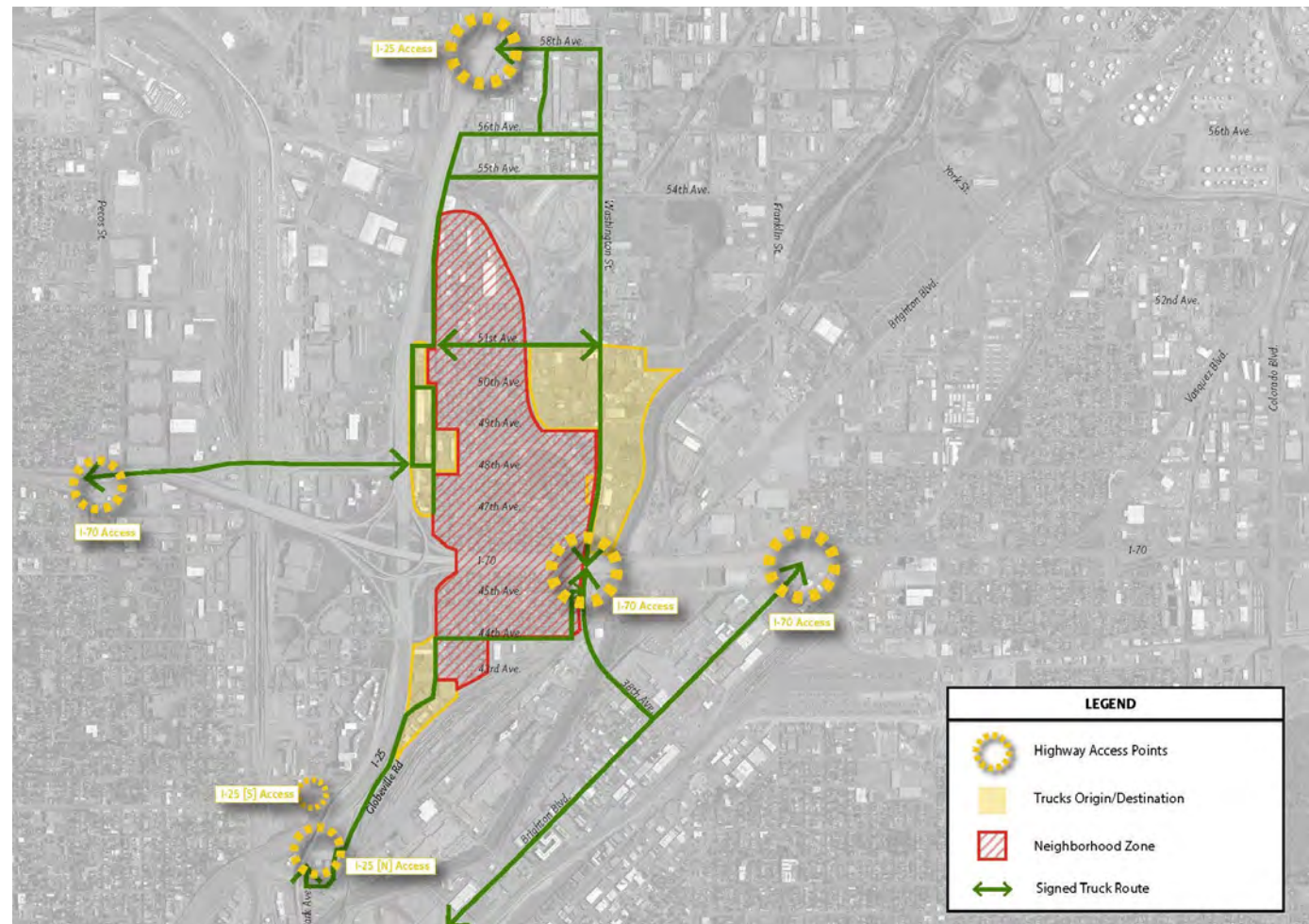


## TRUCK ROUTES

Industrial uses from a regional and local perspective drive a higher than typical volume of truck traffic along Washington Street and through Globeville. During the public process, there were many concerns with the volume of truck traffic that use local streets to navigate through the neighborhood. As part of this Study, potential routes for trucks were determined that could be conveyed to local business owners to reduce the impact of truck traffic within Globeville.

