

Sun Valley

Site and Housing Working Group



3/11/2020

Sun Valley – Phasing

Phase 1: Gateway North & South

- 187 units
- 70 replacement units

Phase 2: Greenhaus, Thrive, 13th Ave

- 264 units
- 13th Ave realignment & Bryant St. connection

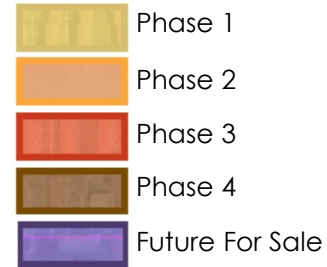
Phase 3: Sol & Joli

- 271 units
- Bryant St. & 10th Ave

Phase 4: Flo

- 82 units

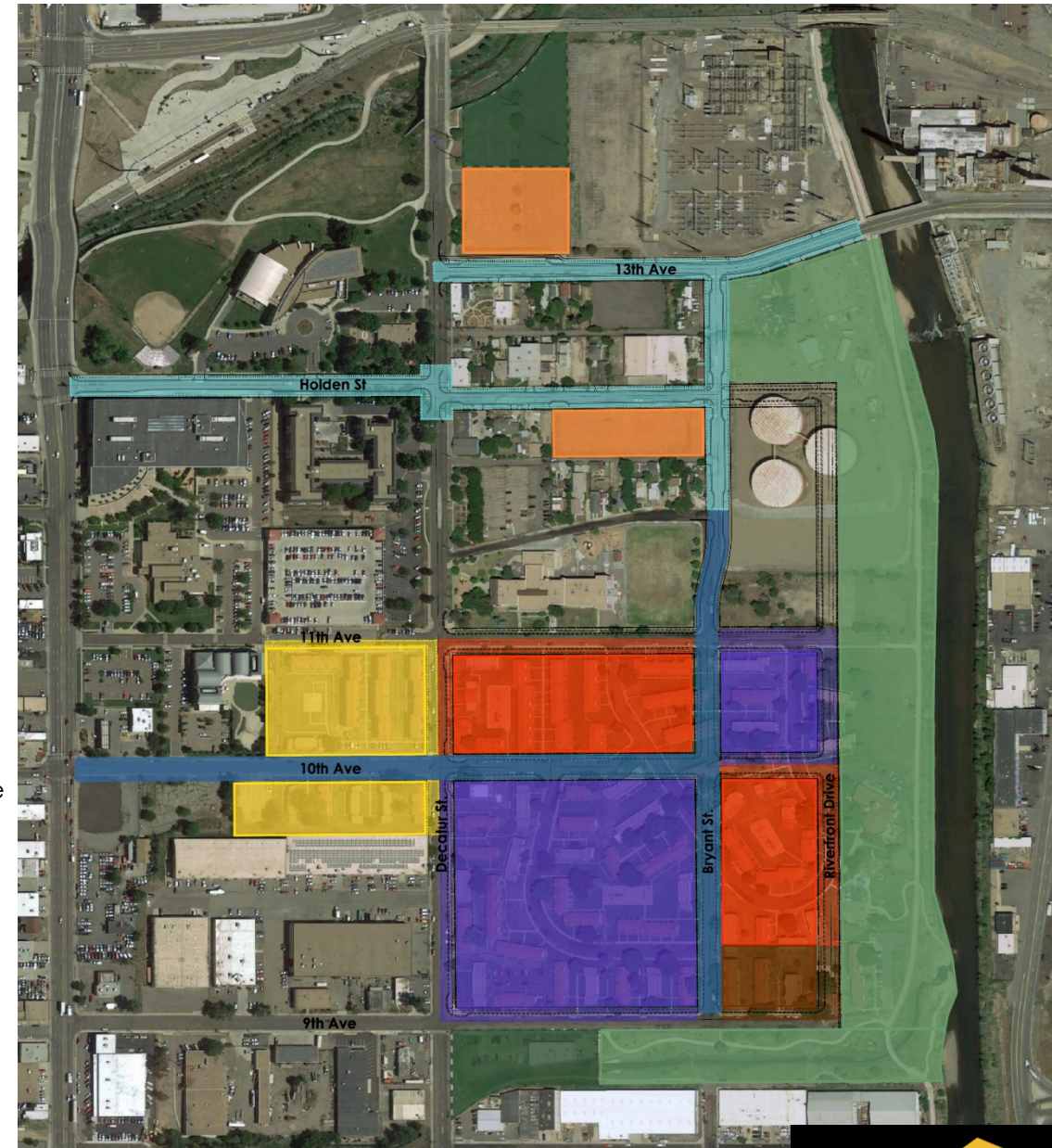
Housing Phasing



Infrastructure Phasing



Parks and Open Space



Sun Valley – Phasing

		Start	Completion	2018				2019				2020				2021				2022				2023				2024				2025			
		Date	Date	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4	Qtr 1	Qtr 2	Qtr 3	Qtr 4				
HOUSING																																			
	Phase 1																																		
	Gateway North	Construction	April 2019																																
		Lease-Up	December 2020																																
	Gateway South	Construction	April 2019																																
		Lease-Up	December 2020																																
	Phase 2																																		
	Thrive	Construction	October 2020																																
		Lease-Up	December 2022																																
	GreenHaus	Construction	October 2020																																
		Lease-Up	December 2022																																
	Phase 3																																		
	Sol	Construction	November 2021																																
		Lease-Up	December 2023																																
	Joli	Construction	November 2021																																
		Lease-Up	December 2023																																
	Phase 4																																		
Flo Senior	Construction	April 2023																																	
	Lease-Up	June 2025																																	
RELOCATION																																			
	Zone A		Tenant Relocation	Feb 2018																															
	Zone B		Tenant Relocation	May 2020																															
	Zone C		Tenant Relocation	December 2023																															
INFRASTRUCTURE																																			
13th Ave Realignment		November 2020	December 2022																																
Onsite Infrastructure		April 2021	December 2022																																
DHA LAND SALES																																			
		December 2023																																	



Sun Valley – Phasing

Relocation Timeline

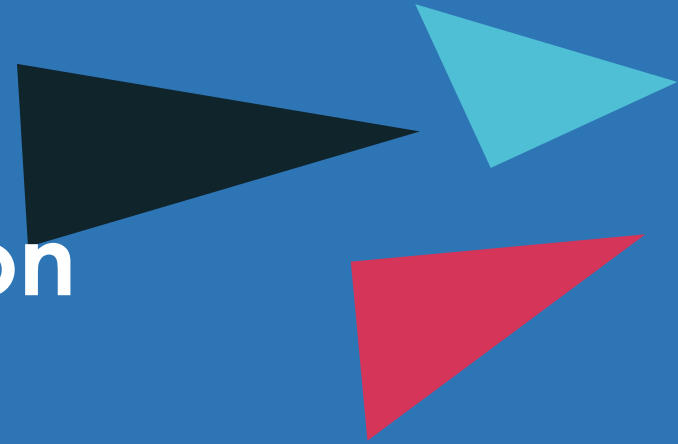
- Phase 1: A
 - 56 units
 - Relocation began 2018
 - Demolition began Oct. 2018
- Phase 2: B
 - 187 units
 - Relocation starts May, 2020
 - Demolition starts Sept., 2020
- Phase 3: C
 - 90 units
 - Relocation starts Dec, 2023
 - Demolition starts June, 2024



