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1.1 INTRODUCTION

1.1.1 Area Overview

The West Area Plan is the small area plan for the neighborhoods of West Colfax, Villa Park, Sun Valley, Barnum, Barnum West, and Valverde. The plan provides a vision and policy guidance for land use, urban design, housing, mobility, parks, the local economy, and many other topics for the next 20 years. The plan covers the area roughly between Sheridan Boulevard and the South Platte River, and between 19th Avenue and Alameda Avenue in west Denver.

These neighborhoods are located southwest of downtown Denver and west of the South Platte River. The area is predominately made up of lower-scale residential neighborhoods that are connected by a few interior north-south running streets that provide connections across neighborhood gulches and State Highway 6.

The natural amenities in West make the area unique with neighborhood gulches and the South Platte River serving as valuable parks and transportation facilities for surrounding residents. The neighborhoods are also connected by four major commercial streets that provide regional connections throughout the Denver metro area and are home to many small, local, and ethnically diverse businesses. A large employment base consisting of manufacturing, warehousing, and other light industrial businesses is also located in West along the eastern boundary of the area. The people of West are diverse with larger households and younger children than Denver as a whole.

- **Area**: 5.1 square miles
- **Population**: 42,170 people
- **Housing Units**: 14,800 units
- **Employment**: 12,300 jobs

**AGE COMPOSITION (2019)**

- 0-9: 15%
- 10-19: 14%
- 20-29: 16%
- 30-39: 17%
- 40-49: 13%
- 50-59: 10%
- 60-69: 9%
- 70-79: 4%
- 80+: 2%

**RACE/ETHNICITY COMPOSITION (2019)**

- Hispanic or Latino: 65.19%
- White: 26.66%
- Black or African American: 4.80%
- American Indian and Alaska Native: 1.41%
- Asian: 0.91%
- Two or more races: 0.85%
- Some other race: 0.14%
- Native Hawaiian and Other Pacific Islander: 0.04%

Source: ESRI; Economic & Planning Systems

Source: American Community Survey; 5-year average, 2015-2019 (Table S0101)

Source: American Community Survey; 5-year average, 2015-2019 (Table B03002)

* Non-Hispanic
1.1.2 Planning Process

The West Area Plan planning process began in Summer of 2019 and over the period of 24 months, created a shared community vision for the area and identified policies and strategies to achieve that vision. The process included extensive public engagement that brought together local organizations, business owners, residents and City planners and staff from relevant agencies and departments, who shared their perspectives, knowledge, and expertise on crafting the plan.

Steering Committee

A steering committee of local stakeholders guided the development of the plan. Members represented residents from each neighborhood, local organizations, and business owners. They helped develop the plan’s guiding principles and recommendations, reviewed and refined the plan content, and served as liaisons to the West community.
Process Timeline
1.1.3 Planning Context

To advance the vision and core values of Comprehensive Plan 2040, the City and County of Denver and its departments rely on a series of plans (including Blueprint Denver: A Blueprint for an Inclusive City and Game Plan for a Healthy City) to provide high-level policy direction and guide decision making.

The West Area Plan serves as a supplement to Comprehensive Plan 2040 and advances citywide visions and core values by providing important and specific guidance for the West Colfax, Villa Park, Sun Valley, Barnum, Barnum West, and Valverde neighborhoods.

NPI Overview

The West Area Plan is a part of the Neighborhood Planning Initiative (NPI). NPI is a long-term commitment by the city and Community Planning and Development (CPD) to ensure every neighborhood in the city can enjoy the benefits of planning and the implementation of community recommendations and investment priorities. NPI provides a framework for neighborhood planning that is intentional, equitable, and measurable, and is flexible enough to allow each plan to address the specific circumstances and concerns of each neighborhood.

Existing Neighborhood Plans

The West Area Plan replaces the previous neighborhood plans in the area. Through the development of the West Area Plan, previous plans were evaluated to identify recommendations that were still aligned with current neighborhood values and priorities. These recommendations were updated as needed and incorporated in the West Area Plan. The following plans are superseded by this West Area Plan:

- West Colfax Plan (2006)
- West Colfax Neighborhood Plan (1987)
- Villa Park Neighborhood Plan (1991)
- Barnum/Barnum West Neighborhood Plan (1986)
- Valverde Neighborhood Plan (1991)

The plan also overlaps portions of several neighborhood and small-area plans that cover areas outside of West. In the locations where this plan overlaps another plan, the West Area Plan supersedes the other plan for those locations, but the other plan remains in effect for the areas not covered by this plan. As with the plans listed above, recommendations that were still aligned with current neighborhood values and priorities for these areas have been incorporated into this plan. This applies to the following plans:

- Sheridan Station Area Plan (2009)
- Decatur-Federal Station Area Plan (2013)

The Stadium District Master Plan will continue to be active and provide more detailed policy guidance for future investments within the Stadium District.

Consistency with Citywide Plans

Citywide plans offer a high-level framework to guide and influence decisions that affect the future of the city. They are used as a foundation for the more specific vision, recommendations and strategies contained in the West Area Plan. Comprehensive Plan 2040 provides the vision for the entire city. All small-area plans and some citywide plans are adopted as supplements to Comprehensive Plan 2040 to provide additional direction for certain topics or areas. Blueprint Denver is the citywide land use and transportation plan, adopted as a supplement to Comprehensive Plan 2040.

The West Area Plan is consistent with and furthers the policies and recommendations of Comprehensive Plan 2040 and Blueprint Denver, refining the citywide guidance for a smaller area. The West Area Plan updates Blueprint Denver’s future place, neighborhood context, and street type recommendations as further described in the plan. Any future updates to citywide plans should incorporate and refine recommendations for West based on this plan.
CITYWIDE PLAN: BLUEPRINT DENVER

A truly inclusive city is composed of complete neighborhoods and great places accessible to everyone, regardless of age, ability or income.

As Denver continues to evolve as an inclusive city, we must strive to create complete neighborhoods for everyone. Access to vital community amenities should not be limited to only certain neighborhoods in our city. Although Denver aspires to be a city of complete neighborhoods, this does not mean all neighborhoods should be the same or remain static. Even complete neighborhoods continue to evolve. The completeness of each neighborhood is defined by its distinct and authentic history, culture and character, as well as its access to a variety of housing types, services, green spaces and employment opportunities.

The context-appropriate integration of utility infrastructure is also part of a complete neighborhood.

Blueprint Denver establishes a framework to plan and implement complete neighborhoods. Three interrelated elements form the foundation of a complete neighborhood: land use and built form, mobility and quality-of-life infrastructure. How the complete neighborhood elements vary and come together result in the different places and streets found in our city’s many neighborhoods. How places and streets interact in turn results in the various neighborhood contexts found across the city.

The ability to calibrate the different elements of a complete neighborhood by neighborhood context, place and street type provides a considerable amount of nuance when mapping our unique and evolving neighborhoods. The West Area Plan refines and updates the context, place, and street type designations of Blueprint Denver. This plan also advances the land use and built form, mobility, and quality-of-life infrastructure recommendations of Blueprint Denver and adds a new element of economy and housing. Together, these tools can be used to create the complete neighborhoods necessary to achieve the vision of Blueprint Denver for an equitable and inclusive city.

To achieve neighborhood planning goals, the plan includes refinements to the future places established in Blueprint Denver, including more specific height guidance, as well as recommendations for residential and commercial design, historic and character preservation, and compatible infill development.

Source: Blueprint Denver (2019)
APPLYING THE WEST AREA PLAN TO REZONINGS

The West Area Plan is a policy document that does not rezone any property. All rezonings must follow the standard rezoning process including Planning Board and City Council public hearings. However, the West Area Plan, as an adopted city plan, will play an important role in guiding rezoning decisions. Future rezonings must be consistent with West Area Plan guidance for neighborhood context, place, building height, street type, equity and other characteristics.

Some of the zoning recommendations in this plan are intended to be implemented legislatively (i.e., initiated by the City) either through citywide processes or area-specific text amendments, instead of through applicant-driven rezonings (e.g., see Policy B-L2 on Page 240). In addition, many of the zoning recommendations anticipate public investments in infrastructure improvements, such as bus rapid transit.

Therefore, requests for one-off applicant-driven rezonings should be evaluated to determine if they are better suited as part of a legislative rezoning effort to better advance the vision and recommendations of the plan.

1.1.4 How to Use This Plan

The recommendations identified in this plan provide direction to guide day-to-day decision making related to land use, public investment, private development, and partnerships. The plan gives the latitude needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years. The West Area Plan is divided into four sections.

Introduction

This section provides an overview of the West Area and the planning process, lays out the vision and high-level recommendations for the area in the Executive Summary, and describes how the plan advances the city’s goals for equity.

Area-Wide Recommendations

This section provides the recommendations that are applicable across the entire West Area, divided into four topics:

- Land Use and Built Form
- Economy and Housing
- Mobility
- Quality-of-Life

Within each topic, the plan describes the community’s vision, how success will be measured in achieving that vision, key existing conditions, and recommendations. The recommendations are formatted as follows:

- Policies - key recommendations to advance the vision;
- Background - illustrates the context for the policies; and
- Strategies – more detailed actions to advance the policies.

Topic sections also include opportunity maps, showing where the policy concepts are most relevant in West.

Neighborhoods of West

Each neighborhood in West has its own section summarizing existing conditions, providing recommendations, and identifying transformative projects specific to that neighborhood. The neighborhoods are:

- West Colfax
- Villa Park
- Sun Valley
- Barnum and Barnum West
- Valverde

Although Barnum and Barnum West are two statistical neighborhoods as defined by the City and County of Denver, the history and development of the two are tightly linked. As the two neighborhoods have historically been considered one, their neighborhood chapter will consider the two together.

Implementation

The implementation section describes the tools and partnerships that will be used to achieve the vision of the plan, identifies priority recommendations, and describes how implementation progress will be measured.
1.2 EXECUTIVE SUMMARY

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Priority Recommendations
Map
Equity means everyone, regardless of who they are or where they are from, has the opportunity to thrive in Denver. A primary goal of Blueprint Denver is to guide change to improve equity across the city. To advance this goal, the plan evaluates equity through the lens of three core concepts: Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity. Incorporating these three concepts into the planning process helps to define and prioritize recommendations to promote a more equitable Denver by highlighting equity-based needs in particular areas.

For the West Area Plan, the three equity concepts have influenced the strategies and recommendations in the plan and their prioritization by highlighting areas with particular equity concerns. This approach enables West to work towards a vision that prioritizes equity within the plan area and also contributes to a more equitable Denver.

The data and analyses that inform the core concepts on the following pages are intended to provide a high-level overview of the plan area rather than parcel-by-parcel direction. The specific measures of Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity should be used as indicators that highlight the need for further investigation.
HISTORIC AND PRESENT INEQUITIES IN WEST

When planning for an equitable West, it is important to reflect on and understand the neighborhoods’ histories, particularly how past public policy decisions have affected these communities and how those decisions continue to affect the day-to-day lives of residents today. Throughout the last century there have been a series of discriminatory policies and practices in West that have left a disproportionate impact on its residents.

In 1925, Denver adopted its first zoning code. This code designated large portions of Valverde and Sun Valley for industrial uses, although these neighborhoods also contained many residential areas. These neighborhoods have been designated as industrial ever since. In the 1930s, the federal government’s Home Owner Loan Corporation created maps for most urban areas, including Denver, which assigned grades to each neighborhood, based on their perceived character. These maps were used to deny home loans to residents of neighborhoods that were predominately made up of diverse ethnic populations. In West, Villa Park, Sun Valley, Barnum, and Valverde were deemed “Hazardous” and West Colfax “Definitely Declining,” meaning that these neighborhoods posed the greatest risk for lenders, thereby, restricting access to homes loans in the area. Racially-restrictive covenants were also used in wealthier, whiter neighborhoods to prohibit the sale or rental of properties to certain ethnic groups. This served as an additional mechanism to restrict where people of color could live.

In addition to zoning and redlining, major highway developments of I-25 and 6th Avenue in the 1950s and 1960s, have physically divided and isolated the West neighborhoods from one another. Locating high-traffic roads directly adjacent to these residential neighborhoods created major challenges related to pedestrian safety and public health. This also accelerated the industrialization of Valverde. The Flood of 1965 on the South Platte River revealed the consequences of and further exacerbated the issues of discriminatory housing practices and environmental racism in West. The flood resulted in 2,500 families losing their homes, and 23 people being killed in Valverde. In Sun Valley, entire blocks of homes were swept away, leaving vacant land that was later redeveloped by Denver Housing Authority as Sun Valley Homes, a public housing complex.

The impacts of past policies and decisions continue to have a lasting effect today and new issues present challenges for the neighborhoods (see charts on the right). The policies and strategies outlined in the West Area Plan aim to address many of these inequities and ensure that policy decisions and future investment in the neighborhood reflect the community’s priorities and vision for West.
ACCESS TO OPPORTUNITY

1. Neighborhood Equity Index:
   a. Social determinants of health
      - Percent of high school graduates or the equivalent for those 25 years of age or older
      - Percent of families below 100% of the federal poverty line
   b. Access to fresh food: percent of residents within ¼ mile (10 minute walk) to a full-service grocery store
   c. Access to parks: percent of living units within ¼ mile (10 minute walk) to a quality park or open space
   d. Access to health care: percent of pregnancies without first trimester prenatal care
   e. Children at a healthy weight: percent of children that are overweight or obese
   f. Average life expectancy

2. Access by walkshed (1/2 mile), bikeshed (2-mile) and driveshed (5-mile) to each local center, local corridor, community corridor and regional center from the future places map.

3. Access to quality transit: households within ¼ mile of high-capacity transit or ¼ mile from the frequent transit network.
1.3.1 Improving Access to Opportunity

Access to opportunity reflects the Blueprint Denver goal for all neighborhoods to be complete with equitable access to a high quality of life. It is evaluated based on the measures listed on the previous page, which include socio-economic and health conditions of residents, access to important daily amenities (e.g., healthy food, parks, health care services) and access to transit.

Neighborhoods in West generally have low access to opportunity (i.e., average scores of three or below). The factors related to the Neighborhood Equity Index, including social determinants of health, child obesity, life expectancy, and access to healthcare were key drivers of the lower scores, particularly for the neighborhoods located south of 6th Avenue. The highest average scores were found within the Sun Valley neighborhood, which were primarily driven by its high access to centers and corridors.

How the Plan Improves Access to Opportunity

There are several policies and strategies in this plan that will help improve access to opportunity and address the gaps identified above. Relevant sections are listed and summarized below:

- **Economic Vitality, People – Section 2.2.4.**
  Promotes employment opportunities for local area residents. See Policy E7.

- **Balanced Corridors – Section 2.3.3.** Reimagines street space along key corridors to promote safe multi-modal transportation options and identifies new connection opportunities to increase local connectivity. See Policies M1 and M2.

- **High Comfort Bikeway – Section 2.3.4.** Plans for creating new and upgrading existing bikeways. See Policies M3, M4, and M5.

- **Pedestrian Improvements, Intersection Safety and New Crossings – Section 2.3.5.** Plans to invest in pedestrian infrastructure including the installation of new sidewalks, upgrades to existing sidewalks, and installing safer crossings. See Policies M6, M7, M8, and M9.

- **Transit and Mobility Hubs – Section 2.3.7.**
  Promotes enhanced transit service and stops/stations along major arterials and neighborhood streets. See Policies M12, M13, and M14.

- **Health, Equity, and Environmental Resiliency – Section 2.4.2.**
  Identifies the opportunity to further study and fill in the gaps regarding social determinants of health. See Policy Q1.

- **Parks, Trail, and Open Space – Section 2.4.3.**
  Plans to improve access to existing parks and create new or expand existing community parks, open spaces, and recreation facilities. See Policies Q10, Q12, and Q13.

- **Complete Food Environment – Section 2.4.4.**
  Plans to increase access to fresh food through a variety of channels and partnerships. See Policies Q14-Q19.

![Neighborhood Equity Index](Image)

Factors include socio-economic and health conditions. See the Access to Opportunity Map on the previous page for greater detail.
Measuring Equity

1. Neighborhood Equity Index:
   a. Social determinants of health
      • Percent of high school graduates or the equivalent for those 25 years of age or older
      • Percent of families below 100% of the federal poverty line
   b. Access to fresh food: percent of residents within ¼ mile (10 minute walk) to a full-service grocery store
   c. Access to parks: percent of living units within ¼ mile (10 minute walk) to a quality park or open space
   d. Access to health care: percent of pregnancies without
   e. Children at a healthy weight: percent of children that are overweight or obese
   f. Average life expectancy

Access by walkshed (1/2 mile), bikeshed (2-mile) and driveshed (5-mile) to each local center, local corridor, community corridor and regional center from the future places map.

Access to quality transit: households within ½ mile of high-capacity transit or ¼ mile from the frequent transit network

Blueprint Denver calls for three equity concepts that should guide future planning and implementation. Each equity concept includes a measurement that is mapped geographically across the city to understand disparities and patterns between neighborhoods. Community Planning and Development (CPD) is committed to coordinating annual updates to these maps (shown earlier in this chapter and in more detail in Appendix C) to measure our progress in improving equity. The metrics include the equity measurements/maps and a few other key equity metrics that the city is committed to measure.

ACCESS TO OPPORTUNITY

Where are populations most vulnerable to displacement?

1. Median household income
2. Percent of renters
3. Percent of population with less than college degree

Housing Diversity

a. Percent of middle-density housing (housing with 2-19 units)
b. Home size diversity
c. Ownership vs. rental
d. Housing costs

Jobs Diversity

1. Jobs density
2. Jobs diversity

Housing and Jobs Diversity

VULNERABILITY TO DISPLACEMENT

Where are populations most vulnerable to displacement?
1.3.2 Reducing Vulnerability to Displacement

Denver residents value diversity, inclusiveness, and opportunity for all. These values are threatened by involuntary displacement, which occurs when residents or businesses can no longer afford to stay in an area due to increasing property values and rents. This can also include displacement caused by a loss of culture, family, and other factors. Vulnerability to Displacement is measured by several factors shown on the previous page that have been linked to involuntary displacement, which occurs when residents or businesses can no longer afford to stay in an area due to increasing property values and rents.

Neighborhoods in West are generally considered vulnerable or most vulnerable to displacement (i.e., average scores of either 2 or 3). West Colfax is considered most vulnerable, while neighborhoods just north of the plan area including Sloan’s Lake and Jefferson Park are considered not vulnerable. The eastern portion of Villa Park, Barnum West, and Barnum are considered less vulnerable than other West neighborhoods because of their higher owner-occupancy rates. In addition, median household income and percent of residents with a bachelor’s degree of all West neighborhoods are lower than the citywide average.

How the Plan Reduces Vulnerability to Displacement

There are several policies and strategies in this plan that will help reduce vulnerability to displacement and address the gaps identified above. Relevant sections are listed and summarized below:

- **Growth Strategy – Section 2.1.6.** Promotes on-site affordable housing near high-capacity transit corridors and centers. See Policy L3.
- **Housing Options/Design & Preservation – Section 2.1.7.** Promotes expansion of ADUs throughout all residential areas and reduce barriers to construction. Also identifies opportunities to construct missing middle housing, beyond ADUs, that include on-site affordable housing and looks at ways to promote natural affordability by preserving older homes. See Policies L5 and L6.
- **Housing Affordability – Section 2.2.2.** Promotes preserving existing and expanding new affordable housing that can support different types of households. See Policies E1, E2, and E3.
- **Economic Vitality, Places & People – Sections 2.2.3 & 2.2.4.** Promotes the stabilization of existing residents and local businesses at risk of involuntary displacement, and local employment. See Policies E4, E6, and E7.
1. Neighborhood Equity Index:
   a. Social determinants of health
      • Percent of high school graduates or the equivalent for those 25 years of age or older
      • Percent of families below 100% of the federal poverty line
   b. Access to fresh food: percent of residents within ¼ mile (10 minute walk) to a full-service grocery store
   c. Access to parks: percent of living units within ¼ mile (10 minute walk) to a quality park or open space
   d. Access to health care: percent of pregnancies without
   e. Children at a healthy weight: percent of children that are overweight or obese
   f. Average life expectancy

Access by walkshed (1/2 mile), bikeshed (2-mile) and driveshed (5-mile) to each local center, local corridor, community corridor and regional center from the future places map.

Access to quality transit: households within ½ mile of high-capacity transit or ¼ mile from the frequent transit network

Blueprint Denver calls for three equity concepts that should guide future planning and implementation. Each equity concept includes a measurement that is mapped geographically across the city to understand disparities and patterns between neighborhoods. Community Planning and Development (CPD) is committed to coordinating annual updates to these maps (shown earlier in this chapter and in more detail in Appendix C) to measure our progress in improving equity. The metrics include the equity measurements/maps and a few other key equity metrics that the city is committed to measure.

Where are populations most vulnerable to displacement?

Median household income
Percent of renters
Percent of population with less than college degree
Other key factors related to displacement that we are committed to measure (see pages 12-13 in Chapter 1, Introduction):
• Citywide racial composition: this helps to assess whether the city's diverse populations are stable and growing
• Neighborhood shifts in racial/ethnic composition: this helps to assess whether we are meeting our goals to stabilize neighborhoods that are home to communities of color

Housing Diversity
a. Percent of middle-density housing (housing with 2-19 units)
   b. Home size diversity
   c. Ownership vs. rental
   d. Housing costs
   e. Amount of affordable (income-restricted) housing units

Jobs Diversity
1. Jobs density
2. Jobs diversity
1.3.3 Expanding Housing and Jobs Diversity

Diversity of housing and jobs captures the city’s vision for complete neighborhoods with equitable access to quality employment options and housing choices that accommodate households of different ages, sizes, and incomes. It is evaluated based on the measures listed on the previous page.

Housing diversity varies by each neighborhood in West because of their unique and differing housing characteristics. Generally, West Colfax is considered diverse in terms of its missing middle housing stock and number of income-restricted units. The neighborhoods south of Lakewood Gulch are considered diverse in terms of their home size with some neighborhoods also being considered more diverse with respect to housing occupancy. Sun Valley and Valverde are considered the most diverse with a score of 3, with Sun Valley being diverse in terms of missing middle housing, home size, and income-restricted units and Valverde being considered diverse in terms of home size, income-restricted units, and housing occupancy.

With respect to jobs diversity, manufacturing is the predominate job type in West with some retail along the southern portion of Federal and Sheridan Boulevards, and innovation at the western portion of West Colfax Avenue.

How the Plan Expands Housing and Jobs Diversity

There are several policies and strategies in this plan that will help expand housing and jobs diversity, and address the gaps identified above. Relevant sections are listed and summarized below:

- **Growth Strategy – Section 2.16.** Promotes on-site affordable housing near high-capacity transit corridors and centers. See Policy L3.
- **Housing Options/Design & Preservation – Section 2.1.7.** Promotes expansion of ADUs and missing middle housing in targeted geographic locations. See Policy L5.
- **Economic Vitality, Places & People – Sections 2.2.3 & 2.2.4.** Preserve and expand the employment base of the existing West Area Manufacturing Districts and promote diverse employment opportunities for residents. See Policies E5 and E7.
2 AREA WIDE RECOMMENDATIONS

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2.1 Land Use and Built Form

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2.1.3 - FUTURE PLACES (PAGE 28)
2.1.4 - OPPORTUNITY AREAS (PAGE 32)
2.1.5 - COMMERCIAL SERVICES & USES (PAGE 34)
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2.1.1 INTRODUCTION

The Land Use and Built Form topic covers the basic elements necessary for creating equitable and complete neighborhoods as the West Area grows and changes over the next 20 years. Land use refers to the location and development intensities of future housing, shopping, employment, and entertainment. Built form refers to the design and quality of new buildings, infill development and renovations within the uses identified above.

The desired land uses and built forms in the West Area neighborhoods are described using neighborhood contexts and future places (see sections 2.1.2 and 2.1.3).

- **Neighborhood Contexts** describe the general characteristics of an area, including street and block patterns and the overall intensity of development.
- **Places** describe more specifically what uses and building scales are appropriate.

Together, neighborhood contexts and places describe how the West Area is envisioned to evolve, look and feel by 2040. They also set the foundation for policies and strategies which provide more detailed guidance to address the concerns and desires expressed by the community over the course of the planning process.