Local truck traffic destinations are concentrated on the east and west side of the neighborhood. Businesses along Washington Street rely on trucks to move goods to and from their sites. On the west side of the neighborhood, most of the truck destinations are located along Broadway from 47th to 51st Avenues.

The Study recommends the proposed alternative truck routes around the neighborhood and encourages the community to work with the businesses to direct local truck traffic to these proposed routes.



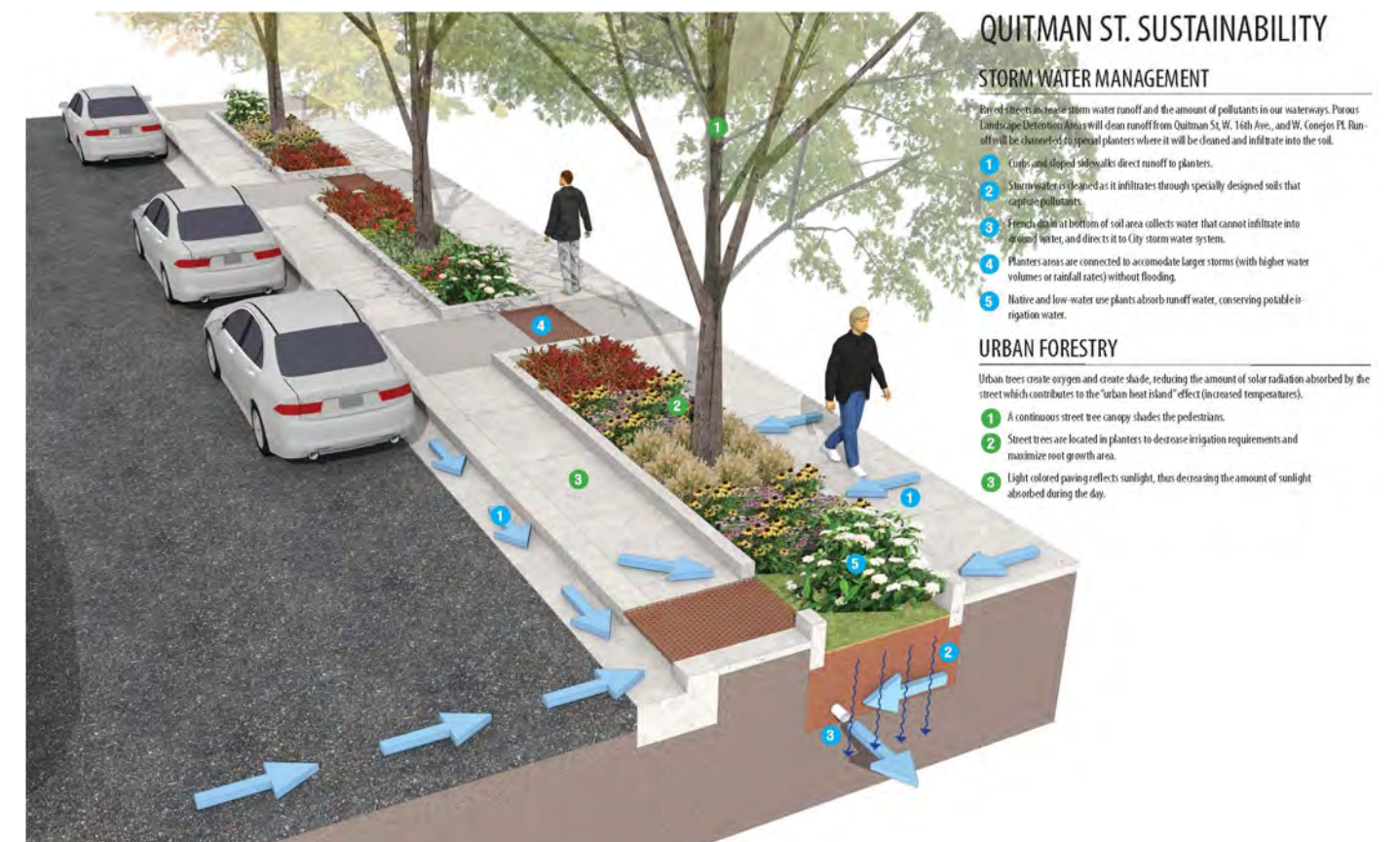
Globeville Preferred Truck Routes

## GREEN INFRASTRUCTURE

A priority for the preferred alternative includes green infrastructure elements, specifically related to stormwater. As design progresses and the project moves towards an implementation plan, additional study will need to occur to identify design and locations within the tree lawn and bulb outs at intersections for green infrastructure.

Stormwater from the roadway should be directed towards green infrastructure facilities such as streetside stormwater planters, curb extensions/bulb-outs, or tree trenches. Unlike gray infrastructure which uses pipes and storm drains to manage stormwater, green infrastructure uses plants, soils, roots and natural processes to treat pollutants in stormwater runoff. Capturing, filtering, and infiltrating stormwater runoff from the road network through green infrastructure treatments is critical to improving the health of Denver's urban waterways, including the South Platte River. Green infrastructure not only improves water quality in Denver's river and gulches, green infrastructure can also improve air quality, mitigate the urban heat island effect, promote safer connections, and create healthier public spaces.

The design of these systems should follow the guidelines and recommendations in the City and County of Denver Ultra-Urban Green Infrastructure Guidelines.



