LOHI - 25 PLATTE STREET
SPEER BLVD
RIVERFRONT
COORS FIELD
CONFLUENCE PARK
PLATTE RIVER
TRAIL
U N I O N
STATION
CENTENNIAL PARK
(37 MIN TO DIA)
AQUARIUM
JEFFERSON PARK
LODO
THE RIVER MILE
CHILDREN'S MUSEUM
PEPSI CENTER
DOWNTOWN LIGHT RAIL STATION
AURARIA CAMPUS
CU DENVER
METROPOLITAN STATE
COMMUNITY COLLEGE OF DENVER
MEOW WOLF
COLFAK AVE
CHERRY CREEK BIKE PATH
SOUTH PLATTE BIKE PATH

Project Location
Merrick Flow Modeling of Properties Affected by a **100 Year Flood Today** Using Best Available Info
Project Framework

Downtown Area Plan Amendment

New Zone District and Rezoning
Technical Analysis Needs
Rezoning Development Agreement

Infrastructure Master Plan
IMP Development Agreement

Standard Development Applications
Subdivision
Construction Plans
Site Development Plans

Technical Analysis Needs include:
- Feasibility of Connections
- Metro Wastewater Capacity
- Environmental Documentation
- Floodplain feasibility

We are here.
Infrastructure Master Plan

**Land Use**
- Land Use Program used for basis of design of infrastructure and transportation systems

**Transportation**
- Street Network
- Pedestrian / Bicycle Connectivity
- Cross-Sections

**Utilities**
- Water
- Fire Protection
- Sanitary
- Storm Water
- Water Quality

**Open Space / Parks**
- Open Space Plan
- Location and qualitative / quantitative design
- Operations & Programming

**River and Floodplain**
- Floodplain Modification
- River Restoration and Remediation
- Phasing feasibility

**Phasing**
- Infrastructure and major improvement phasing
- Parks phasing and thresholds
- Cost Estimates

**Environmental Conditions**
Identified Policy Issues and Project Needs

**Transportation**
- TIS Study and Scope
- Next Steps Study
- Trip Reduction Strategy and LOS
- **Needed Connections**, Feasibility, Phasing and Timing
- Cross-Sections and Network Design
- Allocation of ROW for different city priorities
- Fire Access
- Ownership of Bridges
- TDM Program definition and enforcement

**Open Space/Parks**
- Open Space Requirement
- Sub-site and Sub-categorical Needs
- Urban Open Space vs. Parks Needs
- Ownership and operation of Parks/OS
- Off-site Park Improvements/Impacts
- Recreation Center Location and Needs
- Relocation of Maintenance Facility
- Urban Tree Canopy Targets/Street Trees

**River/Floodplain**
- Reclamation Project Scope
- Floodplain Modification and Phasing
- Urban Water Requirements
- Cost

**Miscellaneous**
- Affordable Housing
- Denver Water Design/Grey Water
- DPS Needs
- Xcel Neighborhood Improvements
- RTD/Rail Coordination

**Wastewater Reclamation**
- Wastewater Reclamation
- Treatment Plant
- Heat Recovery System
- Irrigation

**Environmental**
- Cataloging of Site and River Conditions
- Permitting Issues
- Stormwater Management Feasibility
- River Restoration and Mitigation

**Stormwater Management**
- Overall Detention/WQ Treatment Strategy
- Blue/Green Roof

**Financing**
- District District Formulas and Details
- City Funding Requests
- Regional Rollout
- Unknown funding requests by applicant
IMP Workgroups

Executive Leadership
- Agency Leadership
- Policy and Advisory Input
  - Public Works
  - Parks and Recreation
  - CPD
  - City Attorney
  - OED
  - Mayor/Projects
  - Finance

Project Management Team
- Agency Management
- Interface w/Applicant
- Negotiation
  - CPD – Brasel/Nevitt/Johnson
  - Public Works – Price/Turkey/Julia/Pinkerton/Hamer
  - Finance – Murphy
  - DEH – Clayton
  - CAO – McGuire/Carter/Lucero
  - Parks – Robertson/LeVeque
  - DEDO – Thate/Brudzynski
  - Fire

Technical Review Team
- Technical Review
- Interface w/External Agencies
  - CPD – Brasel/Johnson
  - PW – Korpil/Marron/Pettit/Hamer/Jula
  - Fire – Tenorio/Caro
  - Parks – Tabor/Bernstein
  - DEH – Erickson/Dellio
  - Forestry – Huettig
  - UDFCD, Metro, DPS