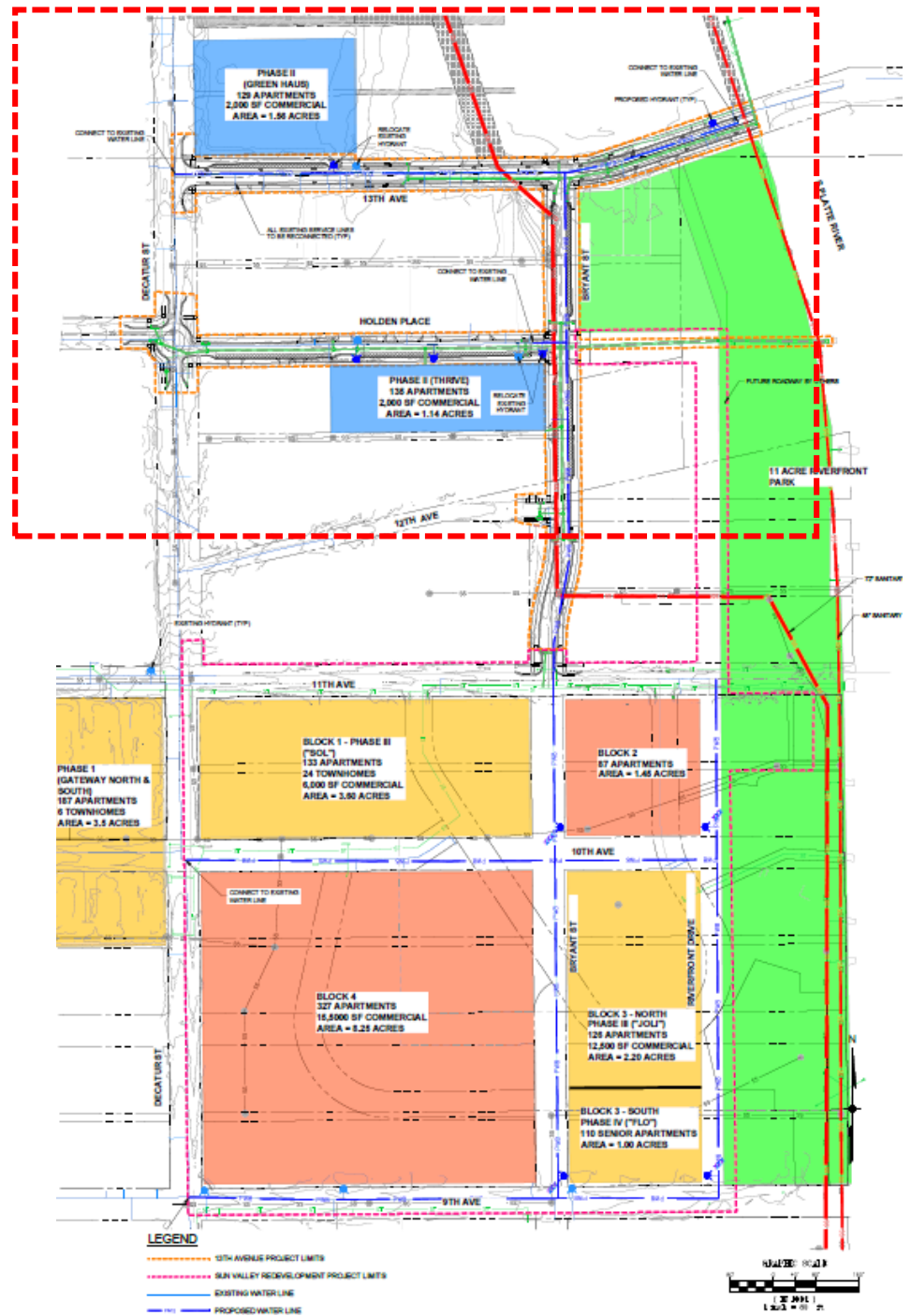
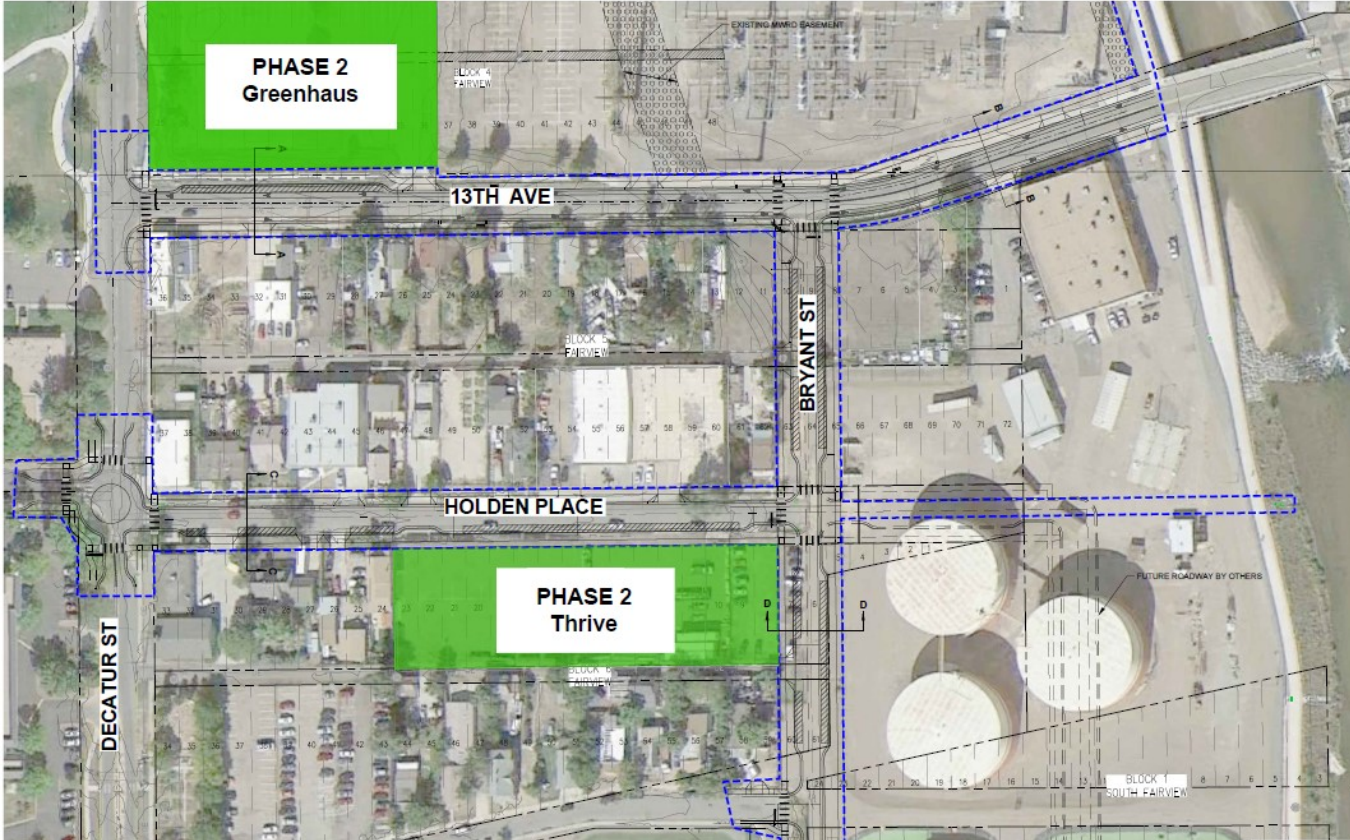
Sun Valley