Example Water Quality Planter





## FUTURE OPPORTUNITIES

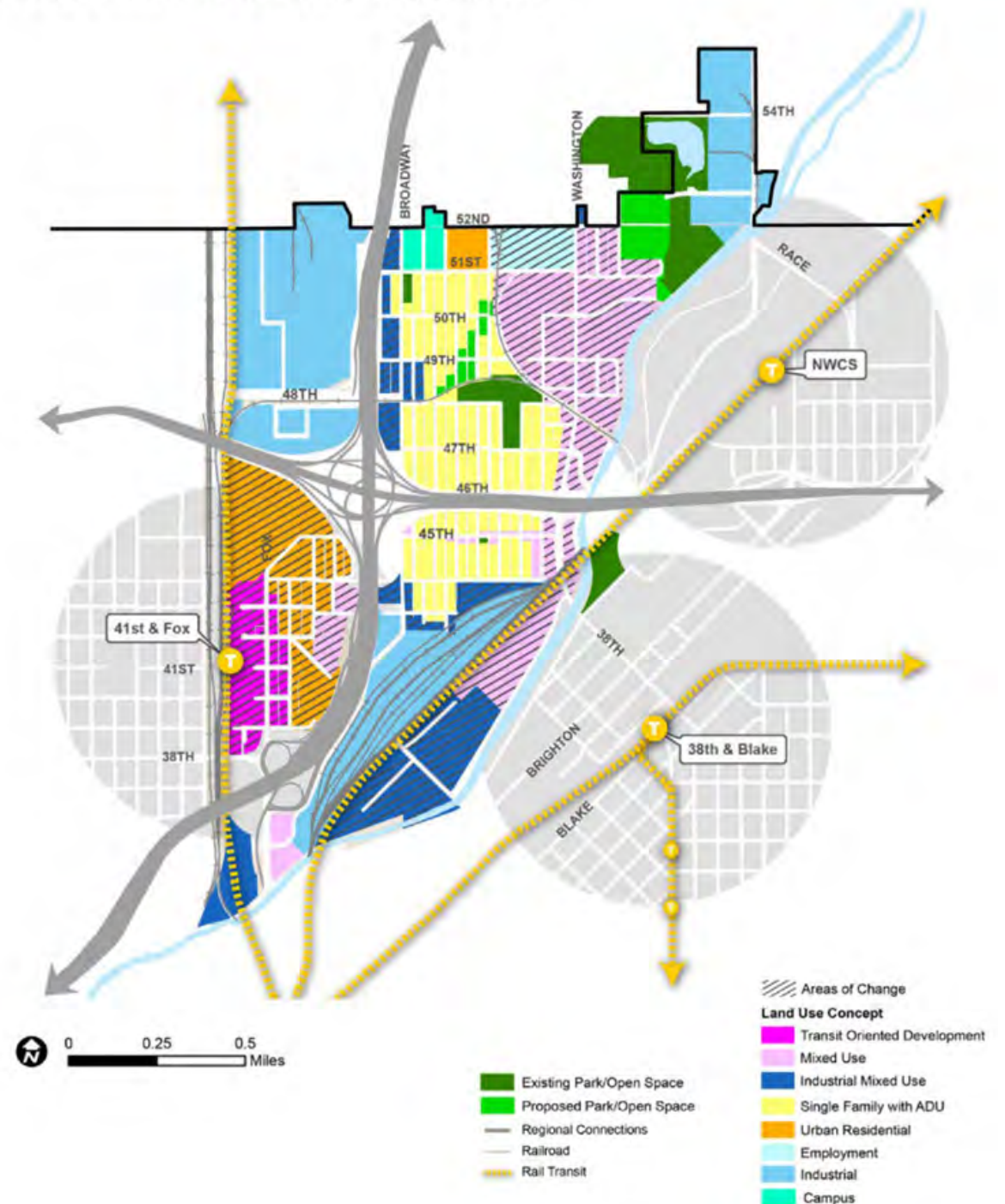
Within the limits of the Study, the adjacent land uses have been identified by Blueprint Denver as an area of change, with the Neighborhood Plan identifying potential mixed-use with building heights varying between three (3) and eight (8) stories as shown in the graphic to the right. In these areas of change the City should look for opportunities to implement the full preferred roadway cross-section, when redevelopment occurs. Within the preferred alternative, the team has built-in flexibility to vary the right-of-way width by limiting roadway elements in areas where there is potential for high impacts to existing properties. These areas include north of 47th Avenue, near the rail spur, and where existing buildings are directly at the back of existing ROW. Should constraints change through redevelopment, these elements should be reintroduced into the roadway:

- Center turn lane near 47th Avenue rail crossing.
- Additional on-street parking, if not present.
- Tree lawn, streetscape elements and green infrastructure in locations where the section was reduced to limit property / building impacts.
- Improve the operation and safety of the transition from the interchange to north of 47th Avenue (Character Area II).



Street Side Seating in Bulbout

## CONCEPT LAND USE AND AREAS OF CHANGE



Globeville Future Land Use





## PREFERRED ALTERNATIVE SUMMARY

This Study is an important step in connecting the overall visions and goals of the Neighborhood Plan into a phased and implementable approach to achieving the vision for Washington Street. Funding has been secured for the 30% design of the Study limits, from Ringsby Court / South Platte River to the City boundary (52nd Avenue) through NDCC. Along with the funding for the 30% design, final design and construction funding has been identified for Washington Street from 47th to the City boundary as part of the City and County of Denver GO Bond that was approved by Denver voters on November 7, 2017. The clear message by the voters of the City and County of Denver is that transportation improvement projects and community investments like Washington Street are important.