The policies and strategies outlined in this section are organized by the following subsections and summarized in Opportunity Areas in Section 2.1.4:

- **Commercial Services and Uses.** Aims to promote community desired commercial and retail uses within centers and corridors. There should be a focus on strengthening opportunities for locally-owned, culturally-relevant small businesses that meet the needs and desires of the West Area’s diverse residents.
- **Growth Strategy.** Promotes investments along high-capacity transit corridors and centers, leverages current and future transit investments, facilitates complete communities, and supports Denver’s climate action and sustainability goals. Growth strategies also provide guidance for future redevelopment and the redevelopment of large institutional sites.
- **Housing Options/Design & Preservation.** Provides guidance on the diversification of housing options within lower-scale residential neighborhoods, the design and quality of residential construction, and preservation of historic and culturally-significant buildings.
- **Urban Design Framework.** Establishes a framework for buildings, streets, public spaces and site design in mixed use centers, corridors, manufacturing areas, and along natural areas to promote exceptional urban design and desired outcomes.

Detailed information regarding current conditions, community feedback, and desired outcomes are included in the introductions of each subsection.

LONG TERM VISION

In 2040, the West Area is home to many active and authentic gathering places which reflect the rich cultural heritage of its communities. People are able to walk, roll or bike to charming neighborhood destinations such as “Downtown Barnum” at First Avenue and Knox Court, or other mixed-use areas along Federal Boulevard or West Colfax Avenue. Destinations are home to local businesses and retail attractions that fulfill the daily needs of residents. Everyone has a safe, pedestrian-friendly streetscape that offers shade and comfort. Residents are able to comfortably walk to nearby restaurants, or enjoy the scenery while waiting for the next bus or train.

New residential housing options have been integrated throughout the West Area. Infill development including tandem homes, ADUs, and duplexes can be found near the great parks and open space amenities the West area has to offer. Smaller homes are preserved while some have been remodeled with additional units which house current and new residents alike. Because of the increased supply of diverse and affordable housing, each neighborhood has a mix of residents of all ages and stages of life. Seniors, families, and lower-income households all live harmoniously together in the community.

The industrial areas in Sun Valley and Valverde are less impactful to nearby residents. The edges adjacent to homes are mixed use innovation flex areas providing live-work maker spaces, commercial, and retail opportunities, green streetscapes, open spaces, and access to the South Platte River.
2.1.2 NEIGHBORHOOD CONTEXTS

Neighborhood contexts reflect established land patterns such as lot and block sizes, era of construction, and existing building heights and densities. Neighborhood contexts also reflect future expectations for how new development should respond to existing patterns. The recommended contexts can be found in the Denver Zoning Code as well as Blueprint Denver. For complete context descriptions, please refer to Blueprint Denver, Chapters 4 and 5.

- **Urban Center** features a high mix of uses where the highest densities are planned in the West Area. Urban centers are largely concentrated within the Stadium District, Sun Valley Eco District, the Sheridan Station area, and the former St. Anthony’s Hospital site. This context includes multi-story, mixed-use building forms located close to streets that have excellent transit access and diverse mobility options.

- **General Urban** primarily consists of rowhomes and townhomes with some single-and two-unit residential. This context serves as a transition between urban centers and other types of urban areas. Higher-density developments include larger multi-story residential and mixed-use/commercial buildings along Colfax Avenue and Federal Boulevard, and near the Regional Transportation District’s West light rail line station platforms along the Lakewood/Dry Gulch.

- **Urban** contains a mix of housing types and commercial uses with higher-intensity developments located along West Colfax Avenue and Sheridan Boulevard. Housing types range between single-unit and smaller-scale multi-unit and rowhomes buildings to multi-story residential building forms. The majority of commercial uses are located along the West Colfax Avenue and Federal Boulevard corridors.

- **Urban Edge** is primarily a single- and two-unit residential context with some embedded small scale, multi-unit development. The Urban Edge context is located close to Lakewood/Dry and Weir Gulches, and along major corridors such as Alameda Avenue and Sheridan Boulevard. This context is a transition between urban and suburban areas. Commercial and mixed-use development is primarily found along major corridors with some smaller-scale commercial buildings located within the interior of the residential areas. Most blocks have alleys, and most sidewalks are attached to the curb.

- **Districts** are primarily manufacturing areas with various production, logistical operations, design and flex businesses. Districts are located in Sun Valley and Valverde neighborhoods along Federal Boulevard and the South Platte River corridor. District areas in the West Area are adjacent to
### 2.1.3 FUTURE PLACES

Future Places are an organizational system that describe the look and feel of an area. Future places work together to promote complete neighborhoods for the residents living within or near each of them. Each future place expresses itself differently depending on the neighborhood context and geographic location. Through the West Area planning process, the future places identified by Blueprint Denver have been adjusted in key locations to better reflect community priorities (see Page 30). Future places provide guidance on building heights, future growth and development.

Below are brief descriptions of the context and future place combinations found in the West Area. For complete future places descriptions, please refer to Chapters 4 and 5 of Blueprint Denver.

#### URBAN CENTER

**Community Center**
- Provides some mix of office, commercial, and residential uses.
- Buildings are larger scale than those found in local centers, and orient to the street or other public spaces.
- Urban design characteristics feature mostly continuous building frontages and distinct streetscape elements that help to define the public realm.

**Regional Center**
- Contains a high mix of uses providing a dynamic environment of living, dining, entertainment, shopping, and a diverse set of employment options.
- Larger scale mixed-use buildings are common. Structures should respond in form and mass to the streets and public spaces around them.
- High degree of urban design with continuous building frontages that define the public realm.

#### CENTERS AND CORRIDORS

**Community Corridor**
- Typically provides a mix of office, commercial, and residential uses.
- Buildings have a distinctly linear orientation along the street.
- Building footprints are typically larger.

**High Residential**
- Includes many large scale, multi-unit residential uses and building forms.
- Features a high mix of uses such that commercial uses are prevalent with the residential uses.

**High-Medium Residential**
- Contains a mix of uses, including multi-unit residential, but at a slightly lower intensity compared to the high residential areas.

#### GENERAL URBAN

**CENTERS AND CORRIDORS**

**Community Center**
- Typically provides a mix of office, commercial, and residential uses.
- Buildings are larger than those found in local centers and orient to the street and other public spaces. There is a strong degree of urban design with continuous building frontages that define the public realm.
Community Corridor
- Typically provides some mix of office, commercial, and residential uses.
- Buildings have a distinctly linear orientation along the street.
- Building footprints are typically larger.

RESIDENTIAL
High-Medium
- Mix of low- to medium-scale multi-unit residential uses with some neighborhood-serving mixed-use development distributed throughout.
- Block patterns are consistent, and pedestrian-scaled buildings clearly define and activate the street.

Low-Medium
- Primarily residential, with a mix of single and two-unit homes interspersed amongst lower-scale, multi-unit buildings.
- Neighborhood-serving commercial uses are limited, and are primarily found at intersections and along corridors.
- Lot coverage may be high, and setbacks generally respect the existing neighborhood character with buildings oriented towards the street.

URBAN & URBAN EDGE

CENTERS AND CORRIDORS
Community Center/Corridor
- Typically provides some mix of office, commercial, and residential uses.
- Buildings are larger in scale than those found in local centers, and are oriented toward the street or other public spaces.
- Building frontages are continuous and define the public realm with a strong degree of urban design.

Local Center/Corridor
- Primarily provides for commercial and retail activities like dining, entertainment, and shopping and may also include residential uses and employment opportunities.
- Centers are more intimate with active street frontages that are designed at a comfortable pedestrian scale.
- Buildings have a distinctly linear orientation along the street.

RESIDENTIAL
High-Medium
- Combination of mid-scale multi-unit residential building forms containing a mix of neighborhood-serving uses appropriate for collector streets and intersections as well as arterial streets and intersections.

Low-Medium
- Mix of low- to mid-scale multi-unit residential building forms.
- Small-scale multi-unit buildings are dispersed among single and two-unit residential building forms.
WEST AREA PLAN UPDATES TO BLUEPRINT DENVER FUTURE PLACES

The West Area Plan updates the Blueprint Denver Future Places map. These updates are highlighted on the map and summarized below:

- **Refinements around future high-capacity transit stations.** Higher-intensity places have been designated to support high-capacity transit stations and services that are envisioned throughout the West Area. This will encourage more ground floor activation and allow residents of the area, including those living in affordable housing, to have access to transit and nearby amenities.

- **Refinements along the south side of the West Light Rail Line.** Adjustments have been made to concentrate mixed-use and higher-intensity development directly adjacent to rail station areas. This refinement provides gradual transitions to existing neighborhood contexts by applying a future place category that will encourage development that is more consistent with the scale of the existing neighborhood.

- **Refinements along the edge of adjoining industrial and residential areas.** Innovation/Flex has been added along the residential edges of the Value Manufacturing districts to allow for a mix of uses that provides a softer transition between contexts, while preserving the core of the value manufacturing district.

### Low-Medium Incentive Areas
- Mix of single-unit, two-unit, row house, three-story multi-unit and accessory dwelling unit building forms.
- The West Area Plan applies the “low-medium incentive areas” subcategory in areas where row house, townhouse, and three-story multi-unit buildings and accessory dwelling units would be appropriate based upon future regulatory processes that expand missing middle housing and incentivize affordable housing in mixed use and commercial areas. (see Policy E2).
- Limited neighborhood serving commercial can be found, particularly at intersections. In the General Urban context, uses may be mixed throughout Residential Low-Medium areas.

### Low
- Predominately single and two-unit building forms on small to medium-sized lots.
- Accessory dwelling units and duplexes are appropriate and can be integrated where compatible.
- Some civic and institutional uses are compatibly integrated throughout. A limited mix of uses can occur along arterial and collector streets, as well as where commercial uses are existing.

### DISTRICTS

- **Value Manufacturing**
  - Advanced large-scale craft manufacturing, research, design labs, robotics, technology, and flex spaces are found in these areas. Residential uses are not compatible.
  - Often located in business parks or on extra-large superblocks, value manufacturing typically consists of single or multi-tenant buildings that are designed to accommodate freight movement and product storage.

- **Innovation/Flex**
  - Assembly facilities, laboratories, small logistics, warehousing, local food production and catering, tech firms, value manufacturing, and related office uses are found in these areas. Residential uses are compatible.
  - Buildings may be multi-tenant, with office uses in front and manufacturing in back.
2.1.4 OPPORTUNITY AREAS

ENHANCED MIXED-USE DESIGN
Centers, corridors, and high-medium residential areas where the majority of future growth is prioritized and higher design quality is encouraged to preserve and create authentic places for surrounding community members (see Policy L8). To provide more tailored strategies for different mixed-use contexts, two subareas are recommended:
- **High-Capacity Transit Centers.** Encourage more transit-supportive uses and intensities, and high-quality design. See Policies L3 and L8.
- **Neighborhood Main Streets.** Support an active retail environment and encourage quality gathering spaces. See Policies L1 and L8.

LOW RESIDENTIAL CONSERVATION AND GRADUAL EXPANSION
Low-residential places where strategies encourage diverse housing options through incorporating missing middle housing in targeted areas such as around schools and parks. Encourages preservation of existing homes through renovations and additions that create additional units. See Policies L5 and L6.

ENHANCED RESIDENTIAL DESIGN
Low and low-medium residential places where modifications to current zoning standards and exploration of new development tools are recommended to better align new construction with the design and scale of older homes in the neighborhood. See Policy L7.

MANUFACTURING DISTRICT
Manufacturing districts are a significant economic engine in the West Area, and play an important role in the City and region’s industrial landscape. They are located in close proximity to the residential areas of Sun Valley and Valverde, which can generate health and safety issues for residents (e.g., noise, truck traffic, air pollution). To continue preserving the strongly-performing employment base, while providing sensitive transitions to and balancing the needs of the nearby residential areas, two subareas are recommended:
- **Transition.** An area made up of Innovation/Flex places with strategies to provide more sensitive and gradual transitions between manufacturing and residential areas.
- **Preservation.** An area comprised of Value Manufacturing places with additional strategies to preserve and expand the employment base. See Policy L11.

NATURAL SPACE
Parks, open spaces, gulches and trails with strategies to encourage improved access and higher design quality outcomes for adjacent properties so they complement and activate natural areas in the West Area. See Policy L10.
Community members expressed the desire to attract and support locally-owned retailers to promote small business development and increase the availability of retail and commercial services that can meet the day-to-day needs of community members. A key priority includes enhancing existing local commercial nodes within the interior of the neighborhoods so they serve as community gathering spaces for residents. For example, the intersection of 1st Avenue and Knox Court has been identified as a potential location for investment and promotion. Community members expressed an idea of a “Downtown Barnum” where area residents can walk, roll, or take transit along comfortable, safe, tree-lined streets to local cafes, restaurants, barber shops, flower shops, or dry-cleaners that are owned by local area residents.

### 2.1.5 Commercial Services & Uses

**What is it?**
Access to neighborhood-serving goods and services is a key component to creating a complete neighborhood. Another key component is ensuring that the built environment is conducive to retaining and creating new opportunities for locally-owned businesses throughout various commercial areas including smaller areas interior to neighborhoods, as well as larger commercial corridors.

**What's going on in West?**
The majority of commercial services in West are located along the major corridors that bound the plan area, particularly along Federal Boulevard, Alameda Avenue, and West Colfax Avenue. Smaller commercial nodes also exist within neighborhoods along key streets that provide direct connections within and throughout these neighborhoods such as 1st Avenue.

The overall retail presence in the West Area is primarily composed of smaller retailers with average establishment size (rentable square feet) ranging from a low of 3,900 square feet along Federal Boulevard to a high of 5,900 square feet found along Sheridan Boulevard.

#### Community Feedback
At neighborhood workshops community members expressed the desire for commercial services that meet the day-to-day needs of residents while also supporting an environment for small businesses that reflect the rich history and culture of the West Area. The following includes results from the first community kick-off survey and community land use workshops.

<table>
<thead>
<tr>
<th>“What kinds of places and activities are most important to you in your neighborhood?”</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Grocery stores</td>
<td>71%</td>
</tr>
<tr>
<td>Restaurants</td>
<td>60%</td>
</tr>
<tr>
<td>Culturally meaningful places/events</td>
<td>57%</td>
</tr>
<tr>
<td>Shopping and entertainment</td>
<td>52%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>“What is your vision for the centers and corridors”</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>“Market, restaurants/not empty car lots, gift shops”</td>
<td></td>
</tr>
<tr>
<td>“Support transit and walkable environments: quality grocery stores and restaurants”</td>
<td></td>
</tr>
<tr>
<td>“Small businesses that serve neighborhood”</td>
<td></td>
</tr>
</tbody>
</table>
2.1.5 COMMERCIAL SERVICES & USES

Neighborhood commercial area at 1st Avenue and Knox Court

The Co-op at 1st at 1st Avenue and Zenobia Street

Commercial area along major corridor at Federal Boulevard and Bayaud Avenue
**CASE STUDY:**
Re-Imagine West Colfax

In 2015, the West Colfax BID (Business Improvement District) partnered with the City and other community volunteers to initiate the “Re-imagine West Colfax Design Demonstration.” This demonstration gathered community feedback on temporary designs to help inform plans for longer-term improvements which came to fruition through the West Colfax Pedestrian Crossing & Transit Improvements. This one-day workshop included enhanced crosswalks, median refuges, wider sidewalks and small pop-up parks along Colfax - all paired with food, music, and art. This allowed community members to experience and visualize the full potential of their commercial corridor.

**RECOMMENDATIONS**

**L1**

Support existing commercial areas by promoting community-desired uses and enhancing the physical environment to create quality gathering places for residents.

Community members have expressed their desire for enhancing and attracting more investments to their existing neighborhood commercial nodes that are embedded within the neighborhoods. These nodes are more than just a collection of businesses at an intersection, they are places where residents come together to address daily needs, celebrate neighborhood culture, and build a collective history. They have the opportunity to evolve and transform into attractive commercial nodes that can provide daily services/amenities and serve as gathering places for the community.

**A.** Prioritize neighborhood-serving retail uses such as coffee shops, local restaurants, small-format grocery stores, after-school youth-oriented services, and other daily services. Within Active Neighborhood Main Streets, residential and office should serve as supporting uses but not be the predominant ground floor use.

1. Incentivize these uses and services by creating opportunities for small-business development (see Policy E4).

**B.** Help realize the full potential of these Active Neighborhood Main Streets through various short-term improvements, including:

1. Organize community revitalization events to clean up commercial areas by removing litter, graffiti, and weeds, and reduce surface-level blight.
2. Improve maintenance of and utilize existing infrastructure to the maximum extent possible such as integrating street trees and fixing existing light poles.
3. Improve the overall design and experience of the streetscape by providing new pedestrian-scaled lighting, streets trees, landscaping, and through the addition of district branding elements to existing light poles, and through public art that celebrates the unique character of the area, it’s history and culture.
4. Pilot temporary measures that generate excitement and exhibit community priorities through leveraging opportunities along streetscapes and in or along roadways, such as installing temporary community art for traffic calming at major intersections, planters or barriers to shape curb extensions, striped vehicle parking spaces, or community-painted crosswalks.

**C.** Consolidate and establish more efficient off-street parking systems through shared parking agreements/easements and through transportation demand management solutions, that include micro-transit alternatives and mobility hubs (see Policy M17).

**D.** Provide requirements, should redevelopment occur, to incentivize local business tenanting (see Policy E4).

**E.** Offer financial support to rehabilitate these commercial areas, including storefront improvements, tenant signage upgrades, and unexpected repairs and building rehab (see Policy E4).
RECOMMENDATIONS

Encourage reuse of existing commercial buildings and make it easier to develop lower-scale buildings on small lots.

The community has expressed the desire to retain and incorporate existing buildings as new development occurs on the corridor. These existing, older commercial buildings often provide smaller commercial spaces and lower rents – resulting in more naturally occurring affordable commercial spaces for small businesses that provide residents with access to essential goods and services within their neighborhoods. However, some current zoning and building requirements can make reusing or repurposing an existing structure difficult. It is important to adapt the rules and regulations for these types of structures to support smaller businesses in the West Area.

A. Study the reuse potential for existing commercial buildings to:
   1. Provide sensitive transitions to existing neighborhoods and ensure pedestrian-friendly frontages (see Policy L9).
   2. Provide smaller-format commercial spaces within larger buildings to accommodate small format businesses and business start-ups.
   3. Preserve the historical and cultural significance of the West Area.
   4. Provide incentives and financial assistance to maintain historic character and preserve naturally-occurring affordability.

B. Modify standards and reduce regulatory barriers for existing structures that are being reused or repurposed, while ensuring a pedestrian-friendly environment along corridors and centers (see Policy L9). Considerations include:
   1. Balancing the needs for streetscape, amenity space, landscaping, and on-street parking with development impacts of right-of-way dedications. In particular, try to avoid land dedication requirements when it would result in a lot being less than 75-feet deep.
   2. Financial assistance or design alternatives for required streetscape improvements for lots less than 75 feet deep.
   3. Analyze whether requiring alley access may reduce the need for curb cuts at the street, which can create conflicts between pedestrians and vehicles and make walking less attractive.
   4. Eliminate requirements for additional off-street parking spaces and allow applicants to repurpose existing parking spaces into outdoor space that benefits the adaptive reuse project objectives.

C. Provide dedicated staff for technical assistance to adaptive reuse and small-scale development to help small businesses navigate the permitting process in an efficient, predictable, and timely manner.

D. Explore adopting an adaptive reuse ordinance as a tool to simultaneously address barriers across multiple departments and codes, and applying new and/or future codes and code revisions, to certain permit provisions, including health, fire, and change of use.
2.1.6 GROWTH STRATEGY

What is it?
Blueprint Denver provides a growth strategy where the majority of new jobs and housing is directed to centers, corridors and districts. The growth strategy helps manage the physical evolution of neighborhoods by informing goals for affordable housing, historic preservation, and infrastructure improvements while helping make changes more predictable for residents.

What’s going on in West?
Blueprint Denver’s Growth Strategy directs the majority of future housing and employment growth to regional centers, community centers, and along corridors. In West, regional centers are primarily located within the Stadium District and at the intersection of West Colfax Avenue and Federal Boulevard, while community centers and corridors are found along the area’s four major corridors (i.e., West Colfax Avenue, Federal Boulevard, Sheridan Boulevard and Alameda Avenue). Additionally, the large industrial districts in the Valverde neighborhood are anticipated to accommodate a modest share of future employment growth.

Community input about future growth has remained consistent with the policy direction set forth by Blueprint Denver as described above. The community has expressed the desire to channel future growth along major corridors, in centers, and in areas where major transit investments, like rail stations and bus rapid transit, exist or are planned.

These areas provide an opportunity to increase densities, mixture of uses, and building heights. To ensure that more intense development can be accommodated effectively, this plan identifies specific nodes and centers according to land availability, proximity to existing or future high-capacity transit stations, and parcel depth. Key locations have been identified as High Capacity Transit Centers in the Opportunity Areas map, which are primarily made up of community and regional centers and/or corridors, and high-medium residential areas.

Collectively, future growth and investment within these areas, in addition to the other community and regional corridors and/or centers, align with and advance the community’s desires for the elements that create complete neighborhoods (see Page 44). The elements that advance the creation of complete neighborhoods will need to be provided to fully achieve the growth, sustainability, and desired public realm urban design outcomes described in this section (See Policy L3).
Building Heights
While Blueprint Denver place categories provide general guidance on building heights, this plan provides detailed height guidance for specific areas. Building heights in West vary, with the tallest buildings concentrated within the Community and Regional Centers designated near the Stadium District and intersection of West Colfax Avenue and Federal Boulevard area. Taller buildings are also recommended around existing and future high-capacity transit stations. Neighborhood transitions have also been considered, particularly near the local RTD Perry and Knox rail stations. The height recommendations in this plan have tailored the general height guidance provided by Blueprint Denver in those areas to establish better transitions so that the tallest heights are concentrated directly adjacent to the stations and step down as one moves further away from the station areas (see illustrations to the right).

Height recommendations along with future place designations (see Section 2.1.3) and strategies within the urban design framework (see Section 2.1.8) should determine appropriate zone districts and development patterns in West. Building heights within the Stadium District follow the guidance in the Stadium District Master Plan. Per the Stadium District Master Plan (recommendation 1.5), zoning regulations for the district establish a base height of five stories, beyond which special building mass reduction, affordable housing, and other complete neighborhood requirements apply.

Height recommendations in this Plan include height bonus incentives found in the Denver Zoning Code. Protected district standards that reduce maximum building heights in areas adjacent to lower-scale residential neighborhoods and other protected districts have also been factored into the Plan and its height guidance where transitions to adjacent sensitive areas are required.
MAXIMUM BUILDING HEIGHTS

NPI Max Height:
- Up to 2.5 stories
- Up to 3 stories
- Up to 4 stories
- Up to 5 stories
- Up to 7 stories
- Up to 12 stories
- Beyond 12 stories

- W-Line Stations
- Future High Capacity Transit Station
- 1/8, 1/4-mile Buffers from High Capacity Transit Station
- Stadium District Master Plan Boundary

West Area Plan

City of Lakewood
City and County of Denver

Stadium District Master Plan Boundary

1/8, 1/4-mile Buffers from High Capacity Transit Station
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct future growth along high-capacity transit corridors and centers, and ensure future development results in neighborhoods that are more complete with mobility, quality of life enhancements, and access to opportunities for all residents.

**Corridors and centers throughout West provide regional connections to surrounding neighborhoods and jurisdictions.** These areas will experience more intense development and accommodate the majority of West’s future growth. They hold the greatest opportunities to support transit and serve as vibrant, active places where people can live, work, and play. The following strategies will help to ensure that new development positively contributes to the area and its residents by making each of the West neighborhoods more complete.

**A.** Allow higher-intensity mixed-use growth on vacant and underutilized lots along major corridors and within major centers. Support rezoning and higher-intensity development particularly within high-capacity transit centers where there is the potential for land aggregation.