13th Ave Realignment

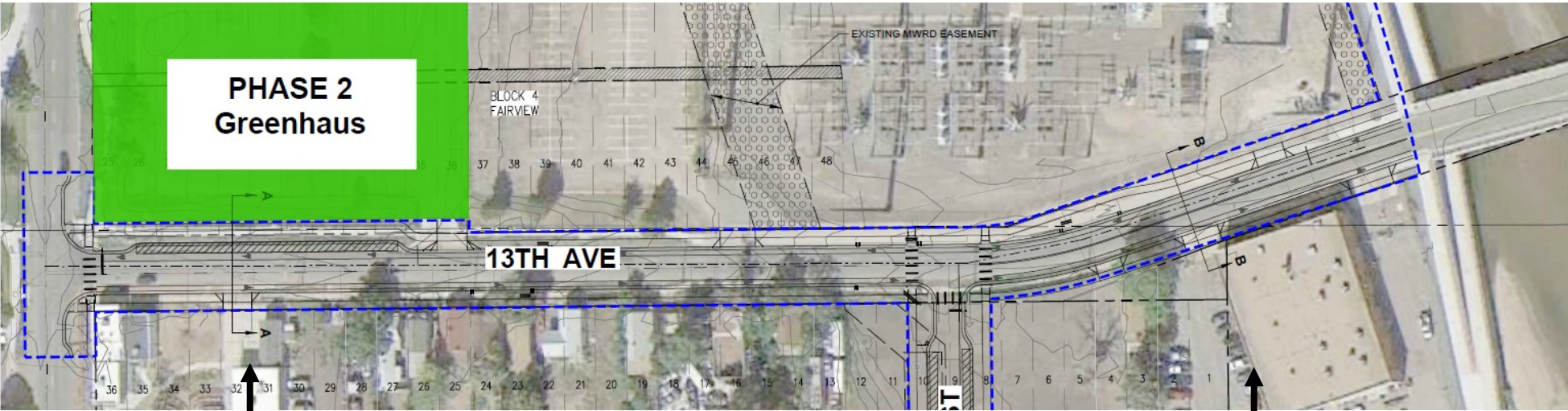
Holden & Decatur Intersection



Sun Valley – Off site Infrastructure

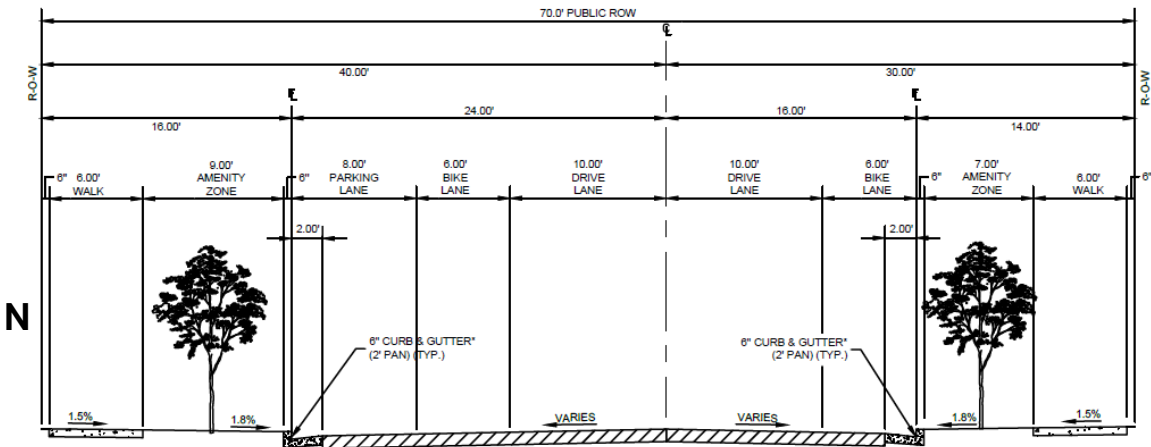


Sun Valley – 13th Avenue Street Sections

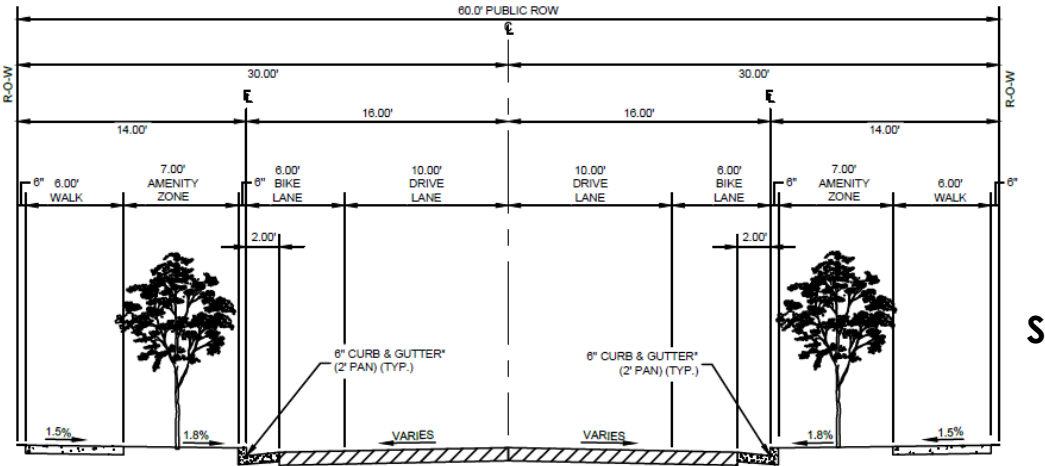


Looking East

Looking East

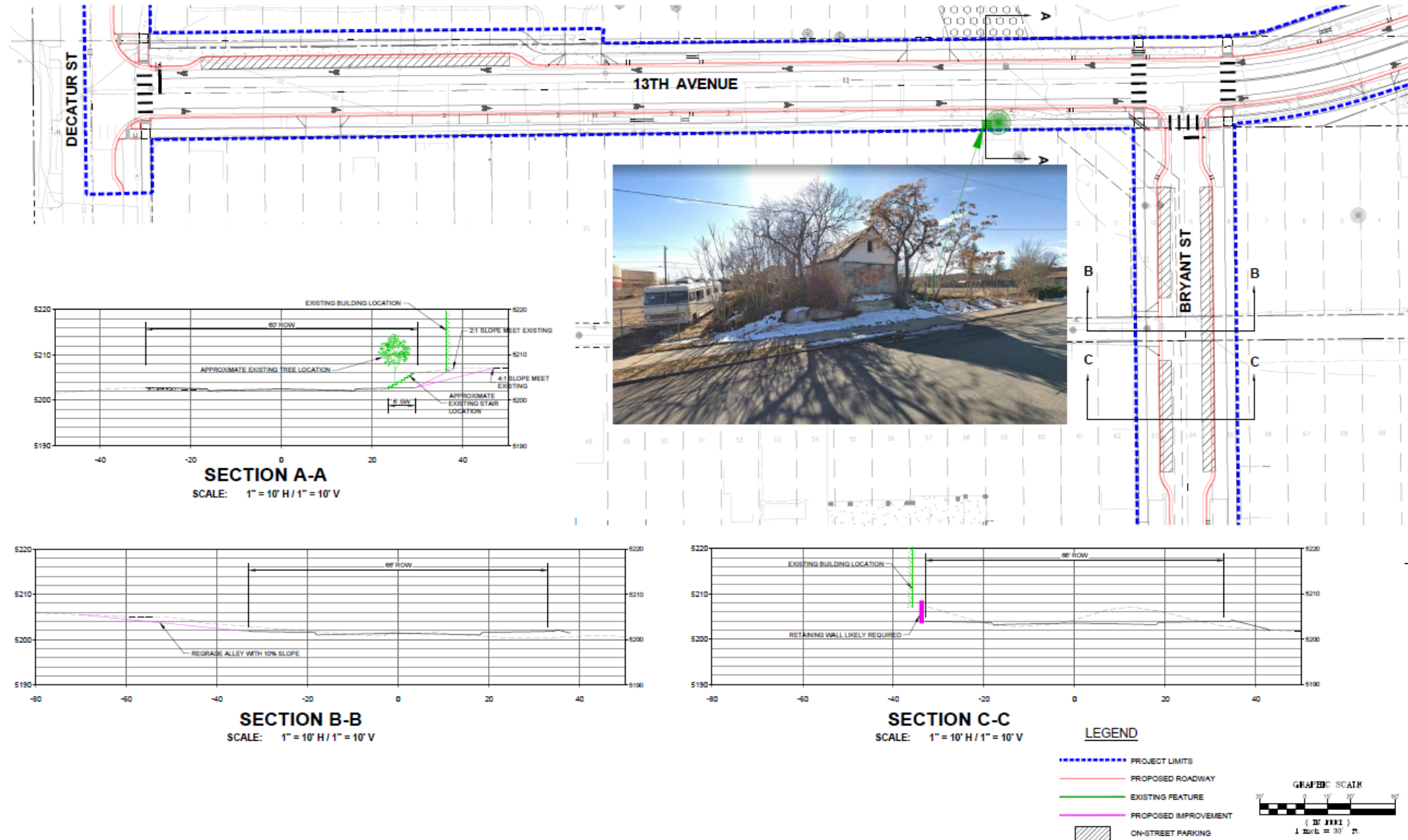