In summary the Study, determined the following:

- Confirmation of the Vision and Guiding Principles of Washington Street.
- Definition of the Character Areas for the street.
- Preferred alternative typical cross-section for each of the Character Areas.
- Conceptual horizontal layout of proposed roadway elements.
- Elements of the roadway to be included in the design:
  - ◁ Define travel lanes and center turn lane.
  - ◁ Shared pedestrian and bicycle facility.
  - ◁ On-street parking.
  - ◁ Tree lawn / streetscape elements and green infrastructure.
  - ◁ Street and pedestrian lighting.
- Safe intersection design to protect and integrate all modes of travel.
- Identified needs for crossing safety improvements at the I-70 and Washington Street interchange.



Example of Multi-modal Intersection Improvements

## EARLY IMPLEMENTATION ITEMS

During the Study outreach process, the team and City held discussions around safety and community concerns. As part of those discussions, the following immediate steps were taken by the City to address these concerns:

- Collaborative effort between NDCC and Xcel Energy to identify and fix 44 street lights in need of repair in Globeville. These included street lights on Washington Street, the underpass at I-70 at both Lincoln Street and Washington Street, as well as lights along 45th and 47th Avenues.
- Installation at 45th Avenue and Washington Street of a new bike detection system, on the existing signal. Providing access from the neighborhood bike lane on 45th Avenue to the South Platte River Trail.
- Adjustment of the timing of the pedestrian signal at the intersection of 45th Avenue and Washington Street to add additional time for pedestrians crossing Washington Street.
- Collaborate with 311 services to add Spanish speaking capacity.
- Coordination with Xcel Energy to limit impacts to the Globeville Neighborhood for the installation of the 24-inch gas distribution line.



Longtime residents of the Globeville, Elyria, and Swansea Neighborhoods at the final public meeting





## RECOMMENDED NEXT STEPS

This Study is an important step in connecting the overall visions and goals of the Neighborhood Plan into a phased and implementable approach to achieving the plan for Washington Street. Funding has been identified for 30% design for the study area as well as the complete design and construction for 47th Avenue to 52nd Avenue through the GO Bond.

Recommended next steps for this Study area are the following:

1. Prepare a 30% design that will refine and evaluate these elements:
  - Identify property impacts and survey to confirm ROW and property boundaries.
  - Communication with owners of potentially impacted properties.
  - Environmental investigation (Phase 1 and Phase 2 studies).
  - Intersection design and signal improvements.
  - Design of safe intersections integrating all modes of travel.
  - Safety improvements to the I-70 interchange.
  - Determination of improvements at the existing I-70 underpass including realigning the roadway.
  - Determination of potential improvements at the rail underpass to provide both pedestrian and bike access on both sides of the roadway.
  - Design of bicycle and pedestrian facilities and passive designation of travel paths for both modes.
  - Traffic calming measures.
  - Locations of on-street parking.
  - Lighting design.
  - Further the study and design of the CDOT parcels near 47th Avenue and the potential 51st Avenue intersection realignment parcel.
  - Stormwater quality and drainage improvements.
  - Coordination with future drainage master plan improvements.
  - Utility coordination and potential relocation.
  - Determination of ownership and maintenance responsibilities of proposed streetscape facilities.
  - Green infrastructure elements.
  - Wayfinding and historic interpretation.
  - Public art components.
2. Coordinate with the design and implementation of adjacent projects in the area:
  - Private redevelopment sites adjacent to the corridor.
  - National Western Center.
  - Heron Pond, Heller & Carpio-Sanguinette Park Master Plan.
  - Neighborhood sidewalk and bicycle route improvements as part of the GO Bond funding.
3. As project moves into 30%, 100% design, and construction continue robust community outreach, including refinement of preferred cross-section, placemaking elements and preferences discussed in this report.



Example Intersection Treatment for Shared Facility at Intersection





## PLACEMAKING NEXT STEPS

38

The revitalization of Washington Street should serve as an opportunity for the Globeville community to improve pedestrian safety, strengthen the neighborhood connections, and celebrate the heritage and history of the neighborhood. The intent of this section of the report is to provide additional information for the next phase of design. The team requested feedback from the community at the third and final public meeting on preferences to create character for the street. It is important to note that these results are cursory and as design progresses additional input will need to be solicited. Within this section discussion will center around:

- Gateways and monumentation.
- Streetscape furnishings and landscape.
- Public art.
- Wayfinding.