**B.** Encourage transit-supportive uses and intensities within high-capacity transit centers that support current and future transit investments. The following should be considered:

1. Establish a maximum number of off-street vehicle parking spaces that can be constructed on a site or eliminate off-street vehicle parking requirements altogether.

2. Modify regulations to reduce or prohibit auto-dominant and inactive or low-density building forms like one-story service and drive-through uses and mini-storage. Instead, promote safe and comfortable, pedestrian-friendly site design by placing any required vehicle stacking, fueling and parking areas away from walkways, public streets, and transit stations and stops.

**C.** Collaborate with the City of Lakewood to integrate redevelopment and investment initiatives along both sides of the Sheridan Boulevard corridor.

**D.** Promote the construction of affordable housing through incentives like Denver’s Expanding Housing Affordability Program. Incentive heights in this plan have been incorporated into building height recommendations and heights map.

**E.** In addition to affordable housing, seek to provide other elements of complete neighborhoods that are needed in the West area, especially within and along high-capacity transit centers and corridors.

**F.** Provide incentives that encourage local business tenanting for newly developed spaces (see Policy E4).
RECOMMENDATIONS

L4

Ensure compatible redevelopment and/or repurposing of institutional sites within neighborhoods.

Institutional uses, such as schools and places of worship, are typically embedded within residential areas and provide key services to surrounding residents. Some make up a whole neighborhood block and when these uses cease or move away, they can leave a vacant site that has the potential to provide additional neighborhood services and more diverse/affordable housing options without displacing existing residents. Any redevelopment on these existing large campus sites should be designed to complement the surrounding neighborhood.

A. Prioritize the following for infill/redevelopment and repurposing of institutional sites:
   1. Pursue options and alternatives that seek to preserve and reuse institutional buildings that are historic or culturally significant.
   2. Integrate uses that are compatible with and resourceful for the surrounding neighborhood such as affordable housing, housing types consistent with surrounding future places designations, and community-and neighborhood-serving uses, such as childcare, cafés, community meeting space, and other low-impact uses.
   3. Ensure neighborhood compatibility through design standards, including height transitions to lower scale adjacent homes and pedestrian-friendly building frontages.
   4. Incorporate new public open spaces and pedestrian connections, and/or vehicular connections to reconnect or extend the existing street grid.

B. Rezone properties from Campus Zone District to zone districts that are more compatible with the neighborhood and advance the priorities listed under L4.A.

C. Work with City agencies and local Council district representatives to facilitate conversations with current property owners and neighbors to discuss other additional community needs and priorities as new plans are considered for a redeveloping institutional site.

D. Coordinate with Denver Public Schools to proactively engage and work with the community as school consolidation or redevelopment plans are considered in the West area.
High Priority Elements for Creating Complete Neighborhoods in West Denver

Promoting complete neighborhoods is a concept baked into the DNA of this plan. The elements of a complete neighborhood (Land Use and Built Form, Mobility, and Quality of Life Infrastructure) are also the organizing elements of the Plan’s area-wide recommendations. Some aspects of creating complete neighborhoods are best achieved through new development and by directing growth in a responsible manner (see Land Use Policy L3). These are elements that will help advance various community aspirations articulated throughout the plan and benefit the community at-large but are less likely to be directly provided by the City because they need to occur on private property. Identified community needs for creating complete neighborhoods in West Denver are listed below and organized by the different sections of the area-wide recommendations. These examples are not meant to be an exhaustive list but rather priorities highlighted by residents during the West Area planning process or recommended by the policies and strategies in the plan.

**Land Use & Built Form**
- Enhanced public realm, including improved amenity zones, green infrastructure and stormwater management, street furniture, pedestrian lighting, etc.
- Incorporate green building practices, sustainability, and energy-efficiency
- Preservation of an existing older structure, particularly if it holds historic or cultural merit
- Integration of art, culture, and history in new development
- Mixed-use development on-site with a focus on commercial, retail and community uses that are needed and desired in the area

**Economy**
- Permanent affordable housing that can accommodate a range of Area Median Income (AMI) levels, especially for very low-income households
- On-site job training, apprenticeships, and tutoring programs
- Local employment for youth, women, minorities, immigrants, and seniors
- Affordable childcare
- Below-market commercial space for small businesses, non-profits, incubator space, cultural uses, or community-serving enterprises

**Mobility**
- Subsidized transit (RTD Neighborhood or Business Eco-pass programs)
- Circulator or shuttle to connect employees/residents to transit
- Enhanced trails, trail entrances, signage, and wayfinding
- Free shared bicycle, e-bike, or micromobility share on-site, and other creative Transportation Demand Management (TDM) strategies

**Quality of Life**
- Off-site park or trail connections close to development sites that increase access, acreage and/or quality of local parks
- Regenerative green infrastructure improvements (e.g., natural landscapes that support pollinators and other elements of a healthy ecosystem; or which bear fruit and/or vegetables for human consumption)
- Publicly-accessible open space and parks, including those privately owned
- Fresh food uses on-site such as community gardens, local markets, produce boxes, food distribution/food delivery, or full-service grocery stores
Regenerative green infrastructure improvements

Trail connections

Circulator or shuttle to connect employees/residents to transit

Community gardens

Permanent affordable housing

On-site job training
2.1.7 HOUSING OPTIONS/DESIGN & LANDMARK PRESERVATION

What is it?
The residential areas identified in the Future Places map are where a majority of West Area residents live today. They provide a broad range of housing options and accommodate the varying needs and lifestyles of different households (single person households, families, the elderly, etc.) The built form, style, and scale of homes contribute to the overall design aesthetics of the West Area neighborhoods. They help engage the public realm so that residents can enjoy their regular commutes, daily activities, and strolls through the neighborhood.

The preservation of historic and culturally-significant places contributes to the overall identity and placemaking of a neighborhood, and creates a link to the roots of the community and its people. Preservation opportunities exist not only within the residential areas, but also along corridors and within centers and districts.

What’s going on in West?

HOUSING OPTIONS
In the West Area, 55% of all dwellings are single-unit homes. This is a higher proportion than the City overall, where 46% of units are single-unit homes. As with other characteristics, housing types vary from one neighborhood to the next. Sun Valley is predominantly multifamily housing; only 10% of units are single-unit homes, while 52% are in structures with five units or more. Barnum West represents the other end of the housing spectrum, where 88% of dwellings are single-unit homes.

Community input identified the desire to expand housing options within West that are appropriately tailored to and within different types of locations in neighborhoods (e.g., near schools, parks, or transit stops). Residents thought that smaller forms of housing, such as ADUs, duplexes, and fourplexes were generally more appropriate south of the Lakewood/Dry Gulch, where more lower-scale homes currently exist, compared to multi-unit structures which were thought to be more appropriate in the northern portions of the West Colfax and Sun Valley neighborhoods.

In addition to housing options, residents expressed concern about decreasing affordability and losing the historic neighborhood character due to the intensity of new construction. Given these concerns, thoughtfully allowing additional units through additions and renovations of existing homes could help to preserve those homes while expanding housing options.

COMMUNITY FEEDBACK
Community members were asked as part of an online engagement survey to choose and rank key design elements of new construction that are most important to them in low-intensity residential areas (e.g., single-unit, rowhomes). The top five design priorities (ranked from most to least important) were:

1. DISTINCT BUILDING FEATURES
2. HEIGHT AND SIZE OF HOME
3. MATERIALS
4. ROOF FORM
5. ARTICULATION OF WALLS

More detailed background information regarding residential development patterns and architectural features associated with neighborhoods in West can be found in the West Pattern Book.
HOUSING DESIGN QUALITY & COMPATIBILITY

Significant growth and new construction of homes has occurred primarily north of the Lakewood/Dry Gulch in West Colfax – averaging 200 new housing units per year from 2010-2019. Residents said they have seen increased demolition of exiting homes and construction of new homes that have maximized the full building envelope of the zoning standards, and expressed the desire for new construction and additions to be built with similar materials and techniques—and of similar styles, to existing homes in the area.

LANDMARK PRESERVATION

While no historic landmark districts exist in West, a few landmark structures have been designated throughout the West Area including select homes along Stuart Street and Lake Middle School in the West Colfax neighborhood, and a church in Villa Park. Many more landmark preservation opportunities exist in West and the community has expressed interest in exploring more preservation opportunities for structures and places that help provide a link to the historic and cultural roots of the community and its people.

DESIGN QUALITY TOOLS IN LOWER-SCALE RESIDENTIAL AREAS

The Denver Zoning Code (DZC), adopted in 2010, sets regulations for development of private property including uses, building placement, height, design, and parking, by neighborhood context. Regulatory tools exist within and outside of the DZC to better align the design of future residential construction with community priorities:

- Conservation Overlay: A zoning code tool that is intended to perpetuate existing elements of neighborhood character as change occurs. In particular, the conservation overlay district tool has been used to better match allowed height and building coverage to the surrounding neighborhood.

- Design Overlay: A zoning code tool that is intended to establish a common design character for future development.

Chapter 30 of the Denver Revised Municipal Code (DRMC) also provides criteria to create and regulate historic districts and individual landmarks. These regulatory tools exist outside of the Denver Zoning Code but provide communities with the opportunity to honor the historic character of their neighborhood:

- Historic Districts: Adds a design review process, using design guidelines and limits to demolition. Some other special district overlays, such as conservation overlays, can be combined with historic district designation. Applications for work in a historic district are administered by the city’s Landmark staff, with some projects requiring review by the Landmark Preservation Commission.

New construction homes in West Colfax
**RECOMMENDATIONS**

**L5**

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options within Low Residential places.

Providing diversified housing options can help accommodate households of varying income levels and lifestyles with housing choice. In West, single-unit homes are the predominate use in low residential areas, and other types of housing options are limited, available, or allowed. While residents expressed a desire to see diverse housing options permitted in their neighborhood, residents would like to see these housing options provided in targeted locations (i.e., near parks and schools), in a manner that respects existing neighborhood contexts.

A. Expand missing middle housing in targeted locations. The following should be considered:
   1. Allow low-medium missing middle housing (e.g., duplex, fourplex) on corner lots, near transit, parks/open spaces, gulches, and schools. Greater allowances should be considered when one or more units provide long-term affordability.
   2. Encourage family-friendly housing with larger units, more bedrooms, and family-supportive amenities (see Blueprint Denver Policy LU-H 07 and Policy E-5).

B. Implement adopted citywide policies from Blueprint Denver to diversify housing choice throughout all residential areas by expanding detached and attached accessory dwelling units (ADUs) while also addressing context-sensitive detached ADU design, and the removal of barriers to ADU construction.
   1. Detached ADUs should be an allowed building form in all low residential areas, including duplex and rowhouse districts.
   2. Until a uniform citywide approach to ADU development is complete, consider neighborhood-wide and individual rezonings to allow ADUs where prohibited.

C. Support community partner programs and efforts to create more affordable housing options within low residential neighborhoods, such as the West Denver Renaissance Collaborative’s West Denver Single Family Plus (WDSF+) Accessory Dwelling Unit (ADU) Pilot Program.
   1. Explore partnerships with community land trusts and other community partners to develop additional missing middle housing types, beyond ADUs, that include on-site affordable (income-restricted) units.

3. Study and implement zoning tools to remove barriers to ADU construction while ensuring context-sensitive design. Consider and study the following in greater detail:
   » Changes that make more properties eligible for detached ADUs, including evaluating minimum lot size requirements.
   » Modifications to form standards including height and bulk plane requirements.
   » Site design requirements including parking and lot coverage.
   » Use of complimentary building materials and techniques.

**BACKGROUND STRATEGIES**

**HOUSING OPTIONS/DESIGN & LANDMARK PRESERVATION**

3. Study and implement zoning tools to remove barriers to ADU construction while ensuring context-sensitive design. Consider and study the following in greater detail:
   » Changes that make more properties eligible for detached ADUs, including evaluating minimum lot size requirements.
   » Modifications to form standards including height and bulk plane requirements.
   » Site design requirements including parking and lot coverage.
   » Use of complimentary building materials and techniques.

C. Support community partner programs and efforts to create more affordable housing options within low residential neighborhoods, such as the West Denver Renaissance Collaborative’s West Denver Single Family Plus (WDSF+) Accessory Dwelling Unit (ADU) Pilot Program.
   1. Explore partnerships with community land trusts and other community partners to develop additional missing middle housing types, beyond ADUs, that include on-site affordable (income-restricted) units.
WHAT IS MISSING MIDDLE HOUSING?

Missing middle housing refers to homes such as duplexes, triplexes, rowhomes, and similar neighborhood housing options that fall “in the middle” between single unit and small multi-unit apartment buildings. Missing middle also refers to units that are attainable to middle-income households. These housing types can help provide affordable options for middle-income households and homeownership opportunities for residents who currently rent. Examples of missing middle housing have historically existed in West Denver neighborhoods where the West Area Plan recommends continuing the integration of those missing middle housing options in appropriate locations.

Missing middle housing development is an important strategy to help ease Denver’s housing shortage and make neighborhoods more diverse and inclusive. In particular, missing middle housing options have helped seniors remain in neighborhoods they know and love as they adapt to fixed incomes and smaller households as children move away. (This is often referred to as “aging in place.”)

Missing middle homes can also make neighborhoods more family-friendly, as households with children often desire yards and locations within residential areas as opposed to apartments on commercial streets like West Colfax Avenue. Missing middle housing can provide affordable housing options to families at more attainable housing prices compared to single unit homes.
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to be more consistent with the scale of existing homes and promote natural affordability within Low Residential places.

Community members have highlighted the importance of retaining the existing residential buildings to foster community pride in and to tell the full history of the West Area. Many of the West area neighborhoods are defined by older, one-and one and a half-story houses, which tend to be smaller than homes built today. The eclectic architectural character found throughout the West area includes a variety of architectural styles of homes including Craftsman, English Norman Cottage, Minimal Traditional and Mid-Century Modern. Renovations and additions to allow additional units can help keep most of the building intact and retain design features (e.g., brick facades, front porches), while expanding housing options, retaining mature trees and landscaping, and significantly reducing waste in landfills.

A. Incentivize the preservation of an existing home or structure by allowing an additional primary dwelling unit (attached or detached) only when the existing home is preserved and maintained. The following should be considered:
   1. Age of the home.
   2. Historic or cultural significance of the home.
   3. How much of the home must be preserved.

B. Update regulations in residential zone districts to remove barriers to additions and renovations to existing homes. The following should be considered:
   1. Limited penetrations to the bulk plane standard for architectural features that are consistent with the neighborhood.
   2. Reduction of the required separation between the garage and the main house to enable rear additions.
   3. Reduction of rear building setbacks to enable rear additions.
   4. Exemption of detached accessory dwelling units from maximum building coverage requirements to enable adding detached structures to the rear when maintaining the existing primary structure.

C. Create new and update regulations in residential zone districts and the building code for existing homes to advance environmental sustainability. The following should be considered:
   1. Energy efficient upgrades such as: improved insulation (higher R-Values), energy-efficient windows and appliances, and higher-performing HVAC systems.
   2. Introduce green stormwater management techniques, like green roofs, rain barrels, and increased permeable surface materials.
   3. Establish new regulations that require the salvaging or reuse of building materials when homes of certain age are demolished.

D. Reduce massing, scale, and building coverage to reduce incentives to demolish existing homes and replace them with larger homes that are not consistent with the scale or compatibility of existing homes in neighborhoods.

E. Pursue historic preservation strategies (see Policy L8) and other tools such as Conservation Overlays to preserve key features of existing historic buildings on a neighborhood-wide scale.
New construction in residential areas is sometimes out of context and detracts from neighborhood context due to the greater mass and scale of new buildings in contrast to older buildings. Modifying zoning requirements such as setbacks, building coverage, and building height can help ensure new buildings and additions make good neighbors and fit in with the established context and scale of the surrounding neighborhood.

**BACKGROUND**

**RECOMMENDATIONS**

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, work with neighborhoods within the Enhanced Residential Design Areas (areas composed primarily of single-unit, duplex and or row house structures) to ensure that zoning tools help new construction fit into the neighborhood (see Section 2.1.4).

New construction in residential areas is sometimes out of context and detracts from neighborhood context due to the greater mass and scale of new buildings in contrast to older buildings. Modifying zoning requirements such as setbacks, building coverage, and building height can help ensure new buildings and additions make good neighbors and fit in with the established context and scale of the surrounding neighborhood.

**POLICY**

**STRATEGIES**

A. Use the West Area Pattern Book to help guide future community conversations regarding the use of regulatory design quality tools, such as conservation overlays. Pattern Books can serve as an initial starting point to help identify and prioritize where these design quality tools may be most appropriate and speak to the initial community design values and input received from the West Area planning process regarding residential design quality and desired building form characteristics.

B. Update zoning regulations to create more contextual standards for massing, materials, scale, and height. The following should be considered and studied in greater detail:

1. Adjustments to the building lot coverage standard to ensure compatibility with existing neighborhood patterns and side setback standards to promote more gradual transitions in height, size and scale.
2. Adjustments to the height and bulk plane standards to promote more compatible scale and massing.
3. Additional form standards to reduce the appearance of building scale and incentives to promote architectural features (e.g., front porches) that are unique to a neighborhood and/or desired by residents.

**ZONING STANDARDS**

**MASSING & FORM**

Zoning standards shape the general massing and form of new construction. Within lower-scale residential areas, these standards typically address:

- **Minimum Setback.** Regulates how far away a structure needs to be set back from the street or adjacent zone lots.
- **Maximum Height.** Regulates how tall structures can be.
- **Bulk Plane.** Regulates the overall massing by having the setback planes essentially form a “tent” over the lot, rising from the zone lot lines for a set height (e.g., 10 ft.) then angling in at 45-degree angles from the side and rear (see image above).
- **Building Coverage.** Regulates the maximum amount of area (e.g., 40%) that structures are allowed to cover the zone lot.
- **Design Elements.** Regulates certain building features such as attached garages, rooftops, and pedestrian entry features.

In addition to zoning, overlays and historic districts serve as additional design quality tools for neighborhoods (see Page 47).
L8

Preserve historic and culturally significant buildings in the West Area.

Preserving the history of a place through its significant historic resources gives a community its unique character. Historic preservation provides a link to the roots of the community and its people. Rehabilitating older buildings not only adds character to the area and celebrates neighborhood history, but it can also help attract new investment.

A. Recognize and honor the diverse history and culture of the West Area.
   1. Organize with community groups, council offices, and preservation organizations to promote and honor the West Area’s diverse cultures and history.
   2. Engage local community members and preservation partners to identify areas or sites for potential historic designation - at a local, state or national level.
   3. Utilize the City of Denver’s Latino/Chicano Historic Context study (and future historic context studies) to identify culturally and historically significant event locations, buildings and sites throughout the West Area.

B. Utilize Discover Denver and other community projects to survey West Area neighborhoods to identify buildings or areas that are historically, architecturally, geographically or culturally significant to inform potential preservation strategies.
   1. Build upon the existing survey of West Colfax (completed 2020) to launch future survey and preservation efforts.
   2. For areas identified as an “Area of Historic Significance” in the Discover Denver Survey Reports, partner with interested community members, council offices, and preservation organizations to engage residents and explore potential individual landmarks, historic districts, cultural historic districts, conservation overlays, or other preservation options.
   3. Explore cultural historic districts to preserve the West Area’s unique cultural heritage. These groups may include the Jewish community, the Latino/Chicano community and the Asian community.

C. Connect property owners to resources to encourage designation, such as:
   1. Technical assistance writing designation applications.
   2. Financial incentives, such as fee reductions and tax credits.
   3. Grants for low-income homeowners to assist with maintenance and repair of historically significant homes.
   4. Assistance with community engagement when historic districts, cultural historic districts or other preservation projects are proposed.

D. For undesignated properties, promote the use of other preservation tools like easements, historic covenants, and conservation overlay districts in addition to designation.

Discover Denver is a citywide building survey focused on identifying buildings that are historically, architecturally or culturally significant to Denver’s history. The survey documents the city’s individual buildings, the histories of its neighborhoods, and the stories important to its communities. Led by Historic Denver, Inc. and the City and County of Denver, the project is funded primarily by a grant from the Colorado State Historical Fund. In West, a survey has been completed for the West Colfax neighborhood.
What is it?
Improving the quality of design advances the broader goal of fostering exceptional urban design and preserving and creating authentic places that thoughtfully integrate streets, public spaces, and buildings. While the previous section touched on enhancing design quality in lower-scale residential areas, the strategies in this section specifically apply to all other areas of West where the community lives, works, and plays.

What’s going on in West?
The current design quality and opportunities to enhance design in West vary widely, and are identified in this Plan’s Opportunity Areas (see Section 2.1.4): Enhanced Mixed-Use Design Areas, Natural Areas, and Manufacturing Transition and Preservation Areas.

Enhanced Mixed-Use Design
With the exception of newer developments, centers and corridors within the Enhanced Mixed-Use Design Areas are generally characterized by smaller commercial buildings with varying frontage types - some that are built right up to the sidewalk and others that are set back to allow for vehicular parking or drive-through facilities. In addition, safety and comfort of pedestrians are challenged by numerous curb cuts along a single block face, absence of a consistent street wall of shopfronts and buildings set close to the street, and minimal landscaping. The strategies in this section aim to address these challenges and encourage better, high-quality design for West.

Natural Space
Unique opportunities exist in West to uplift many of the public amenities like publicly accessible open spaces, gulches, trails, and waterways, as well as existing/future high-capacity stations, by better orienting and designing new development in a manner that complements and builds on these public assets. This can help advance many of the community’s sentiments about wanting more high-quality gathering and pedestrian-friendly places to meet friends and family.

Manufacturing Transition and Preservation
Establishing more sensitive and gradual development transitions, particularly for neighborhoods that are near industrial areas, has been identified as an important issue. The strategies for the Manufacturing Transition and Preservation Areas aim to accomplish improved gradual transitions by providing clearer guidance on the design and orientation of future buildings, and the location of future uses.

2.1.8 URBAN DESIGN FRAMEWORK
ENHANCED MIXED-USE DESIGN

NATURAL SPACE

MANUFACTURING TRANSITION AND PRESERVATION
RECOMMENDATIONS

Encourage high-quality design and neighborhood compatibility within the Mixed-Use Design Areas.

Improving the design quality for future development along corridors and within centers is necessary to preserve and create authentic places for residents and businesses. It is essential that future development responds to its surrounding physical, social, and historical contexts so that it is thoughtfully integrated within neighborhoods. This is especially true for many of our commercial/mixed-use and transit-rich areas where the majority of new growth will be directed.

A. Encourage high-quality building design that promotes a pedestrian-friendly environment and compatible transitions to adjacent lower-scale residential neighborhoods:

1. **Street Enclosure and Building Height.** Lower story heights and other design elements of the building and public realm (e.g., building façades, street trees) should work together to develop a proportionate sense of street enclosure to slow traffic and contribute to pedestrian comfort. Along major corridors and within centers, taller building heights should be focused at the intersections of two primary corridors or at planned/future transit stations, and sites that are larger with the ability to provide an enhanced buffer (e.g., larger setbacks, landscaping) behind, reducing solar cast on adjacent structures, while allowing for greater intensity development.

2. **Neighborhood Transitions.** Building height should step down when directly adjacent to lower-scale residential neighborhoods. Side setbacks should be compatible with front setbacks of buildings on side streets. Horizontal façade lines should match adjacent residential buildings to the extent possible and include vertical “plane-breaks” that transition from smaller to larger setback conditions. Reduction of side setbacks should not be considered, particularly for neighborhood main streets, if it discourages a consistent condition where all buildings are uniformly set along the street edge making what is referred to as a consistent “street wall,” or sense of enclosure created by the uniform placement of buildings along a street.

3. **Building Frontage.** Building frontage should be continuous and only be broken for public spaces such as plazas or outdoor areas (like dining) associated with building uses. Alleys that front along corridors should be enhanced to be activated by pedestrian activity, and therefore more pedestrian-friendly. Street level activation should be designed to promote a pedestrian-scaled environment using canopies, recessed entries, changes in street level setbacks, and other elements such as street furniture, art, planters, etc., that add visual interests to avoid unarticulated blank walls. Given the limited length of façades along neighborhood main streets, frontages should be coordinated at the block scale to ensure the overall urban street wall experience along the block is consistent.