13th Ave: Decatur St. to Xcel Parking

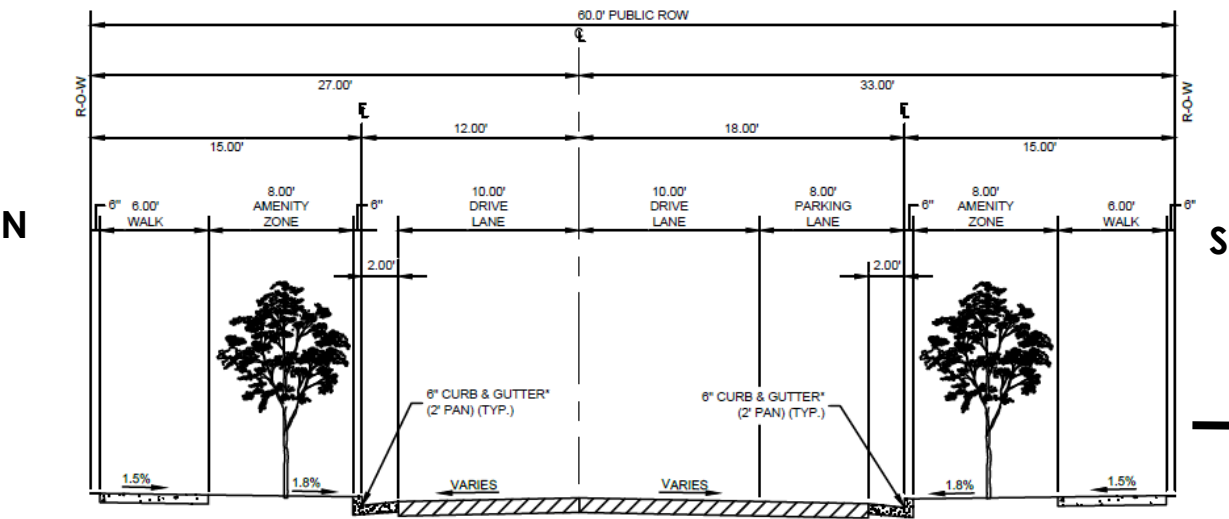


13th Ave: Xcel Parking to Bridge

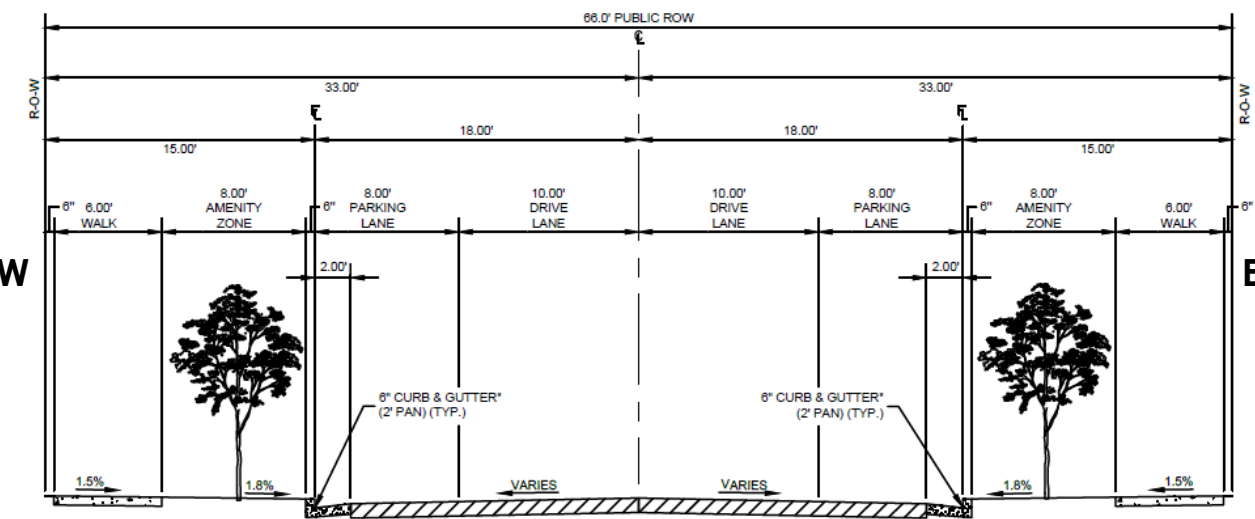
Sun Valley – 13th Avenue Amenity Conflicts



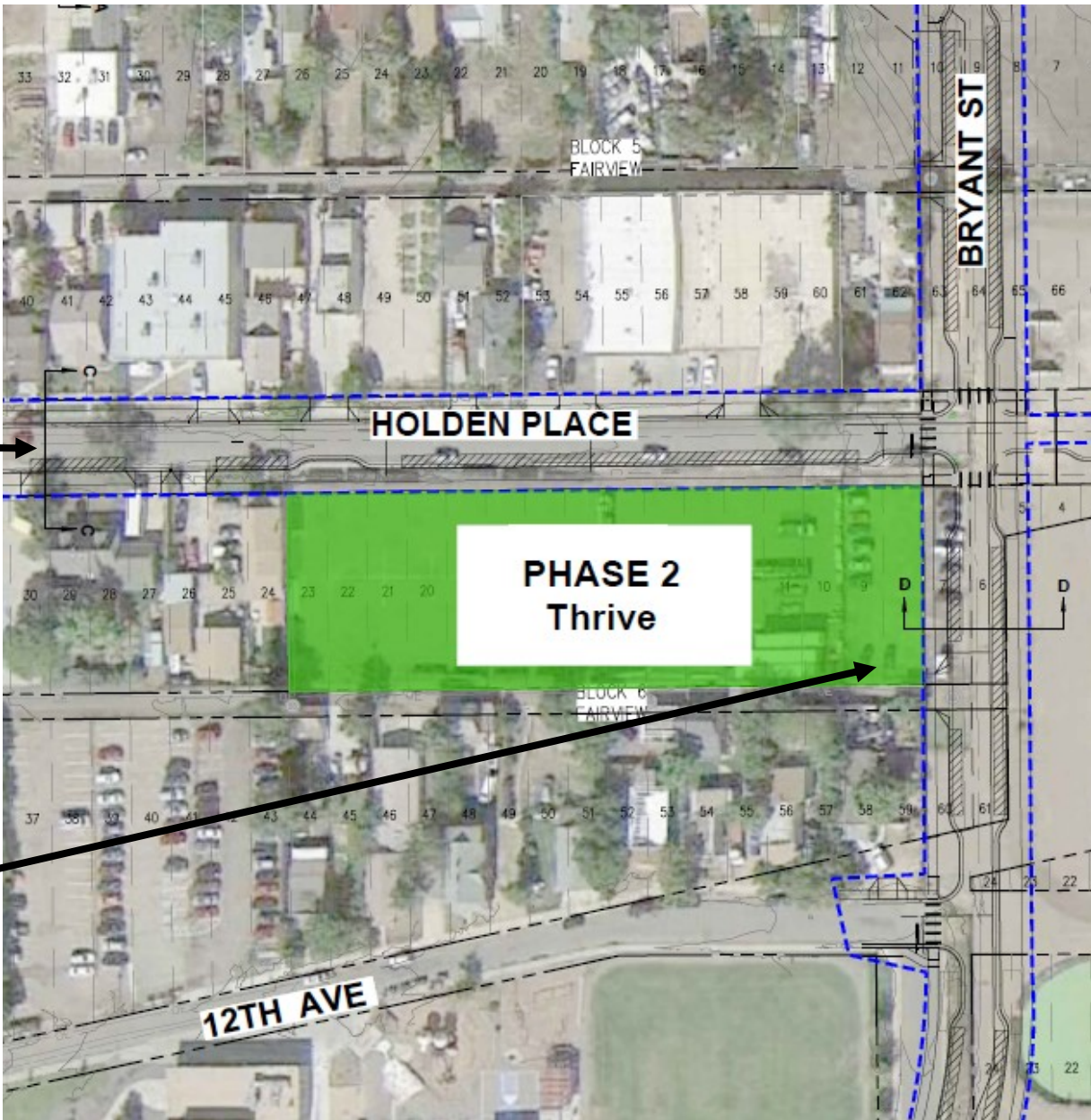
Sun Valley – Holden & Bryant Street Sections