### GATEWAYS AND MONUMENTATION

Washington Street serves as the one of the primary northern gateways to the City from Adams County, and other numerous Denver destinations, including Downtown, the RiNo Art District, National Western Center and Globeville. This corridor provides a unique opportunity to leverage the historic context with the evolving role of the corridor to inform the emerging character of Washington Street. During public meetings, opportunities for gateway monumentation and wayfinding were introduced.

Globeville is a historic neighborhood, is a large part of the story of Denver, and is long overdue in receiving recognition for its contributions. Washington Street has long been the primary roadway into the neighborhood, and many of the neighborhood residents are aware of the opportunity this improvement project presents in terms of expressing themselves on their neighborhood's "Main Street". A gateway element provides an opportunity to integrate both art and history, two key aspects of the Globeville story.

**Community Preference:** Several specific gateway and monumentation elements were presented to the community at public meetings, and the public supported the integration of historical information into monumentation as well the integration of artistic elements that celebrate the heritage of the community.

Additional alternatives include:

- Colorful lighting and reflective covered walkways under the railroad underpass and I-70 underpass that could potentially be a combination of public art and pedestrian lighting to improve visibility and pedestrian safety.
- Outdoor public plazas with illuminated paved areas conducive to congregating and community gatherings, including outdoor seating and shade. The realignment of 51st Avenue presents an opportunity to delineate a northern City gateway. The intersection provides access to both the Globeville Neighborhood and National Western Center. Intersection configurations should anticipate the need for vertical monumentation and wayfinding components as well as streetscape amenities.



Creative Underpass Lighting

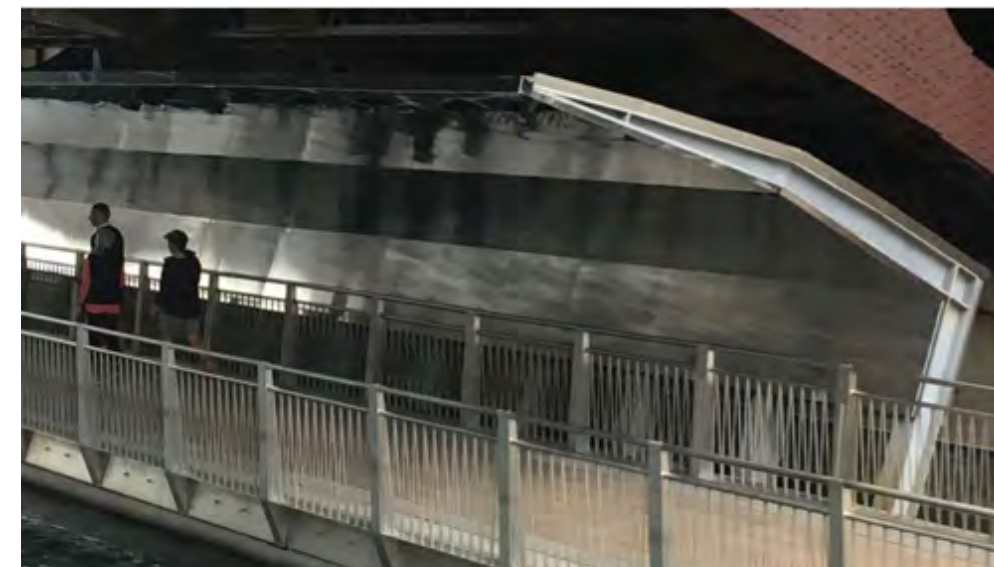


Historic Totem



Illuminated Pier

- Internal illuminated piers to delineate neighborhood entrances.
- Custom formwork integrated into the improvements at the railroad underpass, including efforts to improve visibility and safety adjacent to the piers. The railroad bridge serves as one of two physical delineations of the southern end of the Study area and provides opportunities to create a gateway to the Washington Street corridor and Globeville Neighborhood from downtown Denver.



