

## **SUNI, HUNI, & Globeville Bus Maintenance Facility Questions**

### **Responses to Questions:**

27. Fox Street is already not in the greatest shape. It has considerable use by heavy industrial vehicles. What will be the effect upon street infrastructure of the additional ~ 1200 bus trips/day? What improvements will be necessary to Fox St, W. 44<sup>th</sup> Ave, W. 38<sup>th</sup> Ave, the 38<sup>th</sup> Ave. rail underpass? Who will pay for these improvements? What increase in annual street maintenance and repairs will the City incur? What direct, indirect, and continuing costs will the City bear? What street infrastructure and maintenance costs will RTD bear?

**The Platte bus facility currently has 365 bus pull-outs and pull-ins per weekday. A total of 730 bus movements will traverse Fox Street during a typical weekday, not 1,200 as indicated above.**

**RTD will evaluate the impacts of projected additional bus traffic on Fox Street. This analysis will assist in determining the expected impact to existing infrastructure. Implementation and financing of any proposed improvement will be determined once we understand the extent of improvements necessary.**

**If the bus maintenance facility degrades the No-Action level of service (LOS) then RTD will be responsible for constructing improvements to bring LOS back to the No-Action condition. If the No-Action condition requires improvements, RTD is not responsible for these costs.**

**[The above information is from RTD and the information below from Public Works]**

"The impacts of additional bus traffic will be information required in the traffic study, and necessary improvements and mitigation will be identified for streets surrounding the proposed location. Currently, Fox St. has an asphalt pavement thickness of approximately 11 inches, which is a significant depth for a city street. Additional bus traffic from a potential maintenance facility would require a pavement analysis and design to determine adequacy for additional loadings."

#### **E. Blueprint Denver. Other planning processes.**

28. Blueprint Denver (2002) describes SW Globeville (the neighborhood where the former Post site sits) as an "industrial area of stability." Is this designation descriptive, or proscriptive?

**It is proscriptive in that the Blueprint Denver Plan Map describes the future land uses and street classifications.**

29. What planning force attaches to Blueprint Denver's stability/change designations dating from 2002? What rationale supports that planning force? When, and under what circumstances, does Denver Planning and

Community Development revisit and/or revise the 2002 stability/change snapshot?

**In the absence of a more recent small area plan, Blueprint Denver is the primary plan used to evaluate zone change requests and other planning related issues. Its planning force is supported by the fact that it is adopted by City Council and is a supplement to the Comprehensive Plan. The Areas of Stability and Areas of Change can be modified through the adoption of a small area plan or through an update of Blueprint Denver.**

30. What standard does Denver employ to determine the suitability of rail transit station vicinities for Transit Oriented Development?

**Known and potential station areas were taken into consideration when Blueprint Denver was prepared. CPD worked closely with the Sunnyside neighborhood and designated the land on the west side of Inca between 38<sup>th</sup> Avenue and 44<sup>th</sup> Avenue as TOD. The TOD Strategic Plan established a station typology and evaluated station areas. There is currently a station area plan underway for the 38<sup>th</sup> and Inca Station.**

#### **F. Opportunity costs. Changed conditions. Best use.**

31. No neighborhood plan exists for the SW part of Globeville. What unpublished plan or concept does Denver CPD have for this region? Is Denver CPD aware of concepts presently being developed by owners and property investors in this vicinity?

**There is a 1989 plan for Globeville that did address the western portion of Globeville and a 2008 assessment. CPD staff are typically contacted by owners and developers interested in undertaking development.**

32. Does the installation of rail transit infrastructure affect the value and opportunities associated with land parcels within half a mile of a station?

**Not automatically and, if it does, it is not clear over what time period or how this area would compete for new development with the other 95 stations in the region.**

33. The 38/Inca station will be near a number of fairly large land parcels, including the 44 acre Denver Post site. What other rail transit stations in the Denver portion of the FasTracks system have such large parcels nearby?

**10<sup>th</sup> and Osage station has the Burnham Yard. 40<sup>th</sup> and 40<sup>th</sup> has the UP TOFC and 36<sup>th</sup> St. yard. Stapleton has a large Greenfield area south of the station. The 40<sup>th</sup> and airport station has 60 acres of vacant land north of the station in Denver. The potential station at 64<sup>th</sup> and Pena has about 250 acres of vacant land. The 72<sup>nd</sup> and Dunkirk station has about 100 acres in Denver of vacant land.**

34. The 38/Inca station is planned to serve two lines: the Gold Line and NW Rail. 38/Inca is the first station away from DUS on both lines. What other first stations (closest to DUS) in the proposed rail system are planned to serve more than one rail line?

**The 40<sup>th</sup> and 40<sup>th</sup> station will serve the East Corridor and the Central Corridor Extension. The Auraria station will serve the West Line and the “C” Line.**

35. Are any of the presently operating businesses in SW Globeville dependent on freight rail service?

**Yes, there are some businesses adjacent to freight rail service that make use of freight services.**

36. What efforts is Denver making to maximize the functional value of passenger rail transit by encouraging logical redevelopment near new rail stations?

**Extensive efforts with 10 station area plans underway, including money for infrastructure in the recent bond issues for stations, and in many other ways.**

37. What urban functions are most strongly assisted by close access to rail transit? (Example: Convention center, Performing arts, hospitals, airports, educational institutions, public housing, high-density/mixed-use, live-work villages, etc.)

**Each station has its unique aspects so the appropriate mix of uses will vary and would include those mentioned above as well as others such as office uses and other types of employment.**

38. The Denver Post site is now in private hands. What tax revenue will Denver lose if the property is purchased or seized by RTD, both now and if potentially redeveloped in the future?

**It is hard to estimate based on uncertain future use.**

39. What strategy, if any, does Denver have to encourage the development of new employment concentrations near rail transit stations? What neighborhoods could benefit most from such a strategy?

**Regulatory, infrastructure and public/private partnerships. Specific approaches are delineated in the Market Analysis which will soon be released and specific recommendations will be included with each station area plan. Most station areas have the opportunity for uses that create employment so several neighborhoods stand to benefit.**

40. Is SW Globeville suitable for Transit Oriented Development? If not, please explain why. What does Denver CPD believe is the highest/best use of the

38/Inca vicinity? In what forum, and by what timely means, can property owners in SW Globeville and other neighbors argue for a different vision?

**The 38<sup>th</sup> and Inca Station Area Plan is the appropriate format for these discussions.**

41. In the matter of locating a new Platte Division Bus Barn, speed, convenience and lowest cost for RTD may be in conflict with logical, value-oriented city planning. Who has the last word?

**The zoning at the Denver Post site permits a maintenance facility so RTD has the ability to proceed.**