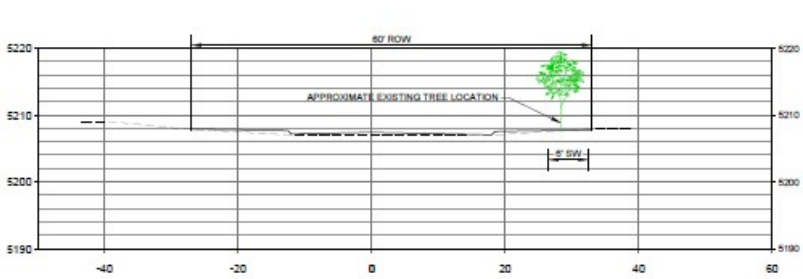
Holden: Decatur St. to Bryant St.



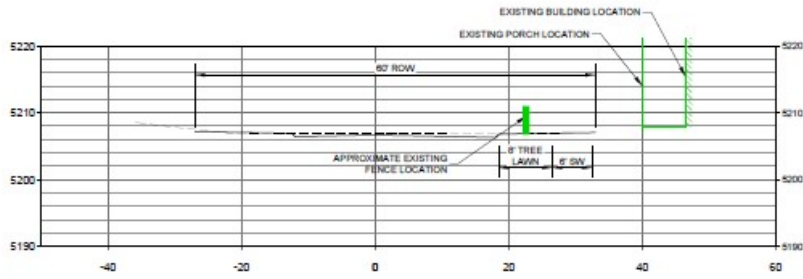
Bryant: 11th Ave to 13th Ave



Sun Valley – Holden Amenity Conflicts



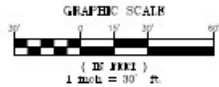
SECTION D-D
SCALE: 1" = 10' H / 1" = 10' V



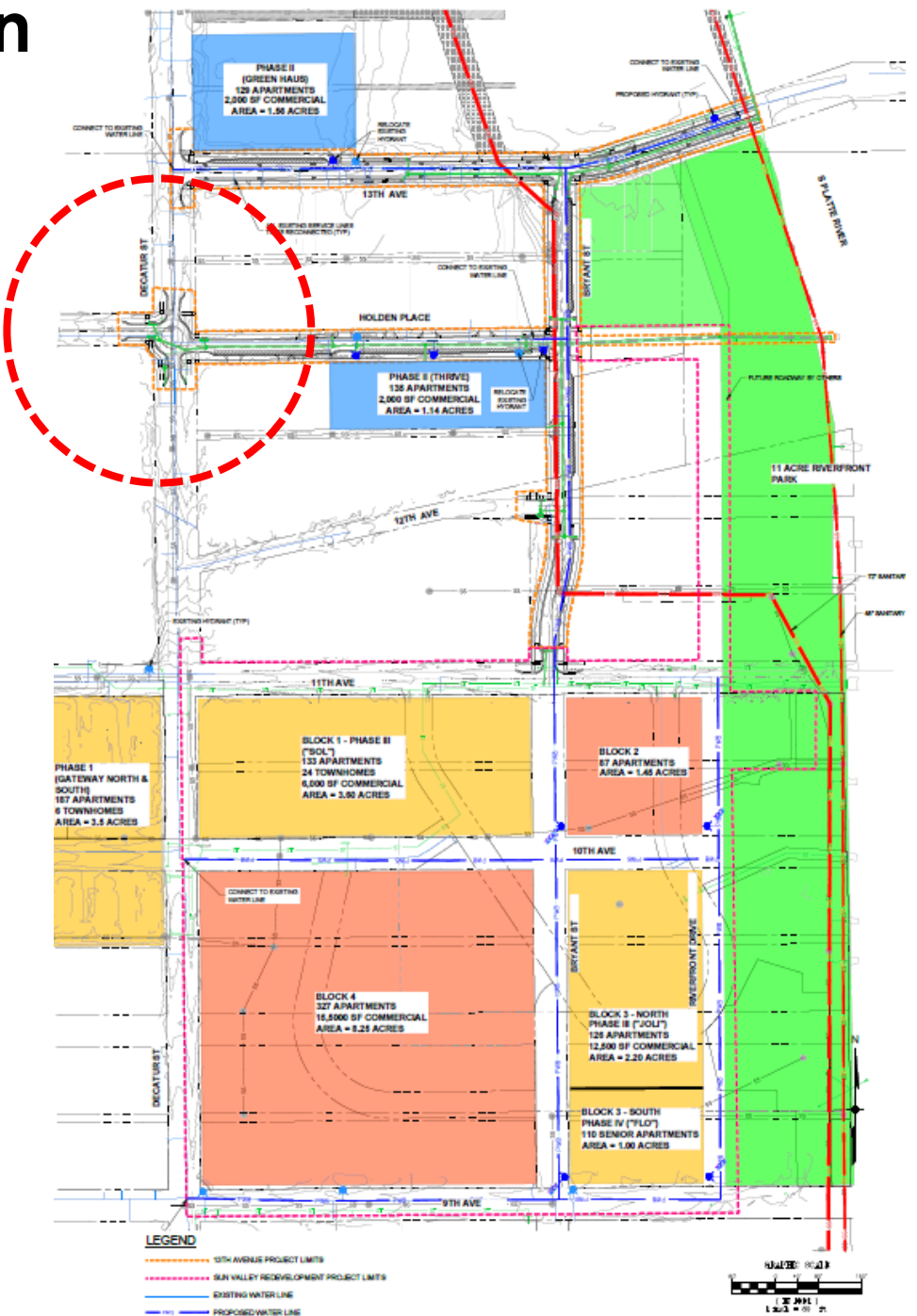
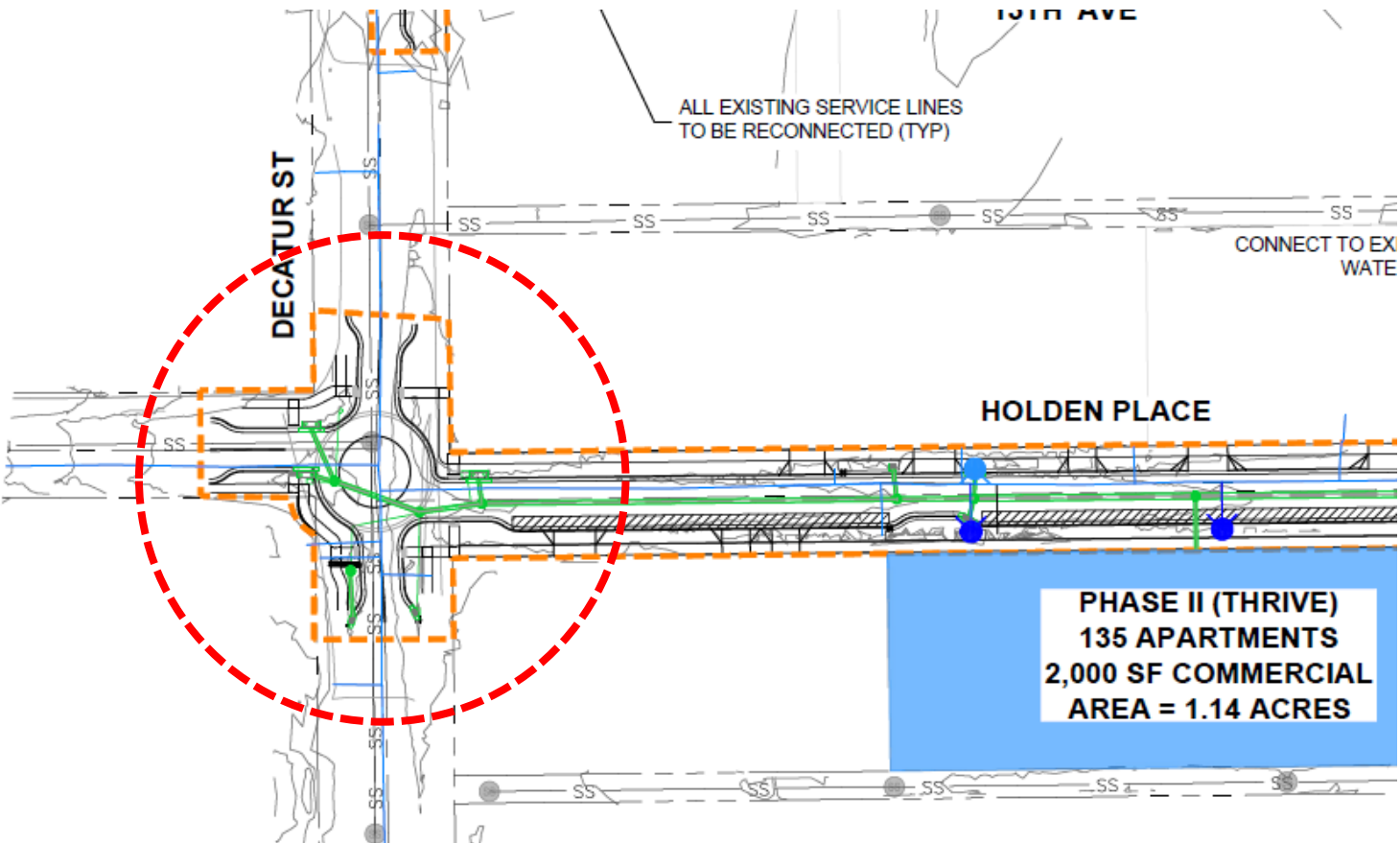
SECTION E-E
SCALE: 1" = 10' H / 1" = 10' V