Major Project Components
- Transportation & Mobility
- Parks and Open Spaces
- Environmental Remediation
- River and Floodplain Modification
- Stormwater/Wastewater Mgt
- Wastewater Reclamation
- Development Agreement
Legend
- New Road - 3 Travel Lanes
- New Road - 2 Travel Lanes
- New Service Road (At Grade Along CML)
- Internal Lot Circulation
- Connection to Existing Road Network
- Existing Major Road
- Existing Minor Road

Notes
- All new roads are two-way traffic

Legend:
- New Road - 3 Travel Lanes
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Notes:
- All new roads are two-way traffic
EXTENSION OF THE FOUR DEFINED EXISTING ROADS CREATES THE FOUR MAJOR ANGLED INTERSECTIONS

Legend
- New Road - 3 Travel Lanes
- New Road - 2 Travel Lanes
- New Service Road (At Grade Along CML)
- Internal Lot Circulation
- Connection to Existing Road Network

Existing Major Road
Existing Minor Road

Notes
- All new roads are two-way traffic

Road Network - Extension of Existing Conditions
CENTRAL PLAZA IS LOCATED IN THE MIDDLE OF THE PLAN DENSITY AND AT THE WEST END OF A 90 DEGREE STREET CONNECTING TO THE TRANSIT PLAZA.

LOCATION OF PHASE 1 PARKING GARAGE LOT IS A MINIMUM SIZE TO ACCOMODATE THIS GARAGE AND WRAP IT IN THE FUTURE PEDESTRIAN ZONING STANDARDS.

TRANSIT PLAZA IS CONNECTED DIRECTLY TO THE CENTRAL PLAZA BY A 90 DEGREE PEDESTRIAN ONLY MEWS.

Notes:
• All new roads are two-way traffic

Legend:
- New Road: 3 Travel Lanes
- New Road: 2 Travel Lanes
- New Service Road (At Grade Along CML)
- Internal Lot Circulation
- Connection to Existing Road Network
- Existing Major Road
- Existing Minor Road

Notes:
• All new roads are two-way traffic
Pedestrian Network

Legend
- Major Pedestrian Access and Plazas
- Pedestrian Sidewalks
- Connections to Existing Pedestrian Network
- Existing Pedestrian Sidewalks

Central Plaza
Transit Plaza
Pedestrian Only Mews
River Plaza
New Pedestrian Bridge Over Rail Tracks
New Pedestrian Access and Tunnel Under Speer for Connection to Delgany Street and Union Station
Notes
The Public Transit Network focuses on enhancing access to and use of the two existing light rail stations. Block layout and new pedestrian and bike facilities will strengthen the use of these stations. The existing RTD 10 Bus will remain on site though the current staging area on Little Raven Street should be removed.

Legend
- Shuttle Circulator to Union Station
- Future Shuttle Circulator Extension to Stadium Area
- Major Pedestrian and Bike Connection to Transit
- Existing Light Rail
- Existing Light Rail Station
- Existing RTD Bus Route
- Existing RTD Bus Stop

Central Plaza
New Transit Plaza
Pepsi Center/Elitch Gardens Light Rail Station
New Bike and Ped Bridge Over Rail Tracks
RTD Bus 1 and 20, Auraria and 9th
RTD Bus 1 and 20, Auraria and 7th
Mile High Light Rail Station
Relocate RTD 10 Bus Idling Area
New Pedestrian Bridge Over Rail Tracks
Legend
1. $81,200,000 - River Rehabilitation
2. $12,800,000 - Pepsi Center Station Pedestrian and Bicycle Bridge
3. $15,200,000 - 7th Street Overpass Bridge
4. $TBD - Sports Walk and Walnut I-25 Underpass
5. $13,000,000 - Two Pedestrian and Bicycle River Crossing Bridges
6. $3,200,000 - Mile High Station Pedestrian Bridge
7. $6,400,000 - Speer Pedestrian Tunnel
8. $45,700,000 - Potential Power Line Underground
9. $1,000,000 - Auraria and 7th Street Intersection Improvements
10. $3,200,000 - Speer and Elitch Circle Intersection Improvements
11. $0 - Denver Parks Centennial Park Improvements (Parks Project)

Total Off-Site Infrastructure Costs
$166,000,000
THE RIVER MILE