



Is the City considering the impact of the proposed development at 38th and Upham and the planned expansion of Wadsworth as the streetscape design for 38th Avenue is being developed?

Rumor:

The streetscape design for 38th Avenue is not taking in to consideration the impact of the planned Wadsworth expansion or the impact of a 150-unit development on 38th Avenue at Upham. Will the expansion of Wadsworth and the new 150-unit development increase the traffic on 38th Avenue?

Fact:

Regarding the planned expansion of Wadsworth Boulevard:

In 2014, the City began the [Wadsworth Planning and Environmental Linkages](#) (PEL) study. The purpose of this study was to investigate ways to improve Wadsworth from 35th to I-70 in order to improve safety, capacity, and multimodal connectivity. The goal of the PEL was to propose an alternative design for Wadsworth Boulevard that meets the current and future needs of this roadway.

The study recognizes the context in which the planned improvements to Wadsworth would take place, including the potential for 38th Avenue to transform into a “main street” and the fact that the plans for 38th Avenue and Wadsworth would “need to complement each other” (See the [study](#), 1-6 to 1-7 Introduction). In addition, a [traffic analysis](#) was part of the PEL, including traffic on Wadsworth and intersecting streets like 38th Avenue. That traffic study took into consideration regional growth out to 2035 as well as growth along the corridor

The PEL process for Wadsworth included [three public meetings](#), in addition to two rounds of meetings with property and business owners. Based on stakeholder input and on qualitative and quantitative analysis, the final recommendation includes the following:

- Three travel lanes in each direction,
- Raised center landscape medians,
- Wide detached sidewalks with wide tree lawn buffers,
- A two-way cycle track on the east side of the street,
- Revised bus stop locations,
- Double left turns in all directions at W. 38th and W. 44th Avenues, and
- An upgraded traffic signal system.

The double left turn lanes planned for the intersections at 38th and 44th are designed to improve traffic flow on Wadsworth by reducing the time needed to clear the left turning traffic at those intersections. These double left turn lanes are not an indication of an increased volume of left turn traffic.

The next step in the process to widen Wadsworth is completion of an Environmental Assessment (EA) which will take place in 2016. This process will include a public meeting and the City of Wheat Ridge encourages resident and business owner participation.

Regarding the planned development at the northwest corner of 38th Avenue and Upham Street: The vacant property at the northwest corner of 38th and Upham has been purchased by Wazee Partners, LLC. [Renewal Wheat Ridge](#) approved a tax increment finance (TIF) agreement for the project on October 20, 2015 ([See agenda](#)).

The developer has drawn up conceptual plans for the property that include: ground floor retail along 38th Avenue, approximately 150 market-rate apartments above the retail and structured parking. These conceptual plans are consistent with the [Mixed Use – Commercial \(MU-C\) zoning](#) for the location. This zoning designation encourages moderate density mixed use development, consistent with previously adopted City plans for this area ([Envision Wheat Ridge Comprehensive Plan](#), [38th Avenue Corridor Plan](#), [Wadsworth Corridor Subarea Plan](#)).

While Renewal Wheat Ridge has agreed to terms of a TIF deal with the developer, the project has not been reviewed or approved by the City and the project has not received any City approvals that are required before construction.

Next steps: The developer would submit a required site plan application, including a traffic analysis, to the City for review. Any traffic impacts of the project would have to be mitigated by the developer. Site plans, architectural elevations, grading, drainage and landscape plans would also be a part of that submittal to ensure the project is consistent with the design standards in the City MU-C zoning district.