LEGEND

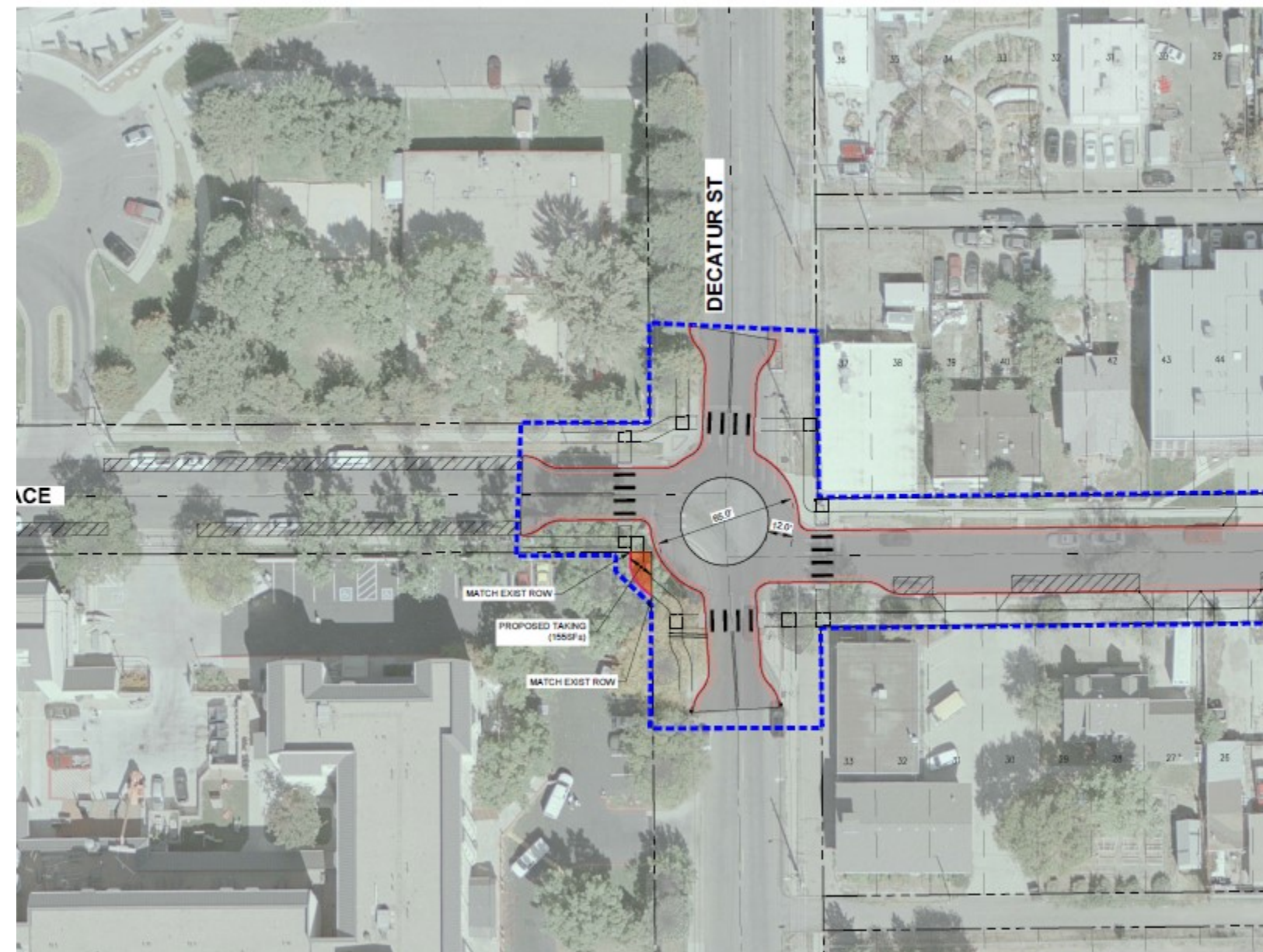
- PROJECT LIMITS
- PROPOSED ROADWAY
- EXISTING FEATURE
- PROPOSED IMPROVEMENT
- ON-STREET PARKING



Sun Valley – Holden & Decatur Intersection



Sun Valley – Mini Roundabout/Traffic Circle



Pros:

