Burnham Yard Area Planning and Infrastructure Projects

Pre-Submittal Meeting
June 8, 2023
Overview

• Background
• Planning Need
• Infrastructure Projects
• Project Organization and Schedule
Local Context

Union Pacific to close Burnham repair yard in Denver

By ALICIA WALLACE | awallace@denverpost.com | The Denver Post
PUBLISHED: November 17, 2015 at 4:42 a.m. | UPDATED: April 20, 2016 at 12:34 a.m.

CDOT/CTIO purchased Burnham Yard in May 2021
Historic Resources

Burnham Yards
A view of the Denver and Rio Grande Railroad shops at Burnham located on West 6th (Sixth) and Osage in Denver, Colorado. Shows the power plant, shops, and railroad cars and locomotive.

The Rio Grande (DRGW)
Colorado & Southern, and Santa Fe Railway (ATSF) facilities

1. 1901 Coach Shop/Caboose Shop
2. 1901 DNRG Mainline Track
3. 1906 Boiler House/Roundhouse Foremen’s Office/B&B and Water Service Crews Offices
4. 1924 Backshop/Locomotive Shop
5. 1924 Steel Car Shop
6. 1924 Transfer Table Pit
7. 1927 Test Laboratory
8. 1950 Turntable Pit
9. 943 Women’s Locker Room & Hospital/Signal Shop
10. Metal Pre-Engineered Butler Type Buildings
11. Loading Dock
12. Locomotive Wash Area
13. Storage Tank Group
Existing Plans

La Alma / Lincoln Park
Neighborhood Plan
2010

- Neighborhood Plan Includes:
  - 10th and Osage RTD station
  - Denver Housing Authority redevelopment
  - No vision set for Burnham Yard area
  - No building height guidance

"If and when the Burnham Yard were to become available for redevelopment, a separate planning exercise would be necessary." Includes illustrative diagrams of Burnham Yard redevelopment.

Blueprint Denver
Citywide strategic development plan:
Land use recommendations:
- Consideration of social equity factors to tailor solutions by neighborhood
- Creating complete neighborhoods and networks
- Measured, common-sense approach to growth

DENVER LIVABILITY PARTNERSHIP
2014
Future Places

Provides a mix of office, commercial and residential users. A wide customer draw both of local residents from surrounding neighborhoods and from other parts of the city. Activity levels during different times of the day will vary depending on the type and mix of uses. Buildings are larger in scale than local centers and orient to the street or other public spaces. Strong degree of urbanism with mostly continuous building frontages and distinct streetscape elements that define the public realm. Heights can be generally up to 12 stories in the taller areas and should transition gradually within the center’s footprint to the surrounding residential areas.

Accessible to a larger area of surrounding neighborhood uses by a variety of transportation options including high-capacity transit and the transit priority street network. Pedestrian priority areas are typical and people riding bicycles have access with high ease of use bicycle facilities.

Open spaces promote social interaction and respond to the distinct uses within the center. Green infrastructure includes trees and often serves the needs of the larger areas. Street trees in planters at regular intervals. Public spaces are flexible to benefit different types of users and daily activities throughout the year.
Transformational Investments

New structures on Alameda Underpass, 6th Avenue, and 8th Avenue would accommodate modernized/new capacity for freight and passenger operations. New structures would provide multimodal and future BRT connections to South Platte Trail and Burnham Yard Bike/Pedestrian Trail. New freight and passenger rail lines would balance surrounding land uses and allow for Burnham Yard equitable development.
FOUR City Projects Connected By Rail Alignment Decision

Coordinated Approach:
- Vision and Principles/Purpose
- and Need, Content Overlap,
- Subject Matter Expertise,
- Communications and Outreach

- Burnham Yard Small Area Plan
- 6th Ave Bridge
- 8th Ave Bridge
- Alameda Underpass
Transform Denver Rail CRISI Grant Request: NEPA & Design

**FUNDING STRATEGY**

- 55%: $22.61 Million - CRISI Grant Request
- 45%: $16.45 Million - Matching Funds
- $39.06 Million - Total Project Cost

**PARTNERS**
Overall Transform Denver Rail Goals

SAFETY
- Improved efficiency, safety, and reliability of freight main line
- Added safety benefits to I-25
- Future elimination of 2 of Colorado’s most hazardous grade crossings