Creative Underpass Treatment





## STREETSCAPE (FURNISHING & LIGHTING)

A sense of place and neighborhood identity rely on specific design elements and materials. In urban streetscapes, the furnishings and finishes are the most recognizable components that convey neighborhood character. In assembling background data for the project, the Study team inventoried existing streetscape palettes in and adjacent to Globeville. These palettes and discussions served as a springboard for future discussions regarding Washington Street improvements. The palettes of streetscape elements listed below were shared with the community at the third public meeting. The team received feedback on the elements described below and shown in the image to the right.

The City and County of Denver assembled a family of furnishings for existing arterials that cross the South Platte River and Main Line railroad tracks, and connect outlying neighborhoods to Downtown. These streetscapes include Speer Boulevard from Auraria Campus to the Highlands, 15th Street from LoDo to Highlands, 23rd Street from the Ballpark neighborhood to Sunnyside and Park Avenue from LoDo to Sunnyside. The Globeville community collaborated with the City and County of Denver to install pedestrian lighting along several collector streets, and several blocks of Washington Street north of the I-70 interchange. The neighborhood is extremely proud of this effort and repeatedly cited this as an example of how the community can work together to achieve a wide variety of goals.

The interface of both I-70 and I-25 include structural elements that have significant visual impact at street level. CDOT designed a modular wall pattern that contains decorative elements at prominent street intersections. Where the interstate terminates a local road, the wall façade has been designed to evoke the form of Laradon Hall, a historic structure iconic to Globeville. Design details as simple as a wall pattern can begin to emphasize a community expression and identity.

At the final public meeting, the community was presented with three conceptual alternatives for streetscape furnishings, and workshop attendees were asked to identify their preferred alternative. The purpose of the exercise was to begin the discussion of how streetscape elements afford an opportunity to express neighborhood character and identify. Photo boards were assembled that reflected each alternative:

- Existing and updated City and County of Denver Arterial Streetscape Palette.
- Existing and Updated Globeville Pedestrian Lights Streetscape Palette, which included imagery from Argo Park.
- Contemporary Streetscape Palette stylistically different from the other two, and including modern interpretation of typical streetscape elements such as pedestrian lights, benches, trash receptacles and bike racks.

**Community Preference:** The community offered extensive commentary on each alternative, but most of responses supported a furnishings palette that integrated and updated the Existing Globeville Pedestrian Lights and Streetscape Palette including a complementing family of furnishings that include trash receptacles, benches, bike racks and tree guards. The community preference is highlighted within the blue outline in the graphic to the right.





## PUBLIC ART

40

As mandated by the City and County of Denver, the reconstruction of Washington Street will require a public art component. Public art for Washington Street has yet to be defined and no have locations been determined. Nonetheless, public art was discussed at several of the public meetings. Neighborhood residents were very vocal and hopeful that the public art process would be initiated during 30% design, and that the next phase of the project would involve local artists who could work in tandem with the engineering and design consultants to ensure that the public art component would be fully integrated with the overall streetscape design strategy.

**Community Preference:** Initiate public art process during 30% design and engage members of the community as early as possible to ensure that the public art component is integrated with streetscape improvements and potential neighborhood monumentation.



Myklebust+Sears Public Art Installation

## WAYFINDING

Emerging development trends combined with the evolving National Western Center will require a thoughtful approach to wayfinding along Washington Street. Neighborhood residents and workshop participants repeatedly expressed the desire for comprehensive directional signage for the Study area. This implies that wayfinding includes a hierarchal and cohesive signage palette that recognizes the needs of all local stakeholders.

**Community Preference:** As design progresses a family of wayfinding will need to be determined to provide a personality for Washington Street that represents Globeville's identity, history, culture, and heritage.



Neighborhood Wayfinding



Neighborhood Wayfinding



Example Images of Wayfinding