4. **Building Façade.** The ground floor of buildings should be highly transparent – i.e., glass – façades that allow the streetscape outside to interact visually with the building uses inside. For new development, building entrances should be regular, contain “plane breaks,” and other elements that make façades interactive. Long, uninterrupted façades are discouraged, especially for larger developments. Instead, façades must provide variation in building material and scaled transitions to create the appearance of a series of smaller, urban buildings. Service aspects of building use and any associated equipment should not be accommodated on main façades. Horizontal façade lines should also match adjacent properties along neighborhood main streets.

5. **Building Orientation.** Buildings closest to transit station platforms should be oriented toward the transit station, and promote human-scaled activation and create a pedestrian-friendly environment. Key considerations can include incorporating high levels of transparency at the ground floor, pedestrian-scaled architectural elements, upper story setbacks, frequent building entries, and outdoor patios.
Buildings oriented toward transit station platforms

Sensitive transitions to lower scale residential areas

Highly transparent ground floor and variations in building façades

Continuous building frontage with pockets of public space

Taller building heights located at two primary intersections

Pedestrian-scaled environment using canopies, recessed entries, changes in street level setbacks, and other elements
Encourage high-quality design and activation within the Mixed-Use Design Areas. (continued from prior page)

Improving the design quality for future development along corridors and within centers is necessary to preserve and create authentic places for residents and businesses. It is essential that future development responds to its surrounding physical, social, and historical contexts so that it is thoughtfully integrated within the neighborhoods. This is especially true for many of our commercial/mixed-use and transit-rich areas where the majority of new growth will be directed.

B. Within High Capacity Transit Centers, encourage ground floor activation and high-quality site design that promotes a pedestrian-friendly environment along and:

1. **Ground Floor Activation.** Encourage neighborhood-serving retail uses at the ground floor to generate activity along the street. When considering major intersections of primary streets and transit centers, ground floor retail and active uses should be located in a manner to activate corners, transit plazas, and stations to the greatest extent possible. Other additional uses should be considered within major centers as identified in the neighborhood land use recommendations.

2. **Public Realm.** Larger amenity zones should be prioritized along gulches, connections between transit centers, surrounding neighborhoods, and along major corridors (e.g., Federal Boulevard, West Colfax Avenue) to allow for outdoor spaces, dining, plazas, and/or landscaping. Larger public realm improvements such as open spaces and plazas should be prioritized near station platforms. Improvements should consist of streets trees, distinctive paving materials, street furniture, stormwater management systems, pedestrian-scale lighting, art, signage and wayfinding, or other amenities that promote a safe and comfortable pedestrian environment.

3. **Connections and Access.** Future development should facilitate direct and convenient access to station platforms, establishing multiple access points and pedestrian pathways. Buildings should be arranged and designed to provide clear visual and physical connections to stations, including the use of mid-block passageways.

4. **Vehicle Parking.** Vehicle parking should be located to the interior of developments, accessible from side streets, and concealed with vegetation and low height walls to minimize visual impacts on adjacent areas. Existing alleys should be utilized to the extent possible to access garages or surface vehicle parking, limiting curb-cuts onto streets.

5. **Block Size.** Larger developments should include walkable block sizes typically no more than 450 feet in length that promote a pedestrian-oriented environments that break up long façades into smaller components, except where necessary to align with existing mixed-use and residential block patterns and street connections.

C. Along neighborhood main streets, encourage ground floor activation and high-quality site design to promote pedestrian-friendly environments.

1. **Ground Floor Activation.** Encourage neighborhood-serving retail uses (see Section 2.1.5) at the ground floor level to generate activity along the street. Services and other loading areas that support ground floor retail uses should be limited to alleys and side streets, only utilizing side streets when absolutely necessary, ensuring there are visual buffers from adjacent residential uses.

2. **Public Realm.** Amenity zones should be designed and improved by including street furniture, art, continuous tree canopies, and other improvements that will support an active retail environment and quality gathering spaces. Various short-term improvements and initiatives should be pursued to support existing commercial areas (see Policy L1).

3. **Vehicle Parking.** Surface vehicle parking should be located behind buildings and concealed with vegetation and low height street walls to minimize visual impacts on adjacent areas; however, when adaptive reuse or renovations occur, vehicle parking may occur on infill lots with similar concealment measures and reduction of curb-cut widths.
Ground floor activation
Larger amenity zones
Vehicle parking located to the interior and rear of buildings
Direct, convenient access to station platforms
Walkable block sizes
Ground floor activation
Larger amenity zones
Encourage high-quality design and neighborhood compatibility along Neighborhood Natural Areas.

Open space and trails networks serve as key amenities and transportation infrastructure for the West neighborhoods. Having future developments that are better oriented and designed around these key systems will help bolster these systems and create more inviting and pedestrian-friendly spaces for residents and visitors. It will also allow for a more seamless transition and integration of public and privately-owned open spaces.

A. Stormwater Management. Proactively plan for and around the movement and retention of stormwater. Improve water quality through natural groundwater filtration techniques, and reverse the effects of erosion through low impact development strategies, such as bioswales, rain gardens, and by planting/replanting native vegetation.

B. Open Space Improvements. Larger developments should design for and focus attention on open space improvements that complement and strengthen connections to adjacent open spaces and trail networks. Techniques may include incorporating publicly accessible open spaces or plazas that connect to and complement adjacent trails and parks/open spaces, while also enhancing the landscape to preserve and/or restore local ecological systems.

C. Building Orientation and Frontages. Buildings should treat both natural areas and primary streets as primary frontages, encouraging the design and scale of building façades to promote activation, and create a human scaled, pedestrian-friendly environment. Key considerations should include incorporating high levels of ground floor transparency, pedestrian-scaled architectural elements, upper story setbacks, frequent building entries, outdoor plazas and patios, and mid-block passageways that strengthen visual and physical connections between the South Platte River, Lakewood/Dry Gulch, Weir Gulch, and surrounding neighborhoods. For lower-scale residential neighborhoods, low-medium housing options (e.g., townhomes, courtyard apartments) with common, publicly accessible open spaces, should either treat gulches and trails as primary frontages and/or prioritize common open spaces near the South Platte River, Lakewood/Dry Gulch and/or Weir Gulch.

D. Connections and Access. Frequent and direct pedestrian connections should be provided between buildings and adjacent trails. Where gaps exist within the current trails system, new developments should help fill in those gaps and enhance and strengthen trail and mobility networks.

E. Neighborhood Transitions. Larger developments should provide sensitive transitions to lower scale residential areas by increasing building setbacks and upper story setbacks, increasing side setbacks to be more compatible with front setbacks of adjacent homes, and including enhanced landscape buffers.
Sensitive transitions to lower scale residential areas

Open space improvements that complement adjacent open spaces

Frequent and direct pedestrian connections

Improve water quality

Building façades promote activation and pedestrian-friendly environment
Encourage high-quality design and neighborhood compatibility within existing and transitioning Manufacturing Areas

The current state of the West Area manufacturing areas does not promote walkability and a pedestrian-friendly environment. Future reinvestment and redevelopment within these manufacturing areas has the potential to create more attractive environments for both residents and employees. Guidance related to certain built form considerations such as building frontages, walkable block sizes, and transitions to adjacent residential neighborhoods are critical to creating more attractive places in manufacturing areas.

A. **Building Orientation and Frontage.** Buildings should orient to the street and be designed to promote pedestrian-scaled environments, particularly along frontages that directly face residential areas, using canopies, recessed entries, changes in street level setbacks, and other elements that add visual interests to avoid unarticulated blank walls. When developing housing near manufacturing areas or within industrial mixed-use districts, orient primary façades away from industrial uses, set buildings back from industrial uses, utilize parking or landscaped areas as buffers, and ensure construction materials and building mechanical systems mitigate environmental impacts of adjacent industrial zones.

B. **Block Size.** Any redevelopment of manufacturing area to residential, commercial, and/or mixed-use developments particularly within Manufacturing Transition areas, should include walkable, pedestrian-friendly sized blocks that are no more than 450 feet in length to promote a pedestrian-oriented environment and break up long façades into smaller components.

C. **Public Realm and Open Space.** Within the Manufacturing Preservation area, amenity zones should be maximized, particularly along frontages where high levels of truck traffic exist, to promote safe and comfortable pedestrian environments. Where Manufacturing Transition areas and residential areas share and front along the same shared street, the amenity zones should consist of streets trees, distinctive paving materials, street furniture, stormwater management systems, pedestrian-scale lighting, wayfinding signage, or other amenities that promote a safe and comfortable pedestrian environment. Publicly accessible open spaces should be provided and designed to serve as gathering and resting places for nearby employees and residents.

D. **Neighborhood Transitions.** Sensitive and gradual transitions to lower scale residential areas should be provided by locating lower impact uses (e.g., commercial, office) within Manufacturing Transition Areas and higher impact uses (such as hazardous material processing) further away from residential uses within Manufacturing Preservation areas. The height of new development should step down towards lower-scale residential neighborhoods.

E. **Neighborhood Impacts.** Regulate the impacts from noise and other nuisances from existing and future industrial and commercial development on adjacent areas through noise and nuisance standards found in the Denver Municipal Code. Evaluate potential environmental impacts of existing industrial uses along the transition zones of Manufacturing Transition and Preservation areas, and ensure proposed land uses within future redevelopment project sites are compatible with adjacent industrial uses and operations within Manufacturing Preservation areas.
Amenity zones maximized along frontages with high levels of truck traffic
Walkable block sizes
Lower impact uses provide a more sensitive, gradual transition
Primary façades orient away from industrial uses
Publicly-accessible open spaces
Temporary commercial uses to promote activation
2.2 Economy and Housing

2.2.1 - INTRODUCTION (P. 65)
2.2.2 - HOUSING AFFORDABILITY (P. 66)
2.2.3 - ECONOMIC VITALITY - PLACES (P. 72)
2.2.4 - ECONOMIC VITALITY - PEOPLE (P. 77)
2.2.1 INTRODUCTION

The neighborhoods that make up the West Area are a significant force within the City and County of Denver economy, which is in turn an integral part of the overall Denver Metropolitan Area economy. Economic conditions in the West Area currently vary. The industrial areas located along the Platte River are a significant economic engine in West, and play an important role in the City and region’s industrial landscape. Recognizing the importance of preserving the strong-performing employers and industrial uses while balancing the needs of the nearby residential areas is critical to enhancing economic vitality and quality of life for residents.

The West Area residents and neighborhoods face challenges, including socio-economic differences in prosperity, access to opportunity, unemployment, and educational attainment levels. Affordable housing is highly needed throughout West to stabilize current residents. There are underutilized commercial areas in need of public and private sector investment. Residents expressed concerns over involuntary displacement of locally-owned small businesses, the lack of jobs held by local residents compared to the area’s overall population and proximity to jobs, and local schools with projected declines in enrollment.

A strong local economy that includes affordable housing and vibrant commercial areas is vital to a complete neighborhood, and the built environment both shapes and is shaped by local economic activity.

The policies and recommendations in this section will help the West neighborhoods support a diverse, opportunity-rich community, with a range of housing types and affordability levels. They will help to achieve a diverse blend of economic activity that benefits residents while serving markets and visitors from around the region and the world.

The Economy and Housing section is organized by the following subsections below.

- **Housing Affordability** aims to preserve existing housing affordability where it exists today and expand new opportunities for housing affordability everywhere in West to meet the diverse housing needs of residents.
- **Economic Vitality - Places** aims to develop/retain small-businesses in the area and preserve and expand the employment base of West, while improving the environment for residents.
- **Economic Vitality - People** aims to stabilize residents at risk of involuntary displacement and promote employment opportunities for local residents.

2.2.1 LONG TERM VISION

In 2040, the West Area is home to households of all incomes and sizes, including families, seniors, recent immigrants, and young professionals. Multi-unit and mixed-use buildings along its major corridors provide convenient, affordable, high-quality housing, where many residents work just a short walk, bike or transit ride away. Smaller-scale housing options such as ADUs are found within the residential neighborhoods. They provide wealth-building opportunities for homeowners and housing diversity and choice for residents who desire the family-friendly neighborhoods in the area. Long-term residents have found new housing opportunities and access to financial resources to remain in place in their communities.

Locally-owned small businesses thrive in West, contributing to the overall character of the neighborhoods, providing more retail goods and services for surrounding residents. Current businesses have expanded and new small businesses created in the West Area.

The number of jobs in West has risen, along with those who are locally-employed, strengthening the local economy and creating new economic opportunities for area residents. In addition, public and private investments in infrastructure have made it easier and safer for residents to get around, including improved access to parks, trails, gulches and the South Platte River.
2.2.2 HOUSING AFFORDABILITY

What is it?
The most common measure of housing affordability assesses the “burden” that housing costs put on a household. If a household pays more than 30% of their gross income in rent or mortgage payments, taxes, and basic utilities, they are considered to be “cost-burdened” and susceptible to displacement should housing costs increase. The higher the cost burden, the greater the vulnerability, which leaves residents with less money to spend on other daily needs. Affordability does not just refer to subsidized housing for people at extremely low income levels; it also affects an increasingly wide spectrum of working households in the city.

What’s going on in West?
In West, 42% of households are cost burdened compared to the City overall average of 36%. The highest percentage of cost burdened households is observed in the Valverde neighborhood which has an average of 46% of its households considered cost burdened. In addition, per capita income is lower in West compared to Denver’s average per capita income, and the West Area has a greater percentage of households living below the federal poverty line. The current socio-economic conditions of West coupled with rising housing costs present a housing affordability challenge for many households living in the area.

The residential market in the West Area has two distinct components: the areas located north of the Lakewood Dry Gulch, and the areas south of the gulch. The residential market north of the gulch has experienced significant changes including a rapid increase in new home sales and increases in home price. The residential market south of the gulch has experienced less growth; homes in this area are less expensive than those north of the gulch. But at the same time, areas south of the gulch are experiencing a similar trend of rapidly-accelerating and appreciating prices.

COMMUNITY FEEDBACK
Respondents to surveys support the economic vitality of place recommendations, which includes preserving existing housing affordability, housing quality, expanding affordable housing options everywhere, and expanding the diversity of housing types and affordability for various households.

Percent of respondents (211) that either strongly approved or approved.

HOUSEHOLDS THAT ARE COST-BURDENED, 2017

<table>
<thead>
<tr>
<th></th>
<th>West</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>%</td>
<td>42%</td>
<td>36%</td>
</tr>
</tbody>
</table>

Source: US Census ACS 5-year Estimates; Economic & Planning Systems

HOUSEHOLDS LIVING UNDER THE POVERTY LINE, 2017

<table>
<thead>
<tr>
<th></th>
<th>West</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>%</td>
<td>29%</td>
<td>14%</td>
</tr>
</tbody>
</table>

Source: US Census ACS 5-year Estimates; Economic & Planning Systems
**Average Sale Price, 2019**

$535,600  
$343,396

North of Lakewood Gulch  
South of Lakewood Gulch

Source: CoStar; Economic and Planning Systems

**Annual Average Sale Price Increase Since 2007**

12%  
10%

North of Lakewood Gulch  
South of Lakewood Gulch

Source: CoStar; Economic and Planning Systems

**Households That Rent Their Homes**

West  
Denver

55%  
51%

Source: ESRI; Economic and Planning Systems
## HOUSING CONCEPTS

**Income-Restricted Housing**
Income-restricted housing is housing that has a covenant that requires rents to be affordable for residents. The requirements are typically tied to specific Area Median Income levels, and many income-restricted units involve a subsidy to help maintain lower rents. See Policies E1 & E2. (Photo: Vida at Sloan’s Lake, West Colfax)

**Cooperative Housing**
Cooperative housing is housing that is owned or rented by members who intentionally and equitably share resources, governance, rights, and responsibilities. Cooperative housing can help expand access to housing for all, and increases opportunities for home ownership and wealth building for middle-income earners living in increasingly expensive areas. See Policy E3. (Photo: Chrysalis Cooperative, Boulder)

**Supportive Housing**
Supportive housing combines apartments where residents pay rent based on what is affordable for their income, along with on-site and community-based services to help individuals and families transition out of long-term homelessness, back to having a safe place to call home. See Policies E2 & E3. (Photo: West End Flats, West Colfax)

**Preservation of Existing Naturally Occurring Affordable Housing**
Naturally Occurring Affordable Housing (NOAH) refers to affordable housing that operates without subsidy or covenant requirements. A majority of affordable housing falls into this category, and NOAH is an important housing option for low-income families or individuals who do not qualify for income-restricted housing. See Policy E1. (Photo: NOAH, East Colfax, Denver)

**Accessory Dwelling Units (ADUs)**
An ADU is a second unit located on the same zone lot as a primary residence. An ADU may be either “attached” (e.g. a basement unit) or “detached” (e.g. a unit over the garage or a smaller house in the backyard). These units provide sensitive ways to integrate affordable living into established neighborhoods while accommodating the varying lifestyles of different residents. See Policies L5, E2, and E3. (Photo: ADU, Denver)

**Co-housing**
Co-housing is an intentional community of private homes clustered around shared space. Shared spaces and amenities may include community kitchens, dining areas, laundry, parks, and recreational spaces. Co-housing provides more opportunities for community interaction and collaboration for its residents. The shared spaces and amenities also help ease the burden on public parks and recreational spaces as the residential population of a neighborhood increases. See Policy E3. (Photo: Aria Cohousing, Denver)

**Family-friendly Housing**
Housing designed to serve households of more than one generation, usually including children. This includes housing units with more than one bedroom as well as on-site amenities, such as daycares and playgrounds, that serve a variety of ages. See Policies L5 and E3. (Photo: Mariposa, Denver)

**Missing Middle Housing**
Missing middle refers to 2 to 4 unit homes such as duplexes, triplexes, row houses and similar neighborhood housing options that fall “in the middle” between single unit and small apartment buildings. Missing middle also refers to units that are attainable to middle-income households. See Policies L5 and E3. (Photo: Highlands Garden Village, Denver)

**Senior Housing**
Senior housing serves an aging population, ranging from independent living to 24/7 assisted care. There is a stronger emphasis on safety, accessibility, adaptability, and longevity that many conventional housing choices lack. See Policy E3. (Photo: Casa de Rosal, Villa Park)

**Preservation of Existing Naturally Occurring Affordable Housing**
Naturally Occurring Affordable Housing (NOAH) refers to affordable housing that operates without subsidy or covenant requirements. A majority of affordable housing falls into this category, and NOAH is an important housing option for low-income families or individuals who do not qualify for income-restricted housing. See Policy E1. (Photo: NOAH, East Colfax, Denver)
Recommends:

Preserve existing housing affordability and housing quality.

Preserve, protect, and expand affordable housing by providing public agencies, community organizations, and the private development community with the tools and strategies needed to preserve and promote safe and affordable housing for low- and moderate-income renters. In the face of increased demand fueled by changing demographics, private and public investment, and other factors, housing must be on the agenda for those who envision a healthier future for the West Area.

A. Preserve existing income-restricted affordable properties by:
   1. Extending expiring affordability covenants through strategies and incentives such as working with potential purchasers to extend affordability through long-term commitments, and enhancing maintenance and support for tenants.
   2. Exploring partnerships (i.e., non-profits and foundations) to work with owners of existing income-restricted properties to encourage retention and extension of affordability covenants and, where needed, to encourage resale to qualified buyers.
   3. Working with property owners through nonprofits and housing providers to address challenges related to maintenance costs and rising property taxes.

B. Preserve naturally occurring affordable housing, particularly in areas close to transit and in areas vulnerable to displacement, through existing and new tools such as:
   1. Incentive programs for owners and landlords that provide financing for rehabilitation of small multi-unit properties and homes in exchange for affordability commitments.
   2. Partnering with existing cooperatives and other community based organizations to assist tenants with acquiring and transforming housing into cooperative housing.
   3. Partnerships between the City, land trusts, non-profit organizations, and residents to develop new financial and/or regulatory tools.

C. Retain and improve the quality of housing through programs that encourage upgrades and improvements for increased accessibility, energy efficiency, maintenance, and rehabilitation.

D. Connect property owners and landlords to federal (e.g., HUD, enterprise zones), state (e.g., enterprise zones, tax credits), and City (e.g., Business Impact Opportunity Fund) programs that offer tenant assistance and help with maintenance and rehabilitation.

**CASE STUDY:**

**West Denver Single Family Plus (WDSF+) ADU Pilot Program**

In late 2018, the West Denver Renaissance Collaborative (WDRC), in partnership with the City, launched a forgivable loan pilot program to finance ADUs in nine west Denver neighborhoods. The program provides moderate- and low-income qualified homeowners (those earning up to 120 percent of the area median income) with development, financing, and construction resources to develop detached ADUs. Additionally, some homeowners may be eligible for a forgivable loan of up to $25,000 to cover costs of building an ADU. ADUs created through the program are designated as affordable housing for 25 years, to be occupied or rented at a rate no higher than the 80-120 percent area median income maximum rent. As part of the program, the City is working to streamline permitting for prototype ADU designs offered by WDRC.
EXPANDING HOUSING AFFORDABILITY

In 2020, the Expanding Housing Affordability project was launched to establish market-based programs for new development that complement existing tools and resources, enabling the city to address housing needs for households in every neighborhood. The project proposes the creation and/or expansion of three interrelated tools:

- **Linkage Fee.** Fee-based tool that applies to all new development that provides funds for the production or preservation of affordable housing. This is a current tool that will be updated to include updated fees.

- **Mandatory Affordable Housing Program.** Requires new residential development of 8 or more units to include a portion of affordable housing. Alternative compliance requirements are also proposed per the requirements of state law (HB21-1117).

- **Incentive Zoning.** Tool that will incentivize affordable units on-site and increase the supply of affordable housing. Incentives include: increases in allowed building height, parking reductions, permit fee reductions, and affordable housing review team.

Denver City Council is expected to consider this proposal in calendar year 2022. This proposal must be adopted by Denver City Council before it will become effective.

EXPANDING HOUSING AFFORDABILITY

While prior policies focus on stabilizing residents and preserving affordability, there is a need to create new affordable housing in West Denver. Between 2013-2019, annual home prices increased by an average of 13.5%. By January 2022, the average closing price for a single family home in Denver reached $689,711. Advancing housing affordability has been an important priority and reoccurring theme throughout the planning process. Housing affordability should be advanced throughout all of the West Area, including along major corridors, where higher-intensity developments are planned, and within lower-scale residential neighborhoods to increasing housing choice and opportunity for all residents.

**RECOMMENDATIONS**

**HOUSING AFFORDABILITY**

**E2**

Explore strategies so affordable housing is available everywhere by implementing approaches that promote a diversity of affordable housing options within all neighborhoods and new development.

While prior policies focus on stabilizing residents and preserving affordability, there is a need to create new affordable housing in West Denver. Between 2013-2019, annual home prices increased by an average of 13.5%. By January 2022, the average closing price for a single family home in Denver reached $689,711. Advancing housing affordability has been an important priority and reoccurring theme throughout the planning process. Housing affordability should be advanced throughout all of the West Area, including along major corridors, where higher-intensity developments are planned, and within lower-scale residential neighborhoods to increasing housing choice and opportunity for all residents.

**A.** Ensure the value of increased development potential is shared within communities through the provision of on-site affordable housing, a diversity of housing types, and elements that promote complete neighborhoods (see Policy L3). Appropriate tools include:

1. Mandatory affordable housing programs and affordable housing zoning incentives.
2. Leverage transformative project areas subject to LDR (Large Development Review) including the Federal Boulevard and Colfax Avenue Interchange and Stadium District Master Plan to encourage affordable housing beyond the City’s minimum requirements.

**B.** Prioritize new affordable housing and increase housing diversity within lower-scale residential neighborhoods that are more context-sensitive such as the West Denver Renaissance Collaborative’s West Denver Single Family Plus program, ADU Pilot program, Stay-in-Place programs, land trusts, and land banking programs (see Policy L5).

**C.** Support the acquisition of land for future affordable housing development by the City and/or its partners, such as Denver Housing Authority, community land trust entities, and non-profit housing developers.

**D.** Promote the use and expansion of tools, such as Low-Income Housing Tax Credits, Tax Increment Financing, and the Affordable Housing Fund, to promote and support the development of affordable housing.