RECONNECTING NEIGHBORHOODS
- Expanded RTD Light Rail service
- Reconnected historically separated equity communities
- New bike, pedestrian and transit connectivity from equity communities to multi-modal transportation

AFFORDABLE HOUSING
- New ‘Burnham Yard’ with Affordable Housing
- Environmentally Cleaned up Heavy Rail Yard
- New Transit-Friendly Community

EQUITABLE COMMUNITY DEVELOPMENT
- Burnham Yard a ‘Historic’ Employment Center
- New Community-Based Businesses and Jobs
- Livable, Sustainable, Walkable Community
Consolidated Main Line (CML)

**PROBLEM**
- Deteriorating safety, reliability and efficiency of the CML.

**SOLUTION**
- CRISI grant allows NEPA clearance and 30% design of critical mobility and safety improvements.

**OUTCOME**
- **Safety** will be improved across all modes of transportation.
Alameda Avenue Underpass Corridor

PROBLEM
• Aged Infrastructure and dated design impedes critical multi-modal neighborhood connectivity.

SOLUTION
• This project will identify where the new CML will intersect with Alameda Avenue.

OUTCOME
• Reduce greenhouse gas emissions and increases neighborhood sustainability
• Supports future Alameda multimodal corridor
6th Ave. & 8th Ave. Bridge Corridors

PROBLEM
- Both the 6th Avenue and 8th Avenue bridges could be significantly impacted by improved CML.
- 8th Avenue bridge recently has become 'poorly' rated.
- Bridges do not provide access to Burnham Yard

SOLUTION
- Design new/ altered bridges that work with new CML and FRPR tracks and provide access to Burnham Yard and neighborhoods

OUTCOME
- Optimize investments for aging infrastructure
- Provide access to Burnham Yard TOD
- Accommodate expanded freight and passenger rail
Front Range Passenger Rail

PROBLEM

• **Low/no emission transportation solutions needed** to accommodate Front Range population growth (6 million by 2050)
• This section of freight rail track is one of the most complicated in Colorado with **numerous safety issues**.

SOLUTION

• New CML alignment that accommodates **new passenger rail service**
  access to downtown Denver and Historic Denver Union Station.

OUTCOME

• Provides **enhanced safety** for freight rail, passenger rail and expanded RTD Light Rail service.
Expansion of RTD Tracks

PROBLEM
• Population growth in the Front Range requires RTD track expansion from 2 to 4 tracks for capacity, safety, and reliability.
• Currently the Union Pacific freight tracks are close to RTD’s Light Rail line.

SOLUTION
• New project will identify options for RTD track expansion.

OUTCOME
• Creates enhanced safety for Freight Rail and RTD Light Rail service.
• Provides opportunity for future expansion of RTD Light Rail service.
I-25 Safety Shoulder Improvements

*Not part of CRISI Grant

**PROBLEM**
- I-25 is **constricted** between the South Platte River and the BNSF Rail Line.
- Lacks safety shoulder or merge lanes resulting in **3 crashes per day** (one of the highest in the State).

**SOLUTION**
- Reduce the number of crashes by adding **safety shoulders** on I-25

**OUTCOME**
- Provide **enhanced safety** for Freight Rail Lines.
- Provide enhanced safety for traveling public on I-25.
Burnham Yard Re-Development

**PROBLEM**
- 60 acres (+/-) infill redevelopment site without clear vision
- Abandoned railyard with contaminated soils and historic buildings

**SOLUTION**
- State of Colorado and the City and County of Denver to jointly find solutions to transportation, housing, historic and environmental issues at this location

**OUTCOME**
- Build transit-oriented development around RTD station
- New affordable housing opportunities
- New community-based businesses and jobs
- Clean up contaminated soils and preserve most important historic resources
- Increased access to transit for historic equity communities
Procurement and Project Management Strategy

PROCUREMENT
• DOTI Procurement
• RFQ for Master Task Order On-call Contract
  – Small Area Plan
  – NEPA Clearance for 6th, 8th, Alameda Underpass and CML
  – 30% Design of 6th, 8th, and Alameda Underpass

PROJECT MANAGEMENT
• DOTI and CPD jointly manage project
• Start small/simple and progressively add staff as project grows in scope/complexity
• Individual tasks released when funding is secured, starting with Small Area Plan to set overall vision and guiding principles for entire project
• City departments engaged throughout process
Thank you!