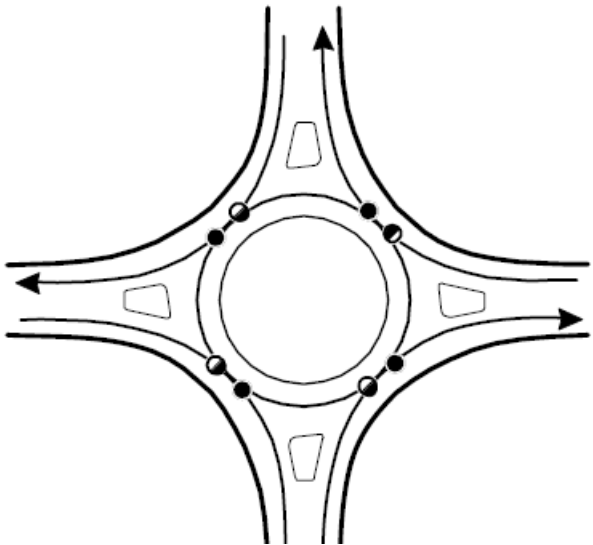
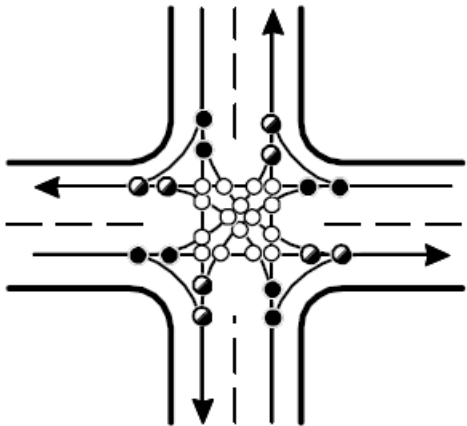
- No impact to Mercy Housing parking and minimal impact to surrounding land
- Minimal reduction of on-street parking
- Improved line of sight to intersection
- Complicated – natural deterrent for drivers
- Safety (scores 8 pts vs 32 pts)
- Traffic signals on pedestrian crossings
- Slows and calms traffic
- Best for reducing t-bone and head on collisions with other car

Cons:

- Lack of understanding and education around how it works
- No stop signs
- RTD's ability to use it and navigate it safely
- Pedestrian crossing difficult
- Bus turning access for the double buses
- Middle island (perceived safe zone/potential hazard for youth trying to cross intersection)

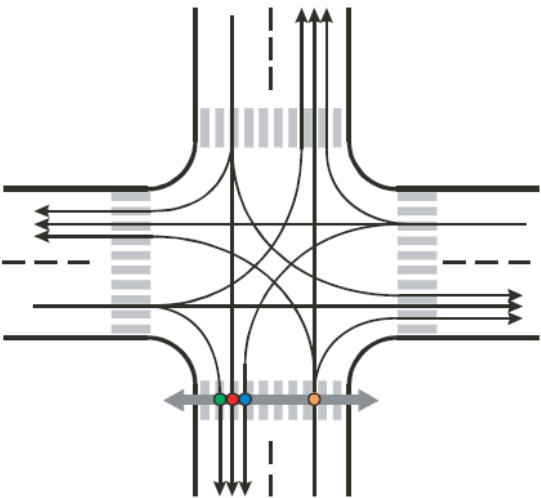
Sun Valley – Mini Roundabout/Traffic Circle

Vehicle – Vehicle Points of Conflict

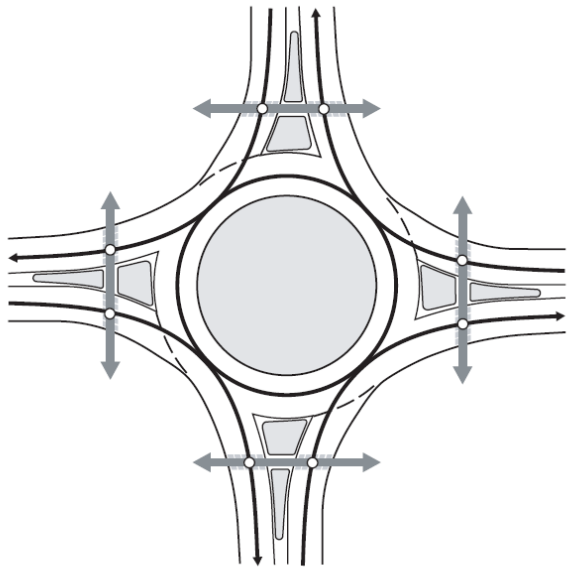


- Diverging
- Merging
- Crossing

Pedestrian – Vehicle Points of Conflict



- Right turn on green conflict
- Red light running conflict
- Left turn on green conflict
- Red light running or right turn on red conflict

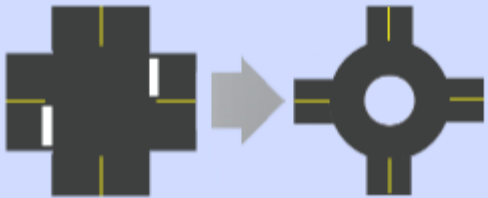


○ Vehicle/Pedestrian Conflicts



Roundabouts

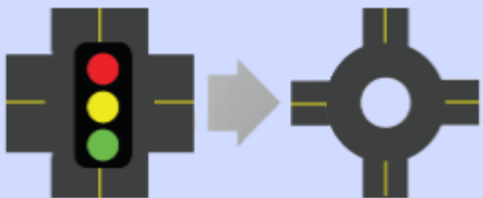
Two-Way Stop-Controlled Intersection to a Roundabout