**E.** Partner with nonprofit housing providers, Denver Public Schools, and other major employers to develop workforce housing.

**F.** Ensure new housing meets community needs, including:

1. Affordable to households earning very low, low, and moderate incomes, consistent with adopted city policies.
2. Addressing the shortage of units affordable to very low-income households that are either currently living in the plan area or have been involuntary displaced due to rising housing costs.
3. Housing designed to accommodate a range of households, including families, multi-generational living, aging in place, seniors, residents with disabilities, and residents needing supportive services.
4. Providing a diversity of housing types and opportunities for renters to move into homeownership.

**EXPANDING HOUSING AFFORDABILITY**

In 2020, the Expanding Housing Affordability project was launched to establish market-based programs for new development that complement existing tools and resources, enabling the city to address housing needs for households in every neighborhood. The project proposes the creation and/or expansion of three interrelated tools:

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Denver City Council is expected to consider this proposal in calendar year 2022. This proposal must be adopted by Denver City Council before it will become effective.
RECOMMENDATIONS

Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes in all neighborhoods.

When community members were asked about housing options in the area, a majority felt West needed more options for both low-and moderate-income households, families, and seniors – illustrating the need to expand diversity of housing types. The area’s housing types should reflect the diverse population that lives here currently and those that seek to live in West, and should include quality options for vulnerable populations, aging in place, non-traditional living arrangements, and families.

A. Increase the supply of permanent and supportive housing by combining deeply affordable housing units with health care, and other holistic supportive services to create stability and security for vulnerable residents.

B. Integrate accessory dwelling units (ADUs) and missing middle housing in locations (See Policy L 5) with strategies that promote affordability and wealth-building for low- and moderate-income residents, such as:
   1. Providing technical assistance and reducing barriers in permitting and construction for existing homeowners.
   2. Support and partner with local organizations on housing initiatives/pilot programs and other efforts, such as the West Denver Single Family Plus (WDSF+) ADU Pilot Program lead by the West Denver Renaissance Collaborative (WDRC).

C. Expand housing options for non-traditional households to support aging-in-place, co-housing, cooperatives, and group living.
   1. Support citywide efforts to revise city regulations in response to the demands of Denver’s unique and modern housing needs (see Blueprint Denver Policy LU-H 01).
   2. Enable residents to age in place within their neighborhoods through models such as senior/assisted living, home-sharing, and co-housing.

D. Encourage family-sized units (2-3 bedrooms) and family-supportive amenities in residential developments (see Blueprint Denver Policy LU-H 07).
   1. Family-sized units should be located close to family-friendly facilities and amenities such as schools, parks, public open spaces, trails, and recreation centers.
   2. Work with community partners, affordable housing developers, and community land trusts to identify opportunity sites for affordable, family-friendly housing. Develop partnerships and affordable housing pilot programs that can be refined over time to expand affordable family housing options throughout the West Area.

E. Explore new financial tools and incentives including tax abatement and expedited permit reviews for existing and new residential properties that provide income-restricted affordable units.

F. Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs, such as:
   1. Creating ownership options that are affordable to moderate-income residents amongst the diverse range of housing types being promoted in strategies B-D above.
   2. Working with community land trust and cooperative partners to implement land trusts and cooperatives in the West Area.
   3. Supporting existing and creating new programs intended to make homeownership more attainable for residents of income-restricted rental housing.
   4. Helping residents to become homeowners through programs such as targeted homebuyer counseling services that integrate financial coaching and education with down payment assistance.
   5. Creating a homeownership catalyst pilot program that provides technical assistance and financial incentives, such as a program that provides incentives and down payment assistance for maintaining good credit, and shared equity models and programs.
2.2.3 ECONOMIC VITALITY - PLACES

What is it?
Supporting small business development and job creation and growth is critical to strengthening the economic vitality of the West Area. By supporting the development of existing small businesses and creating opportunities for new businesses, they can provide job opportunities, attract community-serving retail that serves nearby residents, and bring in visitors from outside the area.

The presence of employees in the value manufacturing and innovation/flex districts helps to provide a daytime population that supports surrounding businesses. These jobs also provide employment opportunities for local residents. This plan aims to preserve employment areas while also improving transitions to adjacent residential uses and improving access to the South Platte River. Doing so will help strengthen economic assets that serve as a significant economic engine in the West Area while also improving quality of life.

What’s going on in West?
The industrial market is the strongest component of the West Area’s commercial market, and a key part of the City’s industrial landscape. There is over 4.3 million square feet of industrial space in the West Area, primarily located in Sun Valley and Valverde. These properties are employment generators as well; in 2018, 42 percent of jobs in the West Area were classified as “Production” sector jobs (including Construction, Manufacturing, and Wholesale Trade), heavily concentrated in these industrial areas.

West had a total of 1.35 million square feet of retail space across the four corridors in 2019. Alameda Avenue and Federal Boulevard have the most retail establishments, while West Colfax Avenue and Sheridan Boulevard have fewer but larger buildings. West is primarily made up of smaller retailers and includes a combination of locally-owned and national retailers.

Vacancy rates are relatively low in both retail and industrial markets, indicating strong market demand for employment and growth.

### TOP 3 EMPLOYMENT INDUSTRIES OF WEST AREA, 2018

<table>
<thead>
<tr>
<th>Industry</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>17%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>13%</td>
</tr>
<tr>
<td>Administrative and Support &amp; Waste Management &amp; Remediation Services</td>
<td>11%</td>
</tr>
</tbody>
</table>

### TOTAL JOBS, 2018

- **Valverde & Sun Valley, 2018:** 12,300 jobs

### PERCENT OF JOBS IN VALVERDE & SUN VALLEY, 2018

- **82%**
VACANCY RATES, 2019

3.8%  
Industrial

4.0%  
Commercial

Source: Costar; Economic & Planning Systems

AVERAGE ESTABLISHMENT SIZE OF RETAILERS, 2019

3,900 - 5,900 sf

Source: Costar; Economic & Planning Systems

POTENTIAL NEW JOBS IN THE NEXT 10 YEARS

2,670 - 4,900

Source: QCEW; Economic & Planning Systems
ECONOMY CONCEPTS

Small-Business Development and Retention
This concept is about offering financial/technical resources and connecting small businesses with commercial spaces so that they can grow and stay in place.

Preservation and Expansion of Employment Base
This concept is about preserving and expanding the current employment base, while improving the built and natural environment for surrounding residents.

Community Relief Programs
These programs help residents stay in their homes by providing both short- and long-term assistance including temporary rental and utility assistance, property tax rebates, homeowner preservation initiatives, shared equity, ownership programs, etc.

Local Employment
This concept is about connecting local area residents to local employers through strategic partnerships, incentive programs, educational opportunities, apprenticeships and mentor programs.

Incubators and Co-Working Spaces
These organizations offer small businesses and entrepreneurs shared work space, mentoring, business development training, funding support, equipment, childhood to adult classes, and job training.

Local Employment
This concept is about connecting local area residents to local employers through strategic partnerships, incentive programs, educational opportunities, apprenticeships and mentor programs.
Strengthen the economic vitality of corridors to create opportunities for community-serving retail, and small-business development to stabilize small businesses at risk of involuntary displacement.

The community and local corridors are home to many small businesses in the West Area. Residents have expressed the desire to support local businesses while allowing new opportunities for community-serving retail in areas where many car lots and vacant land exist today. Small businesses have the opportunity to increase community-desired retail that serve the needs of local residents and attract new visitors to the area. Leveraging and connecting businesses to business development tools and financial resources, and tailoring regulatory tools can help strengthen existing businesses while allowing for new businesses to be established and thrive.

A. Provide incentives for local merchants leasing newly developed spaces along major corridors and centers, and incentivize new projects that offer smaller retail spaces and/or provide below-market commercial spaces with incentives such as height bonuses, low-interest financing, and direct subsidies.

B. Consider Tax Increment Financing (TIF), urban renewal investment and revitalization programs, particularly within major centers and along corridors, to encourage new and redevelopment projects, with an emphasis on those that deliver community desired goods and services.

C. Assist interested small businesses in buying their building or condo space, by utilizing programs such as the Small Business Administration’s 504 Loan Program and mobilizing community development organizations, such as Community Development Corporations (CDCs), to acquire commercial property.

D. Connect businesses to existing City resources that provide financial support, such as business development programs, financing opportunities, grants, and financial incentives.

E. Offer new forms of financial support for upgrading or expanding existing retail space, storefront improvements, business signage upgrades, and unexpected repairs and building rehabilitation. Support can come in varied forms including fee waivers or deferrals, low-interest loans, or small grants.

F. Make financial resources more accessible and known through coordination with Business Improvement Districts, translation of materials/applications, and targeted outreach to businesses.

G. Offer financial incentives to landlords and property owners that are willing to sign long-term leases with small businesses.

H. Identify brownfields and leverage grants/private investment to remediate and invest in these sites.

I. Encourage adaptive reuse of older commercial buildings to support the creation of an ongoing commercial opportunity for local and small businesses (see Policy L2).

J. Explore the creation of Business Improvement Districts to promote business expansion and investment, and Cultural Districts to celebrate the rich diversity of West and promote services, food, and events that are culturally relevant to surrounding residents.

CASE STUDY:
South Thornton Attraction & Revitalization (STAR) Grant

The STAR Grant is designed to enhance and revitalize commercial areas in the South Thornton Development Area by attracting and supporting new and expanding businesses to the area, assisting business owners with building improvements, and assisting with the cost of permitting and licensing, regulatory compliance, equipment purchases or exterior and façade improvements.

This grant has been in place for several years and helped many businesses in the surrounding area to continue their operation. This investment continues to grow and improve these businesses that provide necessary services to surrounding residents and contribute to the overall placemaking of the area.
Preserve and expand the employment base of the existing West Area Manufacturing Districts (i.e., Heavy Production and Value Manufacturing), while improving the built and natural environment for adjacent residential uses and the promotion of sustainable development.

The industrial area located along the South Platte River is a significant economic engine in the West Area, and plays a vital role in the City and region's industrial landscape. Industrial areas within the City have been under pressure to redevelop, and residential market opportunities can erode the quality and strength of industrial areas. Preservation of industrial areas provide an opportunity to retain and strengthen an economic asset through supporting and increasing the proximity of industrial businesses to each other, while improving the built and natural environment for residents located nearby, including enhanced connections through to the South Platte River and regional trail system.

A. Preserve land capacity for employment uses in the Value Manufacturing District. Protect and improve the quantity and quality of all lands, especially those that are vulnerable to conversion to non-industrial, non-employment uses.

B. As low density or underutilized properties within the industrial area (e.g., surface parking lots, truck storage facilities) redevelop, the City should accommodate and encourage higher intensity uses that are specifically industrial in nature (i.e., these properties are redeveloped as higher-intensity industrial uses).

C. Improve the relationship between the industrial area and surrounding residential neighborhoods by promoting sensitive and gradual transitions (see Section 2.1.4 Opportunity Areas and Policy L11).

D. Promote incentives, green certification systems, and/or building requirements (e.g., “Green Codes”) that advocate for transforming the construction of high-performance commercial buildings, structures, and systems, including existing buildings subject to alterations and additions, utilizing both traditional and innovative construction practices.

E. Encourage improved environmental and health performance and support building structures that are restorative, regenerative, and an integral component of the local ecology and culture (See Policies Q4, Q6, Q7, Q8, and Q12).
2.2.4 ECONOMIC VITALITY - PEOPLE

What is it?
Involuntary displacement occurs when residents or businesses can no longer afford to stay in an area due to increasing property values, rents and/or expenses. As multigenerational families and local businesses leave neighborhoods where they’ve been for years, it decreases the diversity of the population and employment opportunities, reduces local school enrollment, weakens the long-standing social networks in the area, and pulls at the threads of the rich culture of West.

Stabilizing the long-term residents and business tenants in West is critical to strengthening the economic vitality of the area. By connecting residents and businesses to available resources and new opportunities, they can better position themselves to thrive economically and continue being part of the West community.

What’s going on in West?
All West neighborhoods are either considered more vulnerable or most vulnerable to displacement based on the Blueprint Denver Key Equity Concepts, which accounts for median household income, percentage of renters and educational attainment. As discussed in previous sections, housing affordability is a key obstacle for the community that needs to be addressed.

There is a significant concentration of employment within the West Area, particularly industrial employment in Sun Valley and Valverde. Many of the jobs in the West Area pay strong wages and provide employment opportunities to residents throughout the region. While only 4 percent of jobs within the West Area are held by local residents, for the small geography that is represented by the study area, this is a reasonably high local share. Opportunities to connect local employers with residents will be critical to creating new economic opportunities and improving upward mobility for West households.

COMMUNITY FEEDBACK
Survey participants supported the economic vitality recommendations, which included stabilizing residents and small businesses at risk of involuntary displacement, and promoting employment opportunities for local area residents.

78%
Percent of respondents (213) that either strongly agreed or agreed.

PERCENT OF RESIDENTS THAT WORK & LIVE IN WEST, 2017

4%
Source: QCEW; Economic & Planning Systems

MEDIAN HOUSEHOLD INCOME, 2019

West
$41,377
Source: ESRI; Economic & Planning Systems

Denver
$68,771
**RECOMMENDATIONS**

**E6**

Stabilize residents at risk of involuntary displacement.

All six neighborhoods in the West Area are considered “vulnerable to displacement” based on a Blueprint Denver equity indicator that measures educational attainment, percentage of renters, and median household income—all key factors that contribute to a household’s ability to stay in place. In addition, residential property taxes have also increased between 20%-35% throughout the neighborhood which is higher than the city median value of 12% which can increase financial burdens particularly for fixed-income households. Household poverty rates and percentages of households that are cost-burdened (i.e., spending more than 30% of their gross annual income on housing costs) are also higher than the city as a whole.

A. Support community relief programs to help residents stay in their homes, including temporary rental and utility assistance, property tax rebates, homeowner preservation initiatives, ownership programs, eviction legal defense, tenant rights counseling, financial empowerment training, energy and accessibility assistance, home rehabilitation assistance, foreclosure prevention, food access, and emergency relief funds.

B. Support citywide efforts to explore preference policies that would give preference in income-restricted units to existing residents that have been or are at risk of involuntary displacement.

C. Integrate resources and strategies to address equity considerations and mitigate involuntary displacement of residents with the implementation of major City investments and projects, including regulatory changes, legislative rezonings, and transportation infrastructure improvements. Strategies include incentives or requirements for affordable housing and targeted engagement to connect vulnerable residents and business owners with available resources.

D. Work with partners to increase access and awareness to programs that help residents stay in place, increase utilization of public housing programs (including City, State and nonprofit programs), increase homeownership and explore land trust and land banking programs to promote affordable housing retention and development.

E. Conduct outreach with community partners and service organizations (i.e., Denver Public Schools, Denver Human Services, local non-profits, etc.) to understand the needs of seniors and low-income families, and other demographic groups that are at risk of involuntary displacement, to explore and develop additional assistance options.
While there are a significant number of jobs in the West Area, many of these jobs are not held by residents. In 2017, only 4 percent of jobs in the West Area were held by residents of the area with many employees living nearby West including neighborhoods to the south and Lakewood to the west. These jobs offer strong wages that can benefit the residents of the area and place them in an industry that can provide more financially stability.

Promote employment opportunities for local area residents of all skill and education levels.

While there are a significant number of jobs in the West Area, many of these jobs are not held by residents. In 2017, only 4 percent of jobs in the West Area were held by residents of the area with many employees living nearby West including neighborhoods to the south and Lakewood to the west. These jobs offer strong wages that can benefit the residents of the area and place them in an industry that can provide more financially stability.

A. Encourage industrial growth that provides job opportunities for the City’s residents and maintains the City’s fiscal viability by maintaining and attracting new uses that provide local job opportunities for West Area residents.
   1. Leverage and expand workforce and education systems between employers and educational institutions interested in Career and Technical Education (CTE).
   2. Identify and explore hiring incentives for employers that hire local workers who have completed eligible traineeship and training programs.
   3. Assist business owners with local, state and federal programs such as Redevelopment Project Areas and Enterprise and Empowerment Zones.
   4. Explore and create a platform for incubators, accelerators, and co-working spaces for small manufacturers that serve as a forum for entrepreneurial development, where new companies co-locate in a physical space or join a virtual network to exchange ideas, access key business support services and test-drive their ideas.

5. Work with established businesses and startups to create information exchange systems for a cooperative supply chain management exchange program focused on sharing product materials, knowledge and physical spaces.

Source: Connecting Local People to the Prosperity of Place, Workforce Development Meets Industrial Revitalization, June 2019
2.3 Mobility

2.3.1 INTRODUCTION (P. 81)
2.3.2 STREET TYPES (P. 85)
2.3.3 BALANCED CORRIDORS (P. 92)
2.3.4 HIGH COMFORT BIKEWAY (P. 106)
2.3.5 PEDESTRIAN IMPROVEMENTS, INTERSECTION SAFETY AND NEW CROSSINGS (P. 116)
2.3.6 TRAILS (P. 126)
2.3.7 TRANSIT AND MOBILITY HUBS (P. 132)
2.3.8 NEIGHBORHOOD TRAFFIC CALMING (P. 138)
2.3.9 TRANSPORTATION DEMAND MANAGEMENT (P. 142)
2.3.1 INTRODUCTION

West Area residents and businesses rely on transportation infrastructure to move about their neighborhoods, the City, and the region. They require transportation networks that are safe, accessible and comfortable for walking, rolling, biking, taking transit, moving goods and services, and using their cars. Residents have asked for mobility options and travel choices that align with their vision for a safe, comfortable and connected community.

West features diverse development patterns that vary from neighborhood-to-neighborhood. Because the mobility network has developed over time in line with land use and development patterns and practices from those times, the transportation system is generally older to the north and east, and newer to the west. Areas within neighborhoods nearest Federal Boulevard and West Colfax Avenue developed prior to the proliferation of the personal automobile, and therefore exhibit transportation, density, and land use patterns that are better-equipped to support car-optional lifestyle choices.

The newer areas closer to Sheridan Boulevard were developed primarily in the 1950s as the personal automobile gained in popularity. Because the personal automobile was seen as the “way of the future,” land use development often lacked (and still lacks) critical pedestrian infrastructure like wide sidewalks and accessible street crossings. In addition, major highway developments including Interstate 25 (I-25) and State Highway 6 have fractured the West neighborhoods with physical barriers that have segmented and isolated some neighborhoods from the rest of Denver. Today, as a result of these major vehicular investments from the 1950s and 1960s, the communities of West have several High Injury Network (HIN) streets as identified in Denver’s Vision Zero Action Plan. HIN streets have a history of crashes resulting in serious injuries and deaths - making the need for an intentional focus on pedestrian safety a recurring theme and high priority identified by area residents and safety advocates throughout the West Area planning process.

The policies and strategies outlined in this section aim to significantly reduce crashes and eliminate fatalities while establishing even stronger north-south and east-west connections within West and beyond. The policies and strategies prioritize people over cars, and identify new opportunities that ensure all mobility options are accessible, safe and connected.

Some portions of the existing West transportation and mobility network have received recent improvements including pedestrian and transit investments along Federal Boulevard and West Colfax Avenue. The mobility policies and strategies in this plan will help continue to guide future investments and infrastructure improvements throughout the remainder of West that have yet to realize and benefit from the same level of infrastructure investment.

LONG TERM VISION

In 2040, West Area residents move safely and conveniently throughout their neighborhoods by their mode of choice, and easily meet their daily needs. A well-connected network of streets that prioritize walking, rolling, biking, and riding transit make travel safe and comfortable for everyone of all ages and abilities. Crashes have been significantly reduced everywhere, fatalities are non-existent, and past high injury networks have transformed into vibrant multi-modal transportation streets where pedestrian safety, comfort and convenience are the norm.

New and improved intersections, wide sidewalks, and traffic calming infrastructure have made it easy for people to walk to nearby shops, parks, trails, and frequently running transit services. Residents easily cross State Highway 6 and Interstate 25 using new pedestrian-friendly facilities on their way to visit the adjacent neighborhoods and their locally-owned shops and restaurants. Families and young children frequently travel and recreate on wide, connected regional trails that line area gulches and the South Platte River. The City plans to continue to research and explore trail lighting techniques that balance the community’s needs for comfort and safety while balancing the impacts to the natural environment and systems.

Transit in West is reliable, frequent, and affordable with well-maintained stations and mobility hubs. Both residents and visitors of the area enjoy the high-capacity transit lines that run along Federal and Sheridan Boulevards, and along West Colfax and Alameda Avenues, providing regional rapid transit services throughout the Denver metropolitan area.
The mobility recommendations in this section are consistent with the mobility recommendations in the following plans:

- **Comprehensive Plan 2040** – The 20-year vision for Denver and its people reflects the voices of thousands of Denverites who have shared their hopes, concerns, and aspirations for the City's future. The Comprehensive Plan aims to:
  » Maximize the public right-of-way to create great places.
  » Deliver a robust, diversified, multimodal network.
  » Strengthen local and regional connections, and focus growth, development and jobs in transit rich areas.

- **Mobility Action Plan (MAP)** – Denver's plan to reinvent its transportation system with a focus on mobility, safety, access, equity, sustainability, and smart technology to improve connectivity, economic opportunity and quality of life for everyone.

- **Vision Zero** – Denver's action plan to eliminate all traffic deaths and serious injuries by 2030 with a focus on safety improvements along the City's High Injury Network (HIN) corridors particularly in communities of concern.

- **Denver Moves Transit and Denver Moves Pedestrians and Trails** – Two Mobility Plans developed by mode that contain near and long-term strategies for moving more people through the City.

- **Denver Game Plan for a Healthy City** – The citywide parks plan with recommendations to improve parkways and trails, including:
  » Ensuring all Denver residents are within a 10 minute walk of an area park.
  » Encouraging the creation of new “Contemporary Parkways” with guidance for updating existing and future parkways that reflect current transportation and mobility needs for all Denver residents.

- **Transportation Demand Management (TDM) Policies** – Citywide regulatory efforts that integrate strategies to improve transportation and mobility options for users in new and existing larger scale developments with the goal of reducing or replacing short-distance trips taken by single-occupant vehicles.
**Measurable Goals**

The following metrics evaluate current transportation and mobility conditions, and set future targets to realize the walkable, bikeable, and transit-friendly community vision for the West, while also supporting citywide mobility and safety goals.

**Mode Share**

Mode share is defined and measured by the U.S. Census Bureau as the percentage of travelers using a particular transportation type used (e.g. walking, biking, transit, driving, etc.) to get to a destination. U.S. cities aim to reduce drive-alone rates in single occupancy vehicles (SOVs) to balance and reduce the stress on their transportation systems.

In 2017, Denver’s Mobility Action Plan (MAP) set citywide commute mode share goals for 2030. The West Plan’s 2040 transportation mode share targets improve upon the MAP 2030 goals, with West neighborhoods exceeding the 2030 MAP targets by the year 2040. The data within this section is averaged for all neighborhoods in West, though there is great variation within the West, with West Colfax and Sun Valley already meeting the citywide goals for SOVs and transit commuting.

The West Area Plan will rely on a citywide effort to define mode share goals by neighborhood to include important regional context and analysis. Denver’s Department of Transportation and Infrastructure (DOTI) will establish targets for specific mode share goals at the neighborhood level through the Denver Moves Everyone transportation plan (DME) and other transportation and mobility policies and programs.

Denver Moves: Everyone (a strategic transportation plan underway at the time of this writing) will also set specific post-2030 citywide goals, and may do so by individual neighborhood. This plan states goals should be more aggressive than those outlined in the Mayor’s 2020 Mobility Action Plan, and continue to advance Denver’s pedestrian safety, environmental sustainability and climate action goals.

**Killed and Serious Injury (KSI) Crashes**

Denver’s Vision Zero Action Plan aims to eliminate all traffic deaths and serious injuries on Denver’s roads by 2030. Vision Zero tracks statistics on those killed and seriously injured in roadway crashes annually. The Action Plan focuses on reducing frequent crash types on Denver’s roadways, with a focus on High Injury Networks, Communities of Concern, and educating residents on issues like speeding, distracted, and intoxicated driving.

West contains several High Injury Network streets in need of safety improvements, and all six neighborhoods are classified as Communities of Concern. Vision Zero tracks 3-year KSI averages. The 3-year average (2018-2020) for all West neighborhoods combined was 29.67 people who died or were seriously injured within the area per year (see graph below for 3-year averages by neighborhood). The 2040 target for all Denver neighborhoods is to have a KSI 3-year average trending towards zero.

**2040 MODE SHARE TARGETS FOR WEST**

<table>
<thead>
<tr>
<th></th>
<th>2019</th>
<th>2030</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Occupancy</td>
<td>68%</td>
<td>50%</td>
<td>&lt;50%</td>
</tr>
<tr>
<td>Transit</td>
<td>9%</td>
<td>15%</td>
<td>&gt;15%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>2%</td>
<td>7.5%</td>
<td>&gt;7.5%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>2%</td>
<td>7.5%</td>
<td>&gt;7.5%</td>
</tr>
</tbody>
</table>

**3-YEAR AVERAGE FOR KILLED AND SERIOUS INJURIES (KSI) BY NEIGHBORHOOD**

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>KSI Average (2018-2020)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barnum West</td>
<td>27</td>
</tr>
<tr>
<td>Sun Valley</td>
<td>24</td>
</tr>
<tr>
<td>Valverde</td>
<td>35</td>
</tr>
<tr>
<td>Villa Park</td>
<td>39</td>
</tr>
<tr>
<td>West Colfax</td>
<td>39</td>
</tr>
</tbody>
</table>

Source: CCD Crash Data January 2016 to July 2021
### 2.3.2 STREET TYPES

Blueprint Denver outlines a complete multimodal transportation network that provides mobility choices to all residents, organized into four user categories: Pedestrian, Bike, Transit, and Auto/Goods movement. This complete network will give residents the ability to choose how they access jobs, education, residential, commercial, and leisure destinations.

Denver also uses a system called the “functional classification system” for categorizing different types of streets. Blueprint Denver updated this system to include how surrounding character and context might affect the street’s design or operation. The West Area Plan does not propose to change any future street types as identified in Blueprint Denver, but it does include bold strategies to prioritize multimodal transportation along key corridors to make it easier and safer for people to walk, roll, bike, or take transit.

#### Street Classifications

**Local**

Streets that are designed for the highest amount of property access and the lowest amount of through movement/traffic.

**Collector**

Streets whose main function is to collect movement from local streets and convey it to arterial streets.

**Arterial**

Streets designed for the highest amount of through movement and lowest amount of property access.

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#### Street Classifications

**Local**

Streets that are designed for the highest amount of property access and the lowest amount of through movement/traffic.

**Collector**

Streets whose main function is to collect movement from local streets and convey it to arterial streets.

**Arterial**

Streets designed for the highest amount of through movement and lowest amount of property access.

**Residential**

- **Land Use.** Characterized by primarily residential uses, but may also include parks, schools, civic uses, or small retail nodes.
- **Function.** Traffic calming encourages slower speeds and promotes safety for all users. Signalized cross walks with high visibility markings provide ample crossing opportunities.
- **Buffer.** Street trees provide a buffer between people walking or rolling and traffic.

**Mixed Use**

- **Land Use.** Varied mix of uses including retail, office, residential, and restaurants.
- **Function.** Driveways are more frequent than main streets, but still limited to provide a friendly environment for people walking, rolling, or riding bicycles.
- **Buffer.** Fairly consistent buffer between people walking or rolling and traffic.

**Main Street**

- **Land Use.** Characterized by a mix of uses, such as retail, services, restaurants, and residential.
- **Function.** Wide sidewalks with fewer driveways so as to prioritize people walking and rolling.
- **Buffer.** Consistent street trees and/or amenity zones provide a buffer between people walking or rolling and traffic.

**Industrial**

- **Land Use.** Characterized by manufacturing, but may contain other uses. Buildings are generally low-rise and may be set back to accommodate site-specific needs.
- **Function.** Adequate sidewalk space is provided, but driveway access is more frequent and streets may be wide.
- **Buffer.** Consistent buffer between people walking or rolling and transit.
Traffic Accidents involving Bicycles and Pedestrians

- **City and County Boundary**
- **Parks and Open Space**
- **Lake or Pond**
- **Stream, Creek or River**
- **High Injury Network**
- **Pedestrian Crash**
- **Pedestrian Crash with Fatality**
- **Bicycle Crash**
- **Bicycle Crash with Fatality**
- **Pedestrian and Bicycle Crash at same location**

Source: CCD Crash Data January 2016 to July 2021
Mobility is closely tied to other Land Use and Quality of Life recommendations in this plan. Related recommendations in other topic areas of this plan include:

- **L3** Direct future growth along high-capacity transit corridors and centers.
- **L9** Encourage high-quality design and activation within the Mixed-Use Design Areas.
- **Q3** Address the health impacts of noise and air pollution for development and redevelopment adjacent to 6th Avenue and Interstate Highway 25 (I-25), and the South Platte Regional Trail.
- **Q4** As proposed in the One Water Plan, implement a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River’s environmental, ecological, and recreational needs.
- **Q8** Create a system of green streets and connected alleys that unite open spaces, reduce pollution, improve stormwater, beautify neighborhoods, and reduce urban heat island effects.
- **Q10** Improve and increase accessibility to existing community parks, open spaces, and recreation facilities for all users, ages, and abilities.
- **Q13** Enhance and improve access to existing regional trails, waterways, and the South Platte River.
- **Q13** Improve access to fresh and healthy food and nutrition through improved physical connections and multimodal networks. Prioritize access to nutritious food, goods and services.
MOBILITY CONCEPTS

BALANCED CORRIDORS
Streets that improve safety and comfort and prioritize walking, rolling, biking, and transit.
- Improved transit frequency, capacity, and enhanced stops.
- Safe, accessible, and comfortable walking and rolling environment.
- Improved facilities and safety enhancements for people biking or riding.

INTERSECTION SAFETY IMPROVEMENTS
Safety improvements at intersections, including trail/roadway intersections, to create a safe, comfortable, and accessible crossing for pedestrians and bicyclists.

HIGH COMFORT BIKEWAYS
Bikeways that improve safety and comfort for bicyclists, as well as pedestrians, at intersection crossings. High comfort bikeways include a spectrum of design options.

IMPROVED SIDEWALKS
Safe, comfortable, and accessible walking environments. Where possible, stormwater management infrastructure, climate appropriate vegetation, art, signage/wayfinding and lighting should be considered and incorporated to enhance the user experience, encourage walking, rolling, biking, and the use of transit. (See Section 2.3.5 for more information.)

TRANSIT AND MOBILITY HUBS
Transit stops with enhanced amenities that allow for seamless transition between modes. Transit and mobility hubs can vary in their scale and offerings depending on context. Local mobility hubs have basic transit stop amenities related to one or two modes, while regional mobility hubs may have a plethora of amenities related to multiple mobility networks and systems.
MODAL PRIORITY STREET TYPE CONCEPTS

TRANSIT PRIORITY
Streets designed to improve transit frequency, transit capacity, and provide enhanced stop amenities. Pedestrian and bicycle connections to and from transit are also included.
(Photo: Transit Priority, Source: Nacto.org)

PEDESTRIAN PRIORITY
Streets that provide a safe, accessible, comfortable, and interesting walking and rolling experience through additional pedestrian crossings and reduced crossing distances, wider sidewalks, and safer crossings.
(Photo: Pedestrian Priority, Source: Denverpost.com)

BIKE PRIORITY
Streets designed to provide a safe, convenient, and comfortable experience for people riding bicycles or micromobility devices with intersections that reduce conflicts with vehicles.
(Photo: Bike Priority, Source: Denver.streetsblog.org)

DENVER MOVES: TRANSIT
Denver Moves: Transit is the City’s first transit plan and recommends building out capital investment corridors, enhancing multimodal access to transit, and identifying first and last mile solutions. The plan organizes corridor recommendations into the following categories:

- **High-Capacity Transit:** Corridors (HCT) with high levels of passenger capacity, very frequent services, and high-quality design. These include features to make transit more reliable and rapid, such as BRT or rail infrastructure, and additional improvements including dedicated transit lanes and enhanced stops and stations.

- **Medium-Capacity Transit:** Corridors (MCT) with slightly lower levels of passenger capacity, service frequency, and design than HCT. MCT corridors are served by rapid bus with bus-only lanes and other transit-priority treatments throughout the corridor. Full BRT may be possible on some MCT corridors.

- **Speed and Reliability:** Corridors (S+R) with slightly lower levels of passenger capacity, service frequency, and design than HCT and MCT corridors. S+R corridors benefit from investments such as transit priority signals, improved stop amenities, and can include dedicated transit lanes at key locations to help buses move faster and reliably. All capital investment corridors begin as S+R corridors until funding is identified to build out the full HCT or MCT vision identified in the plan.
2.3.3 BALANCED CORRIDORS

What is it?
Balanced corridors are a key recommendation in this plan. They represent bold modifications to roadway facilities built during the 1950s and 1960s when vehicles were the predominant form of transportation and mobility. Recommendations in this section seek to flip the narrative, prioritizing pedestrians over vehicles through the introduction of safe, functional and diverse multimodal transportation solutions. Balanced corridors present the best opportunity to retrofit streets for West Area residents and their vision for a safe, connected, comfortable and functional transportation network that connects communities and destinations at the local and regional level.

Rolling refers to people using mobility devices such as wheelchairs, mobility schools, and other forms of transportation to assist their movement, and require considerations beyond ADA standards to better protect these roadway users. Most of the current road network prioritizes the personal automobile, and the balanced street recommendations suggest how to best re-balance and reallocate existing roadway space to meet citywide goals.

While space will be reallocated for other modes, Denver expects 50 percent of work trips to be made by personal automobiles in 2030, and a representative portion of the road network will remain focused on moving automobiles. Denver’s Vision Zero program found that driver safety greatly improves following the types of safety treatments recommended in this section. Creating more reliable, connected, affordable, and safe mobility options will improve quality of life and help the City meet its mobility goals.

Examples of potential improvements to create balanced corridors include: repurposing existing street space to enhance pedestrian safety through reducing crossing distances at intersections, closing gaps in the sidewalk network, providing wider sidewalks that meet current regulations and accessibility requirements, reducing speeds on local streets by adding stormwater infrastructure and green street amenities, providing new street crossings and enhancing existing crossings, and repurposing street space to add transit-only lanes, bicycle lanes, neighborhood bikeways, and shared streets. Elements to consider on any particular street will vary based on existing conditions including roadway classifications, existing land use characteristics, and neighborhood contexts.

COMMUNITY FEEDBACK
Community members expressed concerns regarding speeding cars and crashes that occur along major streets, such as Colfax Avenue and Federal Boulevard, as well as interior neighborhood streets such as Knox Court and 1st Avenue. Providing safe and high-quality mobility options including pedestrian, bicycle, and transit service is a top priority of residents.

Three out of the five most important challenges identified by community members were related to safety and mobility.

What are the 5 most important challenges in your neighborhood?

<table>
<thead>
<tr>
<th>Challenge</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speeding Cars</td>
<td>49%</td>
</tr>
<tr>
<td>Residents Feeling Safe</td>
<td>46%</td>
</tr>
<tr>
<td>Better/More Sidewalks</td>
<td>42%</td>
</tr>
</tbody>
</table>

49% 46% 42%
Streets in West Today
West represents a great opportunity within Denver to make significant progress toward the City’s mobility goals of 30 percent of people walking, biking, or taking transit, and zero traffic fatalities by 2030. Despite many auto-centric corridors, the West neighborhoods, on average, exhibit drive alone mode shares below the City average, and transit usage above the City average. Bicycle mode share in West is on par with the Citywide average. Additional transit and bicycle facilities will help these neighborhoods exceed citywide goals, expand access to these already-popular modes, and create more comfortable conditions for the large number of residents already utilizing bicycling and transit options.

West is served by several arterial roadways: Federal Boulevard, West Colfax Avenue, Alameda Avenue, and Sheridan Boulevard. All four of these streets were identified as major barriers by the community and also happen to be High Injury Networks identified in Denver’s Vision Zero Action Plan. In addition to these barriers, West is bounded by Interstate 25, and is intersected by State Highway 6, both of which compound the physical barriers in this area. Within neighborhoods, other barriers include gulches, and at-grade railroad tracks that interrupt the street grid. There are also numerous gaps in sidewalks, as well as many undersized, non-conforming sidewalks. Sidewalk improvements would benefit all West Area residents, and especially those utilizing mobility devices.

PERCENT COMMUTERS DRIVING ALONE VS 2040 GOALS

West Area 2040 Goals

<table>
<thead>
<tr>
<th>Percent of Commuters Driving Alone to Work</th>
<th>West Area</th>
<th>City of Denver</th>
<th>Commuters driving alone in cars</th>
<th>Traffic Fatalities</th>
</tr>
</thead>
<tbody>
<tr>
<td>68%</td>
<td></td>
<td>69%</td>
<td>&lt;50%</td>
<td>0</td>
</tr>
</tbody>
</table>

Source: 2019: ACS 5-Year Estimates (Census)
Vision Zero Action Plan

* 2040 goals will be set by DOTI Denver Moves Everyone Plan anticipated to be complete in 2023?
RECOMMENDATIONS

**M1**

Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options.

**A. Colfax Avenue**

1. **Short Term:**
   a. Implement pedestrian safety and transit enhancements, as identified by the West Colfax Pedestrian Crossing and Transit Improvements Project, and similar DOTI safety improvement programs.
   b. Implement near-term safety improvements as identified by DOTI’s Neighborhood Transportation Management Program and similar DOTI safety improvement programs.
   c. Address pedestrian and bicyclist safety and comfort by reducing crossing distances at intersections. Interventions may include, but are not limited to crosswalk reductions, implementation of green and gray stormwater infrastructure interventions, signage, wayfinding and/or art.
   d. Priority intersections include Sheridan Boulevard, Tennyson Street, Perry Street, Meade Street, Lowell Boulevard, Knox Court, and Irving Street.

2. **Long Term:**
   a. Implement recommendations outlined in Denver Moves: Transit by providing high-capacity transit service, increased frequency, expanded hours of service, and rider amenities at stops.
   b. Study additional permanent safety improvements along the corridor including, but not limited to roadway reallocation, crosswalk reductions, implementation of green and gray stormwater interventions, signage, wayfinding and/or art.
   c. Create greater separation between the sidewalks and roadways for a safer and more comfortable pedestrian experience.
**RECOMMENDATIONS**

**M1**

Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options. *(continued from prior page)*

3. **On-going Coordination:**
   a. Integrate infrastructure and mobility recommendations identified in the Colfax Avenue and Federal Boulevard Interchange Transformation Project, Stadium District Master Plan, West Colfax Viaduct Study, Denver Housing Authority’s Sun Valley Eco-District and Westridge Homes Master Plan redevelopments.
   b. State and Regional Transit and Transportation priorities, plans and initiatives:
      » CDOT Transit corridor and supporting safety/multimodal improvements.
      » DRCOG Metro Vision Regional Transportation Plans (MVRTP).
   c. Local Transit and Transportation Plans
      » City and County Capital Improvement Programs (CIPs).
      » City and County multimodal infrastructure, pedestrian safety, transit, transportation and freight plans.

**WHY IS COLFAX AVENUE IMPORTANT?**

- Identified in the DRCOG Long Range Fiscally Constrained Plan as a Transit Planning Corridor Project and is an ongoing candidate for federal funding.
- Connects the West neighborhoods to Downtown Denver and points east, as well as Lakewood, Edgewater and Golden to the west.
- Provides local and regional services to West, as well as to the broader community.
- Is supported by recommendations throughout Denver Moves: Transit plan.
- Is planned for future transit and pedestrian improvements.
- Has several projects identified in Denver’s CIP and DRCOG’s 2050 MVRTP.
- The nearby West light rail corridor is a complement to the analysis and development of East Colfax Avenue Bus Rapid Transit.
Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options. *(continued from prior page)*

### B. Alameda Avenue

#### 1. Short Term

a. Improve the speed and reliability of transit service, and add amenities at bus stops.

b. Improve pedestrian and bicyclist safety and comfort with reduced crossing distances and intersection improvements.

   > Priority intersections include Sheridan Boulevard, Weir Gulch Trail, Stuart Street, Perry Street, Knox Court, Federal Boulevard, Clay Street, Zuni Street/Yuma Street, Tejon Street, Pecos, South Platte River Trail.

c. Conduct a corridor study to determine the multimodal vision for the corridor which includes the studying the feasibility of:

   > Medium-capacity transit improvements as called for in Denver Moves: Transit.
   > Bus rapid transit (BRT) facilities on Alameda Avenue as called for in the RTD Bus Rapid Transit Feasibility Study.
   > Additional safety improvements along the corridor.

d. Explore a Contemporary Parkway designation for Alameda Avenue.

   > Contemporary Parkways are corridors that help expand the City’s parkway system but impact the City more broadly and include design elements that help meet today’s needs – such as integrating contemporary mobility principles and utilizing drought tolerant plantings.

e. Explore incorporating physical improvements to the roadway that simultaneously slow traffic, improve the visual appearance and condition of the street, celebrate Alameda Avenue’s position as a gateway to various cultural districts including Morrison Road and Little Saigon, and highlight important community assets, such as St. Cajetan’s Church and Cuatro Vientos Park.
RECOMMENDATIONS

Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options. (continued from prior page)

2. Long Term
   a. Implement findings of corridor study.
   b. Provide enhanced transit service with increased frequencies, expanded hours of service, and rider amenities at stops.

3. On-going Coordination
   a. Implement improvements at the intersection of Alameda Avenue, Interstate 25, and the South Platte River as recommended by the current study of Connect Alameda Avenue.
   b. Implement improvements at the intersection of Alameda Avenue and the South Platte River as recommended by the CDOT Alameda Avenue 2.0 Project
   c. DRCOG 2050 Metro Vision Regional Transportation Plan (MVRTP)
      » Transit corridor and supporting safety/multimodal improvements

WHY IS ALAMEDA AVENUE IMPORTANT?

• 2020 RTD Bus Rapid Transit (BRT) Feasibility Study recommends Alameda Avenue as a future corridor.
• Local businesses and future development and investment opportunities.
• Major regional connector for residents, business and manufacturing.
• Is a Denver Moves: Transit Medium-Capacity corridor
• Identified in the DRCOG Long Range Fiscally Constrained Plan as a future Regional BRT Project and candidate for federal funding.
Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking and transit mobility options. 

(continued from prior page)

C. Sheridan Boulevard

1. Short Term
   a. Improve the speed and reliability of transit service, and add amenities at transit stops.
   b. Improve pedestrian and cyclist safety and comfort with reduced crossing distances and intersection improvements.
      » Priority intersections include: Colfax Avenue, 14th Avenue, Lakewood Gulch/Sheridan Boulevard Station, 10th Avenue, 5th Avenue, 1st Avenue, Bayaud Avenue, Alameda Avenue.

2. Long Term
   a. Provide enhanced transit service with increased frequencies, expanded hours of service, and rider amenities at stops.

3. On-going Coordination
   a. Coordination with City of Lakewood and City of Edgewater on safety and transit improvements along our jurisdictional boundaries to improve conditions for all users.

WHY IS SHERIDAN BOULEVARD IMPORTANT?

- Identified in the DRCOG Long Range Fiscally Constrained Plan as an Arterial Safety/Regional Vision Project/Program candidate for federal funding.
- Supported by Denver Moves: Transit as a potential future high-capacity transit corridor.
- Local businesses are located along this corridor and will benefit from transit and pedestrian improvements.
- Regional connections intersect with the corridor, making it a vital component of regional mobility.
Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options. (continued from prior page)

D. **Federal Boulevard**

1. **Short Term**
   a. Advance findings and recommendations in the Federal Boulevard Alternatives Analysis for implementing high-capacity transit along the corridor.
   b. Improve pedestrian and cyclist comfort and safety with infrastructure improvements that reduce crossing distances and advance intersection improvements.
      » Priority intersections include: 17th Avenue, West Colfax Avenue, Howard Place, Holden Place, 10th Avenue, 8th Avenue, 5th Avenue, 2nd Avenue, and 1st Avenue.
   c. Explore the feasibility of a pedestrian controlled mid-block crossing, such as a HAWK (“high-intensity activated crosswalk beacons”) signal at Bayaud Avenue to improve safety and connectivity between the Barnum and Valverde neighborhoods for pedestrians and bicyclists.

2. **Long Term**
   a. Provide high-capacity transit service with increased frequency, expanded hours of service, and rider amenities at stops.

3. **On-going Coordination**
   a. Integrate mobility recommendations related to Colfax Avenue and Federal Boulevard Interchange Transformation Project, Stadium District Master Plan, Sun Valley Eco-District Redevelopment, DRCOG 2050 Metro Vision Regional Transportation Plan (MVRTP), and Denver’s CIP.

**WHY IS FEDERAL BOULEVARD IMPORTANT?**

- As identified in the DRCOG Long Range Fiscally Constrained Plan, Federal Boulevard is a future Regional BRT Project and potential candidate for federal funding.
- Advance recommendations contained in the Federal Boulevard Alternatives Analysis to explore the feasibility of implementing high-capacity transit alternatives along the corridor.
- Support local businesses through safety and connectivity improvements along the corridor.
- Regional connections intersect with the corridor, making it a vital component of regional mobility.
- Connection to major destinations (i.e., Mile High Stadium, Downtown Denver, future infill developments).
RECOMMENDATIONS

Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options. (continued from prior page)

E. 8th Avenue (Federal Boulevard to the 8th Avenue Viaduct)

1. Short Term
   a. Improve Weir Gulch Trail quality to provide a parallel high comfort bicycle facilities east of Federal Boulevard.
   b. Improve the quality of the pedestrian environment along 8th Avenue. Implement Vision Zero Action Plan physical and/or operational safety improvements such as improved lighting, increased dedicated pedestrian space, and improved wayfinding and facilities along the 8th Avenue bridge and the South Platte River Trail.
   c. Study operational and/or physical strategies to improve pedestrian and bicycle comfort and safety at the intersections of 8th Avenue & Canosa Court, and 8th Avenue & Decatur Street. These two crossings (as well as the segment of 8th Avenue between them) is critical for continuous and connected bicycle facilities along the Decatur Street/Bryant Street corridor crossing 8th Avenue. This corridor has the potential to act as a pedestrian and bicycle north/south backbone internal to the neighborhood between Valverde, Sun Valley, and the Stadium District Master Plan area, providing bike and pedestrian friendly alternatives to Federal Boulevard.

2. Long Term
   a. Balance street design based upon transportation network needs and community input.
      » Study the feasibility of reconfiguring 8th Avenue to prioritize pedestrian mobility and potentially future bicycle mobility from Federal Boulevard to the 8th Avenue Viaduct.
      » Evaluate the reconfiguration of this 4-lane facility as a 3-lane cross section, freeing up public right-of-way for pedestrians and bicyclists.
      » Identify opportunities to redefine this segment in coordination with Denver transportation projects and the potential closure of the I-25 ramps as recommended in the CDOT Interstate 25 Planning and Environmental Linkages study.
   b. Study the feasibility of reconnecting the grid (Decatur Street, Canosa Court, or Bryant Street) north and south of 8th Avenue as properties redevelop.
   c. Improve the pedestrian environment along 8th Avenue with lighting, increased pedestrian space, and improved wayfinding along the 8th Avenue bridge to the South Platte River Trail.
   d. Study the feasibility of including street trees along this section of 8th Avenue to make the pedestrian experience comfortable with increased tree canopy and stormwater management amenities.
M1

Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options. *(continued from prior page)*

3. On-going Coordination
   a. Align the 8th Avenue Bridge reconstruction and CDOT I-25 Valley Highway/Burnham Yard projects to reinforce safe and comfortable pedestrian and bicycle amenities that enhance user experiences, comfort and safety.

F. 8th Avenue/7th Avenue (Tennyson Street to Federal Boulevard)
   1. Short Term
      a. Study the feasibility of a high comfort bikeway along 8th Avenue between Federal Boulevard and Lowell Boulevard and 7th Avenue (between Lowell Boulevard and Tennyson Street) to provide an East-West bicycle facility, connecting to planned and existing bicycle facilities for a more complete multimodal pedestrian and bicycle network.