82%

Reduction in severe crashes

Signalized Intersection to a Roundabout



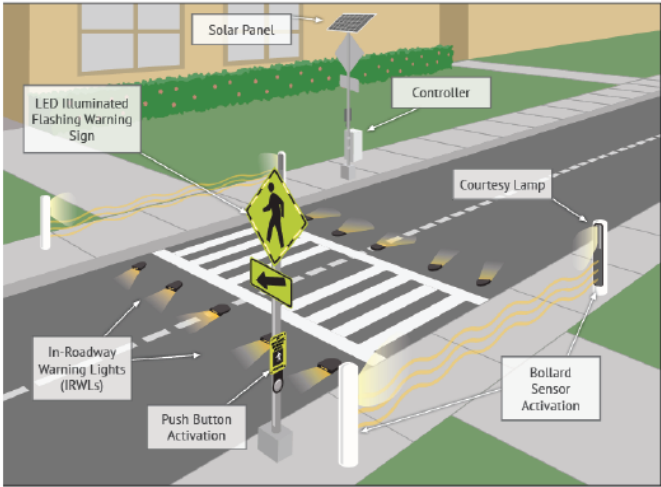
78%

Reduction in severe crashes

Source: Highway Safety Manual

Sun Valley – Mini Roundabout/Traffic Circle

Flashing Beacons

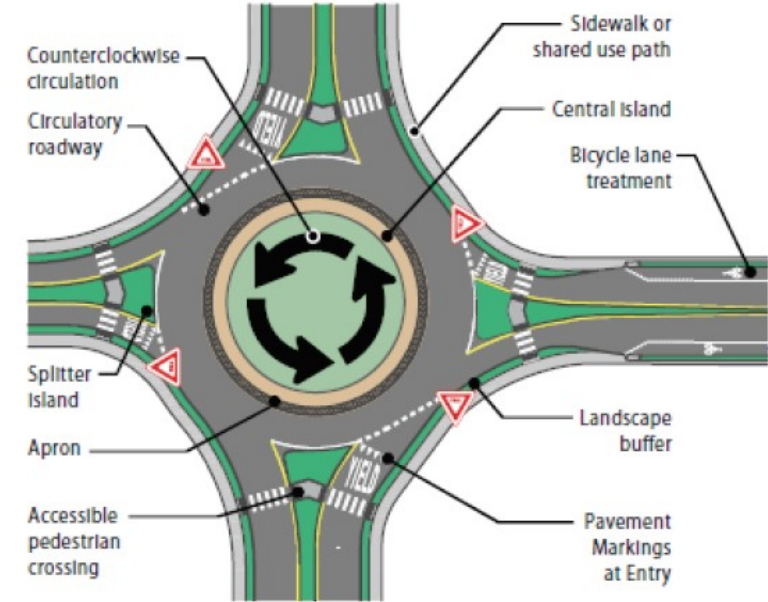


Newton and 26th



35th and Newton

Striping

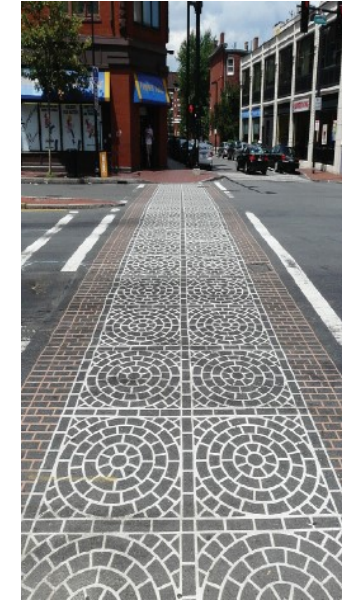


Landscaping/Art

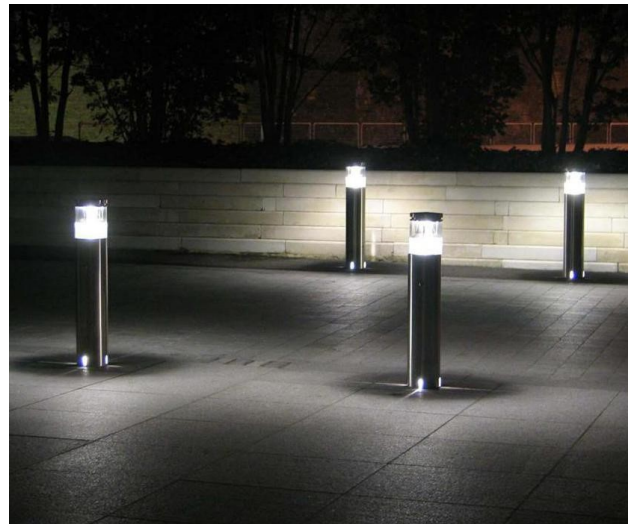


Sun Valley – Mini Roundabout/Traffic Circle

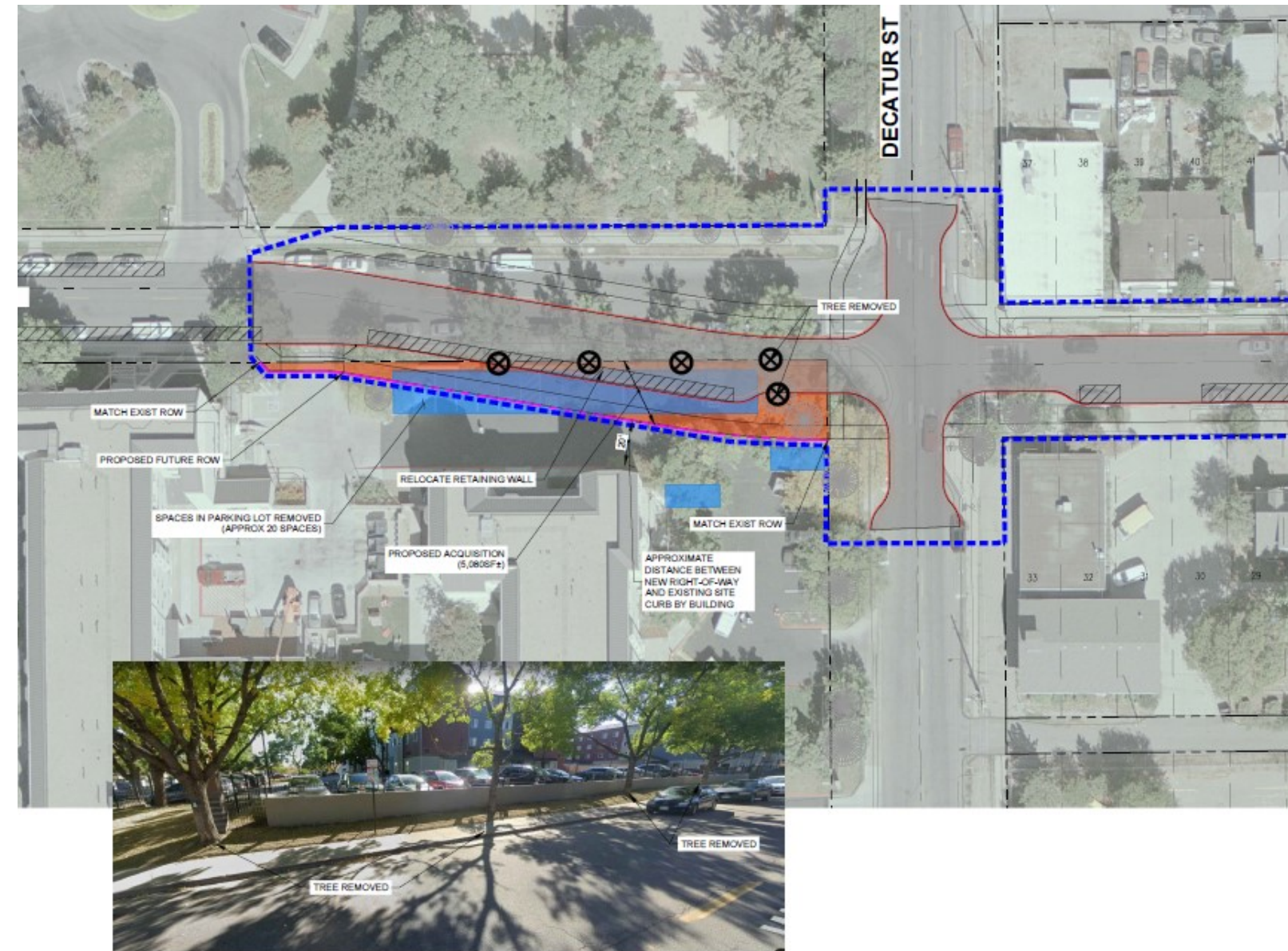
Lights/Crosswalks



Bollards



Sun Valley – Realignment



Pros:

- Realignment to a 4-way intersection
- Traditional intersection easier to navigate for cyclists
- Variety of traffic calming options can be used
- 2 stop signs

Cons:

- Awkward
- Larger impact to Mercy Housing – 5,080 sqft acquisition
- 20 parking spaces eliminated
- Remove 6 trees
- Relocate utilities
- Drainage issues
- May impact fire access for Mercy
- Taking property designated for services and parking access for commercial clients
- People roll stop signs
- Collisions
- Reduces on-street parking
- Includes offsite improvements to Mercy property

Sun Valley – Bulb-outs and Realignment



Pros:

- Stop signs
- Slowing of traffic
- Increases yielding to pedestrians
- Different materials on the raised intersection
- Potential less impact on property owners
- Stops signs (4 way)

Cons:

- The possibility of having the raised intersection is questionable
- Concerns around drainage
- Material used for all weather use for pedestrian and vehicular safety
- Concerns with ADA accessibility and navigating the raised intersection
- Concerns that the intersection would not be raised enough to slow traffic
- People would roll stop sign

Sun Valley – Holden & Decatur Priorities

1. Property acquisitions – maintain fire access for surrounding businesses
2. Pedestrian safety and crossings - safe youth crossings and light up pedestrian walkway notification
3. Traffic calming measures – speed limits
4. Parking
5. Merchant truck and bus accessibility
6. Timing and logistics
 - Temporary impacts for construction purposes - Construction signage and signaling
7. Existing curb cuts
8. Safe business access for existing properties in SV
9. ADA accessibility
10. Bike access
11. Rules for use (cars, peds, and bikes) - signage and communication around flow of intersection.
12. Drainage