G. Bayaud Avenue
   1. Short Term
      a. Study the feasibility of a high comfort bikeway along Bayaud Avenue between the Weir Gulch and South Platte River Trail.
      b. Study the feasibility of a pedestrian controlled mid-block crossing, such as a HAWK (“high-intensity activated crosswalk beacons”) signal for pedestrians and bicyclists at Bayaud Avenue to improve connectivity between the Barnum and Valverde neighborhoods.
   2. Long Term
      a. Study the feasibility of adding connections between Zuni Street and Yuma Street.
      b. Study the feasibility of a bicycle and pedestrian bridge over the South Platte River and Interstate 25 at a location between 2nd and Alameda Avenues.
      c. Explore future, non-vehicular crossings to connect proposed and existing bicycle facilities on both sides of the South Platte River and Interstate 25 that connect with Bayaud Avenue bicycle facilities in the Valverde neighborhood.
RECOMMENDATIONS

Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options. (continued from prior page)

H. Decatur Street/Bryant Street
   1. Short Term
      a. Implement a high-comfort bicycle facility from the Stadium District (at Colfax Avenue) to Bayaud Avenue utilizing Decatur Street, 8th Avenue, Canosa Court, 7th Avenue, and Bryant Street.
   2. Long Term
      a. Re-establish the grid and simplify connections between 8th Avenue and 6th Avenue by connecting Decatur Street to 7th Avenue and/or Bryant Street to 8th Avenue.
      b. Establish a bicycle and pedestrian connection along Bryant Street between 2nd and 1st Avenues.

I. Tennyson Street
   1. Short Term
      a. Implement a high-comfort bicycle facility from 7th to 17th Avenue.
   2. Long Term
      a. Study the feasibility of a pedestrian and bicycle facility crossing 6th Avenue between Perry Street and Sheridan Boulevard.
      b. Study the feasibility of a high-comfort bikeway on or near Tennyson Street (south of 6th Avenue) to Weir Gulch/Bayaud Avenue.

J. Bayaud Avenue
   1. Short Term
      a. Study the feasibility of a high comfort bikeway along Bayaud Avenue between Weir Gulch and the South Platte River Trail.
      b. Study the feasibility of a pedestrian controlled mid-block crossing, such as a HAWK (“high-intensity activated crosswalk beacons”) signal for pedestrians and bicyclists at Bayaud Avenue to improve connectivity between Barnum and Valverde neighborhoods.
   2. Long Term
      a. Study the feasibility of a connection between Zuni and Yuma Streets.
      b. Study the feasibility of a bicycle and pedestrian bridge over the South Platte River and Interstate 25 between 2nd and Alameda Avenues to create safe and comfortable non-vehicular crossings connecting existing and proposed bicycle facilities on both sides of the river and highway.
M1

RECOMMENDATIONS

Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options. (continued from prior page)

K. Decatur Street/Bryant Streets

1. Short Term
   a. Implement a high-comfort bicycle facility from the Stadium District (at Colfax Avenue) to Bayaud Avenue utilizing Decatur Street, 8th Avenue, Canosa Court, 7th Avenue, and Bryant Street.

2. Long Term
   a. Re-establish the grid and simplify connections between 8th and 6th Avenues by connecting Decatur Street to 7th Avenue, or Bryant Street to 8th Avenue as properties redevelop.
   b. Establish a bicycle and pedestrian connection on Bryant Street between 2nd Avenue and 1st Avenue.

L. Tennyson Street

1. Short Term
   a. Implement a high-comfort bicycle facility from 7th Avenue to 17th Avenue.

2. Long Term
   a. Study the feasibility of a pedestrian and bicycle facility crossing 6th Avenue between Perry Street and Sheridan Boulevard
   b. Study the feasibility of a high-comfort bikeway on or near Tennyson Street (south of 6th Avenue) to Weir Gulch/Bayaud Avenue.

M. 13th Avenue

1. Short Term
   a. Implement wider sidewalks and improved railroad crossings along 13th Avenue between the South Platte River and the Lincoln Park neighborhood.
   » This area is outside of the West Area Plan boundaries, but provides a critical connection across the South Platte River and Interstate 25, linking Sun Valley residents with services located within the Lincoln Park neighborhood.
RECOMMENDATIONS

Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, rolling, biking, and transit mobility options. *(continued from prior page)*

**N. Old Colfax Avenue Road**

1. **Short Term**
   a. Implement an off-street shared use path to connect the Sun Valley and future Stadium District neighborhoods to the Empower Field at Mile High Station, Ball Arena, the Auraria Campus, and downtown Denver as denoted by Denver Moves: Bikeways plan.

2. **Long Term**
   a. Study the feasibility of extending the Stadium District festival street to Old Colfax Avenue to create a shared sense of place for local businesses and cultural attractions located along the roadway.

**O. Bryant Street (within the Sun Valley neighborhood on 9th Avenue to 13th Avenue)**

1. Implement the new alignment of Bryant Street through the Sun Valley neighborhood as recommended by Sun Valley Redevelopment Infrastructure Master Plan.

**P. South Platte River Trail**

1. **Short Term**
   a. The City is planning to relocate the trail from the east side of the river along I-25 to the westside of the river, thus eliminating the need for the 3rd Ave bridge. Denver Parks and Recreation is working with its partners to develop concept plans and is working to identify grant opportunities to fund the construction, which will include a new trail from Bayaud to Phil Millstein Park that meets the regional trail standard and a new bike/pedestrian bridge south of the railroad crossing.
   
   » Additional considerations in any study should include wayfinding that directs users through city-owned property, and in coordination with DOTI regarding maintaining public access to this route while maintaining the security needs of the DOTI facilities located in this area.

2. **Long Term**
   a. Study the feasibility of additional connections to the South Platte River Trail from adjacent neighborhoods.
   b. Study the feasibility of new connections over the South Platte River that better connect neighborhoods on both sides of the River and Interstate 25.

3. **On-going Coordination**
   a. Coordinate with partners on key projects such as the Interstate 25 Valley Highway and Burnham Yards to secure additional east-west crossings wherever possible.
M2

Establish new balanced corridor connections that improve local connectivity, increase user comfort and overall safety.

A. Explore the feasibility of additional east-west connections across the South Platte River, Interstate 25, and railroad (where present).
   1. Priority locations should focus south of 13th Avenue where existing crossings are few and far between. Specific areas to be studied should include:
      a. The area at or near 11th Avenue.
      b. The area at or near 3rd Avenue.
      c. The area at or near Bayaud Avenue.
   2. Coordinate with partners on key projects such as the Interstate 25 Valley Highway and Burnham Yards to secure additional east-west crossings wherever possible.

B. Explore the feasibility of additional north-south connections across the 6th Avenue Freeway.
   1. Priority locations to be explored are west of Knox Court where existing crossings are few and far between. Specific areas to be studied should include the area at or near Tennyson Street.
What is it?
Streets that provide safe and comfortable bikeways allow people of all ages and abilities to bike for transportation, exercise, and enjoyment. In Denver, a variety of bikeways currently exist throughout the city. Many plans call to expand the number of streets with high-comfort bikeways and to upgrade current routes with safer, more comfortable infrastructure. High comfort bikeways are safe and comfortable spaces designated for bicyclists through use of pavement markings and/or a separated path. Intersections are designed to reduce conflicts between bicyclists and vehicles by improving visibility and marking dedicated space in the right-of-way for cyclists.

Research shows that these facilities also help to calm traffic on corridors. High comfort bikeways include neighborhood bikeways, protected bike lanes, and trails/shared use paths. Bikeways come in many forms to match the mobility needs of each street, and their safety treatments provide an opportunity to add space for placemaking, green infrastructure, and pedestrian improvements.

A recent study conducted in Denver and published in the Journal of Transport and Health concludes that bike infrastructure doubles as traffic calming infrastructure, which reduces fatalities and improves safety for all modes. Lower traffic streets improve safety and provide more opportunities for interactions with neighbors. Increasing the number of people riding bikes has many benefits including reduced greenhouse gas (GHG) emissions, lower wear and tear on roads, and reduced need for additional travel lanes and parking.

Denver is committed to reducing the single-occupancy vehicle (SOV) commuter rate to 50 percent, and increasing the percentage of bicycle commuters to 15 percent. Investing in high comfort bikeways and bicycle infrastructure is essential to encouraging this mode shift, as “interested but concerned” bicyclists will be more likely to choose to ride if the infrastructure feels safe.

Bikeways in West Today
In West, the bike network currently consists of bike lanes, shared roadways, and trails, but contains connectivity gaps and safety challenges that making riding more difficult than it needs to be.

Recommendations in this plan build upon those of Denver Moves: Bikes by adding neighborhood context and detail to planned bicycle improvements with the goal of providing a complete, comfortable, convenient, and safe bicycle network.
PERCENT OF WEST AREA COMMUTERS WALKING, BIKING, OR TAKING TRANSIT

West Area: 13%
City of Denver: 14%
Commuters walking, biking or taking transit: >30%
Traffic Fatalities: 0

Percent of Commuters Walking, Biking or Taking Transit
West Area 2040 Goals
BIKE NETWORK: EXISTING, PLANNED, AND OPPORTUNITIES

Bicycle Network
Existing/Planned Denver Moves Bikes
- Shared Roadway
- Neighborhood Bikeway
- Shared Use Path
- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane
- Trail

West Area Plan Recommendations
Bikeways by others
- Proposed bikeways by Stadium District and Sun Valley
- Proposed bike connection by Colfax Federal Transformation Project
HIGH COMFORT BIKEWAY CONCEPTS

High comfort bikeways are safe and comfortable spaces designated for bicyclists through use of pavement markings and/or a separated path. Intersections are designed to reduce conflicts between bicyclists and vehicles by improving visibility and marking dedicated space in the right-of-way for cyclists. Research shows that these facilities can also help to calm traffic on corridors. See Policies M3, M4, & M5.

NEIGHBORHOOD BIKEWAY
Low-volume, low-speed streets modified at the intersections and mid-block to enhance bicycle safety and comfort. These facilities act as shared streets with enhanced intersections that improve safety for all modes.

(Photo: Shared Neighborhood Bikeway, NACTO.org)

PROTECTED BIKE LANE
An exclusive bike facility with a path physically separated from motor traffic and distinct from the sidewalk. Intersections are designed for safety and facilitate turning movements for bicyclists.

(Photo: Protected Bike Lane, Source: www.kimley-horn.com)

BIKE LANE
Exclusive space for bicycles noted by pavement markings and signage (without buffers or barriers to separate from traffic).

BUFFERED BIKE LANE
The same facility as a traditional bike lane, but with an additional buffer space that helps to separate the cyclist from adjacent vehicle travel lanes and/or parking.

TRAIL/SHARED USE PATH
Completely separated from the roadway and typically shared with pedestrians.
M3

Implement planned Denver Moves: Bicycles bikeway infrastructure recommendations. Consider upgrades to high-comfort facilities where possible.

A. 13th Avenue
   1. Implement a bike lane between Decatur Street and the South Platte River Trail.

B. 14th Avenue
   1. Implement neighborhood bikeway as recommended in Denver Moves: Bicycles between Sheridan Boulevard and Irving Street.

C. 6th Avenue Frontage Road (Knox Court to Federal Boulevard)
   1. Implement buffered bike lanes as recommended in Denver Moves: Bicycles between Knox Court and Federal Boulevard.

D. Tejon Street (See recommendations for new bikeways and recommendations for upgrades to existing bikeways.)
   1. Implement the protected bike lane from Bayaud to Tennessee, as proposed by Denver Moves: Bicycles.

E. Knox Court (See recommendations for new bikeways and recommendations for upgrades to existing bikeways.)
   1. Implement the neighborhood bikeway from 8th Avenue to the Lakewood Gulch/Knox Station, as proposed by Denver Moves: Bicycles.

F. Hazel Court/Grove Street
   1. Implement neighborhood bikeway on Grove Street between 1st Avenue and Barnum Park.
   2. Implement neighborhood bikeway on Hazel Court between 6th Avenue/Barnum Park and 12th Avenue/Lakewood Gulch Trail.

G. Tennyson Street (See recommendations for new bikeways and recommendations for upgrades to existing bikeways.)
   1. Implement the neighborhood bikeway from 17th to 7th per Denver Moves: Bicycles recommendations.

H. 7th Avenue (See recommendations for new bikeways and recommendations for upgrades to existing bikeways.)
   1. Implement Denver Moves: Bicycles recommendation for a neighborhood bikeway along 7th Avenue from Tennyson Street to Perry Street.
Implement planned Denver Moves: Bicycles bikeway infrastructure recommendations. Consider upgrades to high-comfort facilities where possible. (*continued from prior page*)

I. Perry Street (See recommendations for new bikeways and recommendations for upgrades to existing bikeways.)
   1. Implement Denver Moves: Bicycles recommendation for a protected bike lane from 7th Avenue to Bayaud Avenue. North of 6th Avenue this bike facility connects to Tennyson Street through a proposed neighborhood bikeway to 7th Avenue.

J. Irving Street/Julian Street (See recommendations for new bikeways and recommendations for upgrades to existing bikeways.)
   1. Implement Denver Moves: Bicycles recommendation for a neighborhood bikeway along Julian Street from 26th Avenue to 17th Avenue.
   2. Implement Denver Moves: Bicycles recommendation for a neighborhood bikeway along Irving Street from 17th Avenue to Avondale Avenue.

K. Avondale Avenue
   1. Implement a high comfort bicycle facility to provide adequate access between high-density apartments and Paco Sanchez Park, Lakewood Gulch Trail, and the Decatur Federal Station.

L. 1st Avenue/Alcott Street
   1. Implement a neighborhood bikeway per Denver Moves: Bicycles recommendations for 1st Avenue/Alcott Street between Federal Boulevard and Cedar Avenue.

M. Cedar Avenue/Byers Place
   1. Implement a neighborhood bikeway per Denver Moves: Bicycles recommendations for Alcott Avenue and Lipan Street.

N. Lipan Street
   1. Implement a shared use path per Denver Moves: Bicycles for Cedar Avenue to Alameda Avenue.
   2. Ensure adequate connection to the South Platte River Trail north of West Byers Place.

O. Bayaud Avenue (See recommendations for new bikeways and recommendations for upgrades to existing bikeways.)
   1. Implement Denver Moves: Bicycles recommendation of a bike lane from Weir Gulch to Perry Street.
RECOMMENDATIONS

Study routes planned in Denver Moves: Bicycles for facility type upgrades and alternative route realignments and reconfigurations.

A. 17th Avenue
   1. Study the feasibility of a higher comfort bicycle facility between Sheridan Boulevard and Mile High Stadium to facilitate an increase in non-motorized travel through the West Colfax neighborhood, connecting the Stadium District development, St. Anthony’s redevelopment, Sloan’s Lake, and City of Edgewater.
   2. Provide a connected network through coordination with the Colfax Avenue and Federal Boulevard Interchange Transformation Project and Stadium District.

B. 8th Avenue (Federal Boulevard to 8th Avenue viaduct)
   1. Short Term: Redirect bicycle traffic to parallel facility at Weir Gulch Trail.
   2. Long Term: Implement high comfort bicycle facilities per Denver Moves between Federal Boulevard and 8th Avenue Viaduct.

C. Bryant Street (See recommendations for new bikeways.)
   1. Study the feasibility of upgrading the existing and proposed bike lane facilities to a higher comfort bicycle alternative between 8th Avenue and 2nd Avenue to better manage the interface between cyclists and truck traffic in this industrial area while providing a critical north/south connection.
   2. This corridor has the opportunity to act as a pedestrian and bicycle north/south backbone internal to West between the Valverde, Sun Valley, and future Stadium District neighborhoods, providing an alternative to Federal Boulevard.

D. 1st Avenue
   1. Study the feasibility of upgrading the existing and proposed buffered bike lane to a higher comfort bicycle facility on 1st Avenue between Sheridan Boulevard and Federal Boulevard.
   2. Enhance the Federal Boulevard shared use pathway that provides the 1st Avenue crossing at Federal Boulevard. Enhancements should include adequate wayfinding to inform bicyclists of how to stay on the 1st Avenue bicycle facility.
Study routes planned in Denver Moves: Bicycles for facility type upgrades and alternative route realignments and reconfigurations. (continued from prior page)

E. 2nd Avenue
   1. Study the feasibility of upgrading the current bike lane facilities to a higher comfort bicycle alternative between Lowell Boulevard and Tejon Street.
   2. Enhance the Federal Boulevard shared use pathway that provides the 2nd Avenue crossing at Federal Boulevard. Enhancements should include adequate wayfinding to inform bicyclists of how to stay on the 2nd Avenue bicycle facility.
   3. Study the feasibility of a shared, car-free, or enhanced pedestrian-first design on 2nd Avenue between Lowell Boulevard and Knox Court to provide safe connections for this missing segment of the Weir Gulch Trail.

F. Tejon Street
   1. Study the feasibility of upgrading the current buffered bike lane facilities to a higher comfort bicycle alternative between 2nd and Bayaud Avenues.
RECOMMENDATIONS

**Install new bikeways not previously identified in Denver Moves: Bicycles.**

**A. Tejon Street**
1. Complete the bicycle network by implementing a bicycle facility from Bayaud Avenue to Cedar Avenue. Bicycle facilities that provide continuity with the bicycle facilities to the north (recommended protected bike lane) or to the south (proposed neighborhood bikeway) should be studied.

**B. Decatur Street/Canosa Court**
1. Implement high comfort facilities along Decatur Street between Mile High Stadium and 8th Avenue. The Sun Valley Redevelopment recommends this alignment as a bicycle lane in the Infrastructure Master Plan.
2. Implement high comfort facilities along Canosa Court from 8th Avenue to 7th Avenue that connect with facilities to the north on Bryant Street at 6th Avenue. Consider the following routing: Decatur Street, 8th Avenue, Canosa Court, to 7th Avenue.

**C. Bryant Street (see quality of life section)**
1. Implement a bicycle facility connection from 2nd Avenue to 1st Avenue/Alcott Street.

**D. Clay Street**
1. Implement a high comfort facility along Clay Street from 2nd Avenue south to Virginia Avenue as a proposed neighborhood bikeway, or the Kentucky Avenue proposed buffered bike lane.

**E. Bayaud Avenue**
1. Provide high comfort facilities along Bayaud Avenue from Weir Gulch to Tejon Street (where existing bike lanes begin).
2. Coordinate with DHA to ensure future bicycle/pedestrian connections to the Bayaud Avenue bicycle facilities are possible north of Columbine Homes should or when the property is redeveloped.

**F. Tennyson Street**
1. Explore a new crossing over 6th Avenue between Sheridan Boulevard and Perry Street at Tennyson Street or Wolff Street.
2. Tied to any future study of a crossing over 6th Avenue, study the feasibility of including a high comfort bikeway along Tennyson Street or Wolff Street between 6th Avenue and Weir Gulch.

**G. Knox Court**
1. Study additional high comfort bicycle facilities between Knox Station and the proposed 14th Avenue bikeway to better connect existing and future bicycle facilities in this area.
Install new bikeways not previously identified in Denver Moves: Bicycles (continued from prior page)

H. Wolff Street (north of 6th Avenue)
   1. Explore the feasibility of a high comfort bicycle facility on Wolff Street between 17th Avenue and 6th Avenue.

I. Wolff Street/Xavier Street (south of 6th Avenue)
   1. Study the feasibility of a high comfort bicycle facility between 6th Avenue and Alameda Avenue utilizing either Wolff Street and/or Xavier Street.

J. 4th/5th Avenues
   1. Study the feasibility of a high comfort bikeway along 4th and/or 5th Avenue from Barnum Park west to Sheridan Boulevard.

K. 8th/7th Avenues
   1. Study the feasibility of a high comfort bikeway along 8th Avenue between Federal Boulevard and Lowell Boulevard, and 7th Avenue between Lowell Boulevard and Tennyson Street.

L. Lipan Street/South Platte River Drive
   1. Study connecting the missing link along South Platte River Drive from Bayaud Avenue to West Cedar Avenue that connects to the proposed shared use path along Lipan Street.

M. Alameda Avenue
   1. Study the feasibility of implementing a high comfort bike facility along, or parallel to Alameda Avenue to connect West neighborhoods to destinations in Athmar Park, Westwood and Belmar/Lakewood.

N. Federal Boulevard
   1. Study the feasibility of implementing and enhancing the sidewalk and shared use paths along Federal Boulevard that connect to bike facilities on 1st Avenue and 2nd Avenue at Federal Boulevard.

O. Lakewood Gulch Trail
   1. Implement missing segments of the Lakewood Gulch Trail from Wolff Street to Sheridan Boulevard.
Pedestrian safety is critical, as everyone walks or rolls at some point in their day. Sidewalks should ideally be detached from the curb and provide a safe, accessible, and comfortable walking environment with amenities like benches, landscaping, and pedestrian-scale lighting. Denver requires sidewalks to be a minimum of 4 feet as required by American Disabilities Act accessibility standards, though the City strives to meet even higher standards. Denver’s Transportation Standards and Details for the Engineering Division requires a 5-foot sidewalk and 8-feet in width for street trees on local and collector streets, and an 8-foot sidewalk and 12-foot width for street trees or amenity zone on arterial streets. Infill arterials, which are typically more constrained, require at least an 8-foot sidewalk and 8-foot width for street trees or amenity zone on arterial streets. Infill arterials, which are typically more constrained, require at least an 8-foot sidewalk and 8-foot width for street trees or amenity zone on arterial streets. An amenity zone is a portion of the public right-of-way that falls between the sidewalk and the curb, and typically includes landscaping, green infrastructure, street trees, or other streetscape elements.

In 2019, Denver completed Denver Moves: Pedestrians and Trails, a citywide plan to achieve a vision for walkability across the city that includes sidewalk and trail design guidelines and prioritizes pedestrian infrastructure projects. As a result of the community-driven prioritization established through this plan, Denver will prioritize the completion of missing sidewalk segments before the process of widening sidewalks that are too narrow. The prioritization follows a tiered system where the highest priority projects are those that run along High Injury Networks identified in Denver’s Vision Zero Action Plan and related pedestrian improvement projects. Denver set a goal in the Vision Zero Action Plan to build 14 miles of sidewalks per year in 2019.

Pedestrian Improvements, Intersection Safety, and New Crossings in West Today
68% of the existing sidewalk network in West is made up of narrow sidewalks that are less than 5 feet in width. In addition, approximately 10%-30% of streets in each neighborhood are missing sidewalks - with some neighborhoods like Barnum and Sun Valley exceeding 20%.

68% of all crashes in West involved a pedestrian. These crashes occurred throughout West, but particularly along High Injury Networks and busier neighborhood streets that are connections in and out of the West neighborhoods.

A key part of building safe streets is ensuring safety at intersections by installing proven countermeasures for reducing pedestrian, bicyclist, and driver exposure to crashes. Signalized crossings provide a safe pedestrian experience, especially on streets where vehicle speeds and volumes are high.

EXISTING PEDESTRIAN CHALLENGES

EXISTING SIDEWALK NETWORK BY TYPE (ALL WEST NEIGHBORHOODS)

- Narrow Sidewalk - less than 5ft
- Sidewalk - 5ft or greater
RECOMMENDATIONS

PEDESTRIAN IMPROVEMENTS, INTERSECTION SAFETY AND NEW CROSSINGS

M6

Install new sidewalks along corridors identified by the community as priority areas following Denver’s citywide prioritization guidance.

A. Install new sidewalks following the citywide prioritization for sidewalks (highlight in the Denver Moves: Pedestrians and Trails Plan) with additional priority (focus) for the following corridors identified by residents as pedestrian priorities in the West Area Plan.

B. 17TH AVENUE
   1. Complete the sidewalk network where missing, especially along the southern edge of Sloan’s Lake Park and east towards the Mile High Stadium.

C. 13TH AVENUE:
   1. In coordination with the DHA Sun Valley redevelopment, install new sidewalks along 13th Avenue from Decatur Street to the South Platte River bridge.
   2. Improve sidewalks along 13th Avenue from the South Platte River to Osage street as a critical part of the mobility network connecting the West to La Alma/Lincoln Park and Downtown Denver.

D. DECATUR STREET/BRYANT STREET
   1. Complete and/or expand the sidewalk network where there are missing segments to improve pedestrian safety, comfort and mobility in this industrial area.
   2. Install green and gray stormwater amenities where possible. (See Quality of Life stormwater management recommendations for more information.)

E. 1ST AVENUE/BAYAUD AVENUE
   1. Improve the safety, comfort and overall mobility of the pedestrian environment along 1st Avenue and Bayaud Avenue by completing the sidewalk network where there are missing segments, and upgrading/improving sidewalks where needed.
   2. Install green and gray stormwater amenities where possible. (See Quality of Life stormwater management recommendations for more information.)

F. HAZEL COURT/PERRY STREET
   1. Improve the safety, comfort and overall mobility of the pedestrian environment along Hazel Court and Perry Street by completing the sidewalk network where there are missing segments, and upgrading/improving sidewalks where needed.
   2. Install green and gray stormwater amenities where possible. (See Quality of Life stormwater management recommendations for more information.)
RECOMMENDATIONS

M7

Improve the pedestrian realm by improving the quality, safety, width, and comfort of pedestrian facilities following Denver’s citywide prioritization guidelines for sidewalks.

A. Improve the width, safety and comfort of existing sidewalks following the citywide prioritization for sidewalks with additional priority (focus) for the following corridors identified as pedestrian priority corridors through this West Area Plan:

1. 13th Avenue
2. 10th Avenue
3. 1st Avenue
4. Bayaud Avenue
5. Tennyson Street
6. Perry Street
7. Knox Court
8. Hazel Court
9. Decatur Street/Bryant Street
Install new safe, comfortable, and accessible pedestrian and bicycle crossings.

A. Study the feasibility of a pedestrian and bicycle facility crossing 6th Avenue between Perry Street and Sheridan Boulevard, in coordination with CDOT and DOTI.
B. Study the feasibility of a pedestrian and bicycle facility crossing the South Platter River and I-25 near Bayaud Avenue.
C. Ensure the existing connection to the South Platter River Trail at 3rd Avenue remains a reliable access point.
D. Add wayfinding to direct bicyclists from 2nd Avenue/Tejon Street to the South Platte River Trail via the West Bayaud Avenue.
E. Study the feasibility of a grade-separated pedestrian and bicycle crossing of Alameda Avenue at Weir Gulch Trail.
F. Study the feasibility of a grade-separated pedestrian and bicycle crossing of Sheridan Boulevard at Lakewood Gulch Trail. Study should be tied to Lakewood Gulch trail extending further west of Wolff Street.
G. Study the feasibility of a pedestrian and bicycle connection with public space and a pocket park along Bryant Street to connect to 1st Avenue/Alcott Street (see also quality of life)
H. Coordinate with DHA to ensure a bicycle/pedestrian connection at the north end of the Columbine Homes property when the property redevelops to connect the Bayaud Avenue bicycle facilities.
Install safety improvements to improve, repair or complete existing crossings.

A. Improve pedestrian and bicycle crossings
B. Study and implement improvements that increase safety for all modes
C. Priority intersections include:

<table>
<thead>
<tr>
<th>Street</th>
<th>Intersection Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Colfax Avenue</td>
<td>Sheridan Boulevard, Tennyson Street, Perry Street, Meade Street, Lowell Boulevard, Knox Court, Irving Street, Federal Boulevard</td>
</tr>
<tr>
<td>Alameda Avenue</td>
<td>Sheridan Boulevard, Weir Gulch Trail, Stuart Street, Perry Street, Knox Court, Federal Boulevard, Clay Street, Zuni Street/Yuma Street, Tejon Street, Pecos Street, South Platte River Trail</td>
</tr>
<tr>
<td>Federal Boulevard</td>
<td>17th Avenue, Colfax Avenue, Howard Place, Holden Place, 10th Avenue, 8th Avenue, 5th Avenue, 2nd Avenue, 1st Avenue, Bayaud Avenue, Alameda Avenue</td>
</tr>
<tr>
<td>Sheridan Boulevard</td>
<td>Colfax Avenue, 14th Avenue, Lakewood Gulch/Sheridan Boulevard Station, 10th Avenue, 5th, 1st, Bayaud Avenue, Alameda Avenue</td>
</tr>
<tr>
<td>17th Avenue</td>
<td>Utica Street, Tennyson Street, Raleigh Street, Perry Street, Newton Street, Meade Street, King Street, Federal Boulevard</td>
</tr>
<tr>
<td>14th Avenue</td>
<td>Tennyson Street, Perry Street, Newton Street, Howard Place</td>
</tr>
<tr>
<td>13th Avenue</td>
<td>Decatur Street, Bryant Street (new planned alignment), South Platte River, and others outside of study area yet critical to mobility of the West Area (Zuni Street, Umatilla Street, railroad crossing, Shoshone Street, Quivas Street, Osage Street (east, outside of the study area))</td>
</tr>
<tr>
<td>8th/6th Avenue Frontage Road</td>
<td>Viaduct, South Platte River Bridge, Canosa Court, Decatur Street, Federal Boulevard, Grove Street, Hooker Street, Irving Street, Perry Street</td>
</tr>
<tr>
<td>2nd Avenue</td>
<td>Knox Court, Federal Boulevard</td>
</tr>
<tr>
<td>3rd Avenue</td>
<td>3rd Avenue Bridge over the South Platte River</td>
</tr>
<tr>
<td>Tejon Street</td>
<td>Bayaud Avenue</td>
</tr>
</tbody>
</table>
Install safety Improvements to improve, repair or complete existing crossings. (continued from prior page)

<table>
<thead>
<tr>
<th>Knox Court</th>
<th>Colfax Avenue, 13th, Lakewood Gulch, 9th, 8th, 6th, 5th Avenues, Weir Gulch, 2nd, 1st, and Bayaud Avenues</th>
</tr>
</thead>
<tbody>
<tr>
<td>Decatur Street</td>
<td>13th, Holden Place, 11th, 10th, 9th, 8th Avenues</td>
</tr>
<tr>
<td>Canosa Court</td>
<td>8th Avenue</td>
</tr>
<tr>
<td>Tennyson Street</td>
<td>17th, West Colfax, 14th, 10th, 6th, 5th, 3rd Avenues, Weir Gulch, Lakewood Gulch</td>
</tr>
<tr>
<td>Perry Street</td>
<td>17th Avenue, West Conejos Place, West Colfax Avenue, 14th, 12th (station), Lakewood Gulch (between 10th and 12th Avenues), 10th, Lakewood Gulch (between 9th and 10th), 7th, 6th, 4th, 1st, Alameda Avenues, Weir Gulch, Bayaud Avenue</td>
</tr>
<tr>
<td>10th Avenue</td>
<td>Sheridan Boulevard, Tennyson Street, Perry Street, Lowell Boulevard, Linley Court, Hazel Court, Grove Street, Federal Boulevard</td>
</tr>
<tr>
<td>1st Avenue</td>
<td>Sheridan Boulevard, Weir Gulch, Perry Street, Knox Court, Federal Boulevard, Alcott Street/Bryant Street, Xavier Street, Meade Street, Hooker Street</td>
</tr>
<tr>
<td>Hazel Court</td>
<td>9th, 10th, 12th, 6th Avenues</td>
</tr>
<tr>
<td>Bayaud Avenue</td>
<td>Weir Gulch, Perry Street, Knox Court, Federal Boulevard, Tejon Street, Railroad crossing</td>
</tr>
<tr>
<td>Lakewood Gulch</td>
<td>Sheridan Boulevard, Wolff Street, Tennyson Street, 10th, 12th, Perry Street, Knox Court</td>
</tr>
<tr>
<td>Dry Gulch</td>
<td>Wolff Street, Tennyson Street, Perry Street, Sheridan Boulevard (coordination with Lakewood to extend west into Jefferson County)</td>
</tr>
<tr>
<td>Weir Gulch</td>
<td>Alameda Avenue, Bayaud Avenue, Elsworth, 1st Avenue, Perry Street, Osceola, Newton, Meade Street, Lowell Boulevard, Knox Court, Julian Street (access Point), Irving Street (access point) Hooker Street/3rd Avenue, Federal Boulevard/4th, 6th Avenues &amp; Irving Street, 6th Avenue &amp; Hazel Court, 6th Avenue &amp; Grove Street, 6th Avenue &amp; Federal Boulevard, Decatur Street</td>
</tr>
</tbody>
</table>
Install safety Improvements to improve, repair or complete existing crossings. (continued from prior page)

<table>
<thead>
<tr>
<th>Individual Intersections highlighted but not part of a corridor</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>16th Avenue</td>
<td>Raleigh Street, Irving Street</td>
</tr>
<tr>
<td>West Conejos Place</td>
<td>Raleigh Street, Stuart Street</td>
</tr>
<tr>
<td>14th Avenue</td>
<td>Avondale Avenue</td>
</tr>
<tr>
<td>9th Avenue</td>
<td>Wolff Street, Utica Street, Irving Street</td>
</tr>
<tr>
<td>7th Avenue</td>
<td>Julian Street</td>
</tr>
<tr>
<td>6th Avenue</td>
<td>Irving Street</td>
</tr>
<tr>
<td>Frontage Road</td>
<td></td>
</tr>
<tr>
<td>Clay Street</td>
<td>Cedar Street</td>
</tr>
</tbody>
</table>
2.3.6 TRAILS

What is it?
Trails throughout the West serve as key recreational and multi-modal transportation facilities for area residents. Trails provide an off-street transportation network dedicated to pedestrians and bicyclists that connects different neighborhoods together. These trails also create opportunities for users to enjoy and engage with natural open spaces in West including the South Platte River, Lakewood/Dry and Weir gulches, and other parks/open space systems. The trail system in West also provides access to area parks, and supports and encourages active, healthy lifestyle choices for residents.

The South Platte River Trail serves as a major amenity in West. This will be especially true when new improvements are made through the DHA Sun Valley Redevelopment, and other public projects are completed. However, the connectivity and quality of the South Platte River Trail has aged and is in need of repair south of Weir Gulch, particularly where many of the current industrial uses are located.

Recommendations in this plan aim to create new and improved access to trails, increase safety and comfort, and improve the overall quality of the trail system throughout West. This will be accomplished by completing trail segments where missing, adding new trail components to respond to growth in the area, and reinvesting in existing trail corridors that widen and increase capacity for anticipated future growth and development. Recommendations also focus on recognizing historic and cultural significance of original First Nation/Indigenous people who lived in the West prior to the settling of Denver, environmental remediation of conditions created by past heavy industrial and manufacturing activities, and strengthening signage, wayfinding, lighting and user comfort for persons of all ages and abilities.

Trails in West Today
The gulches provide a unique recreational asset not found in many other parts of Denver. While there is a fairly robust trail network associated with the gulch system in West, there are opportunities for better connections and other improvements to the network. The Lakewood/Dry Gulch provides continuous trail access through West from the South Platte River Trail west to the City of Lakewood. However, Weir Gulch is discontinuous through Barnum and Barnum West, forcing users onto local area streets in certain areas in order to continue along the trail.

Community Feedback
When asked about desired improvements to the area gulches and trails, the vast majority of community members agreed or strongly agreed with the following ideas:

- **Fill missing segments**: 93%
- **Improve access and crossings**: 93%
- **Add new crossings to surrounding neighborhoods**: 86%
- **Improve trails**: 89%
- **Upgrade signage**: 74%
- **Improve lighting**: 84%
- **Improve green spaces**: 90%
RECOMMENDATIONS

M10

Improve the quality and comfort of trail facilities. Increase the ease, comfort and access of trails, the number of access points, trail signage, wayfinding, lighting, and overall safety and security for all users of all abilities.

A. South Platte River Trail

1. Recognizing the history and importance of the South Platte River to First Nations and Indigenous peoples, reimagine the relationship of the South Platte River and trail to the Valverde neighborhood by providing green spaces for gathering, additional access points, and recreational and resting areas.

2. Improve access to the trail along the Valverde and Sun Valley neighborhoods by improving the physical environment and implementing signage, wayfinding and lighting for increased comfort.
   a. There are plans to relocate the trail from the east side of the river along I-25 to the westside of the river, thus eliminating the need for the 3rd Ave bridge. Denver’s Parks and Recreation Department is working with its partners to develop concept plans and is working to identify grant opportunities to fund the construction, which will include a new trail from Bayaud to Phil Milstein Park that meets the regional trail standard and a new bike/pedestrian bridge south of the railroad crossing.
   b. 7th Avenue: Support DHA’s park development along the South Platte River which provides additional connection from Sun Valley to the South Platte River. Implement lighting, signage, wayfinding and improved access to, and along, the trail to guide users.

3. Improve neighborhood visibility and clear identification along the western edge of the trail to let users know which neighborhood they are going through, and where to exit/enter the trail.

4. Develop a multi-disciplinary/multi-agency river plan to guide the future of the South Platte including its environmental, stormwater, water quality, flood mitigation, recreation and urban design components.
   a. Explore opportunities to widen the trail to accommodate more/diverse users comfortably.
   b. Study the feasibility of elevating the existing South Platte River Trail as a major regional trail corridor to improve user comfort, safety, and provide additional capacity.

5. Implement vehicle deterrents at trail access points for increased bicycle/pedestrian safety.
**RECOMMENDATIONS**

**M10**

**Improve the quality and comfort of trail facilities. Increase the ease, comfort and access of trails, the number of access points, trail signage, wayfinding, lighting, and overall safety and security for all users of all abilities. (continued from prior page)**

6. Consider state and federal funding for trail improvements with the system being identified in the DRCOG Long Range Fiscally Constrained Plan as a candidate for state and federal funding and improvements.

**B. Lakewood Gulch Trail/Dry Gulch Trail**

1. Improve access to the trail with additional trail access points, infrastructure improvements including trail widening where necessary, lighting, signage, wayfinding, and improvements to the adjacent natural environment.

2. Continue the northern edge of Lakewood/Dry Gulch Trail west of Wolff Street and explore the implementation of a new grade separated crossing (underpass) at Sheridan Boulevard.

3. Coordinate with the City of Lakewood to continue the trail west of Sheridan Boulevard connecting to West 11th Avenue – including a new grade separated crossing (underpass) at Sheridan Boulevard.

4. Explore opportunities to widen the trail network to accommodate multimodal and diverse users as growth, development and area population grows, adding demands on the system.

5. Implement signage, wayfinding and lighting along the trail to guide users and increase comfort, safety and security for a diverse set of current and future users.

**C. Weir Gulch Trail**

1. Complete the trail network by closing gaps that exist west of Joseph Martinez Park, implementing access and connections where they are missing, and marking streets with directional signage and wayfinding to orient and direct users onto the trail from the surrounding communities.

2. Improve access to the trail by eliminating physical obstacles and barriers that prevent bicyclists, pedestrians and residents from accessing the trail from the surrounding communities.

3. Improve the quality of the trail by upgrading the quality and comfort of materials used and implementing lighting.

4. Explore opportunities to widen the trail network to accommodate the growing number of diverse, multimodal users as development and population grows, adding demands on the system.

5. Implement signage, wayfinding and lighting along the trail to guide users and increase comfort, safety and security for current and future users.
Install bicycle and pedestrian signage for wayfinding along right-of-way to improve access to trails, and along bicycle and pedestrian networks.

A. 13th Avenue
   1. Install wayfinding signage directing users to the South Platte River Trail.

B. 14th Avenue
   1. Implement wayfinding signage at Irving Street to direct bicyclists to the Lakewood/Dry Gulch Trail and access to Decatur Federal station and Federal Boulevard crossings.

C. 10th Avenue:
   1. Implement wayfinding signage to guide users to access points to the Lakewood Gulch trail, especially along Perry Street, Knox Court, Wolff Street and Hazel Court.

D. 8th Avenue
   1. Improve wayfinding signage for users moving along 8th Avenue. Wayfinding should include locations like Joseph Martinez park, directions to trail system access points and directions to the viaduct.

E. 2nd Avenue
   1. Implement wayfinding signage along the Federal Boulevard shared use path to inform bicyclists of how to stay on the 2nd Avenue bicycle facility.
   2. Implement wayfinding signage along 2nd Avenue to direct users to access points for the South Platte River and Weir Gulch Trails.

F. 1st Avenue
   1. Improve bicycle wayfinding signage to/from the 1st Avenue bike facility at Knox Court to redirect bicycle traffic to 2nd Avenue to cross Federal Boulevard.

G. Knox Court
   1. Implement wayfinding signage along Knox Court to direct users to access points for the Lakewood/Dry Gulch and Weir Gulch Trails. (Current access points to Weir Gulch Trail are obscured by two homes on private property.)

H. Bryant Street
   1. Implement wayfinding signage that connects the bicycle facilities along Bryant Street to 1st Avenue/Aalcott Street.
RECOMMENDATIONS

M11

Install bicycle and pedestrian signage for wayfinding along right-of-way to improve access to trails, and along bicycle and pedestrian networks. (continued from prior page)

I. Hazel Court/Grove Street
   1. Ensure proper wayfinding signage through Barnum Park to connect with Hazel Court and Grove Street to serve as a complete bicycle corridor.
   2. Implement wayfinding signage to guide users to/from Lakewood/Dry Gulch Trail, Paco Sanchez Park, and Barnum Park.

J. Perry Street
   1. Implement wayfinding signage to guide users to access points for the Lakewood/Dry Gulch and Weir Gulch Trails.

K. Avondale Avenue
   1. Utilize wayfinding signage to guide users to area destinations.

L. Tennyson Street
   1. Implement wayfinding signage along Tennyson Street to access points for the Lakewood/Dry Gulch and Weir Gulch Trails

M. Irving Street/Julian Street
   1. Implement wayfinding signage along the neighborhood bikeway proposed for Julian Street/Irving Street, with attention to the network shift that occurs at 17th Avenue.

N. Bayaud Avenue
   1. Implement wayfinding signage to guide users to Weir Gulch and South Platte River Trails.
What is it?
Transit is the most space-efficient form of transportation, with the ability to move 6 to 15 times as many people in the same space as private vehicles (NACTO 2016). This is especially relevant in Denver as population increases and there is a limited amount of space on Denver's roads.

The primary transit service provider in Denver is the Regional Transportation District (RTD), which provides bus, rail, Access-a-Ride, and FlexRide (formerly Call-n-Ride) services that connect people between neighborhoods and cities around the Denver Region. Denver Moves: Transit, a near- and long-term transit vision and guiding framework for the city, was completed in January 2019 and sets the priorities for making transit enhancements in Denver. The plans also takes increased accountability for improvements within the right-of-way that benefit transit (Denver Moves II and Speed and Reliability). Denver Moves: Transit supports local and regional transit systems by identifying Denver-focused transit improvements through capital investment corridors, enhancing multimodal access to transit, and identifying first and last mile solutions. The recommendations for the Transit Capital Investment Corridors are organized into three tiers: High Capacity Transit, Medium-Capacity Transit, and Speed and Reliability. High and Medium-Capacity Transit Corridors are served by higher capacity modes, such as Bus Rapid Transit (BRT), and include improvements such as dedicated transit lanes and enhanced stops and stations. Speed and Reliability Corridors include improvements such as transit signal priority to help transit move through the corridor faster and more reliably. The corridors referenced in this neighborhood plan typically extend beyond the boundaries of West, and Denver Moves: Transit provides a citywide lens for transit improvements. Improving transit benefits Denver’s economic, health, environmental, and accessibility outcomes. Denver Moves: Transit also supports the Mayor’s Mobility Action Plan and its mode shift goal of increasing the number of transit commuters to 15 percent.

Transit in West Today
Transit service in West is characterized by a mix of local bus, limited bus (fewer stops than local service), rail, and FlexRide options that provide coverage to much of West, though some gaps in coverage are present. Despite a relatively decent level of coverage across much of the West, limited operating hours, infrequent service, physical barriers, insufficient or missing sidewalk infrastructure, and unimproved bus stops can make riding transit in West difficult and a less attractive travel option.

While transit routes in this area generally operate on a grid network, due to West’s proximity to downtown, and limited crossings of the South Platte River, Interstate 25, and BNSF railroad tracks, many routes deviate from straight lines to cross these barriers and to provide transfer opportunities. Many routes converge at or near the Decatur-Federal Station, a large regional transit hub located in the Sun Valley neighborhood that provides access to multiple bus routes and the RTD W Line. Despite its prominence in the transit network, some boarding areas at

COMMUNITY FEEDBACK
Community members enjoy access to the RTD W-Line which provides direct connections east to Downtown and west through Jefferson County. Other community members expressed a desire to improve the conditions of existing bus stops through improved maintenance, safety features, and by adding more amenities that serve transit users. Other feedback included the desire to provide more services and stops that serve multiple destinations, adding neighborhood transit routes that connect to W-Line Stations, extending bus service hours, and being more thoughtful about the placement of stops to make transfers more convenient and safe. Throughout the planning process, residents were asked to assess the ease of use for transit. Below is a summary of responses:

How easy or difficult is it for you to take public transit in your neighborhood?

<table>
<thead>
<tr>
<th>Very easy</th>
<th>Somewhat easy</th>
<th>Neutral</th>
<th>Somewhat Difficult</th>
<th>Very Difficult</th>
</tr>
</thead>
<tbody>
<tr>
<td>18%</td>
<td>37%</td>
<td>15%</td>
<td>24%</td>
<td>7%</td>
</tr>
</tbody>
</table>

18% Very easy
37% Somewhat easy
15% Neutral
24% Somewhat Difficult
7% Very Difficult

2.3.7 TRANSIT AND MOBILITY HUBS
the station are separated by Federal Boulevard, and require crossing eight lanes of traffic in order to transfer buses or to access the surrounding neighborhood.

West is currently served by a series of East-West routes: 1 (1st Avenue), 3 (Alameda Avenue), 4 (Morrison Road), 9 (W 10th Avenue), 15L (East Colfax Limited), 16 (West Colfax), 16L (West Colfax Limited), 20 (20th Avenue), and the RTD W Line. North-south routes are more limited than east-west routes, and are mostly concentrated on Federal Boulevard: 30 (South Federal), 31 (Federal Boulevard), 30L (South Federal Limited), 36L (Fort Logan Limited), and 51 (Sheridan Boulevard). Additionally, the Platte Valley Flex Ride (formerly Route 33) provides eight trips in each direction per weekday through the Sun Valley and Valverde neighborhoods. It functions as a circulator and connects the Alameda Station to the Decatur-Federal Station before continuing its route through the more industrial areas east in the La Alma/Lincoln Park and Baker neighborhoods. The Platte Valley Flex Ride operates a flexible route, meaning it can deviate from a defined route within a certain limited distance, but does have specific stops it must make at pre-determined specific times. Within West there are two designated stops/time points: 5th Avenue & Bryant Street, and the Decatur-Federal Station. There are also five express routes that pass through West via the 6th Avenue Freeway that provide commuter services to downtown Denver from the western suburbs, however, these routes do not stop in the West area neighborhoods at this time. Currently, West does not have any existing transit-only lanes, and there aren’t currently any mobility hubs. The City is conducting mobility hub pilot programs at Civic Center Station and the Carla Madison Recreation Center, and should consider expanding mobility hub trials (and permanent solutions) along West transit corridors in the future. The lack of defined space for transit, both on- and off-street, causes delays and impacts to the speed and reliability of all surface transit routes in West.

While no transit-only lanes exist currently, dedicated space for buses is planned and is currently being designed and engineered (along with other safety improvements) for West Colfax Avenue. This dedicated space may take the form of “bus bypass lanes,” and will run the two blocks between Yates Street and Sheridan Boulevard, in the westbound lanes. The purpose of a bus bypass lane is to help buses get through an area of heavy congestion and reduce delays. Just these two blocks of dedicated space are expected to save an average of 30 seconds per bus trip, with even larger time savings during peak travel times. This time savings benefits riders, especially those riding during peak travel times who currently experience heavy delays approaching Sheridan Boulevard, by reducing travel time and allowing riders to more reliably make connections to other bus routes. These lanes also allow RTD to provide more reliable, efficient, and attractive bus service to the West neighborhoods and beyond.
**M12**

**Advance planning and implementation of enhanced transit services and station/stop amenities along key travel corridors throughout the West Area. Coordinate with regional partners such as the Regional Transportation District (RTD) for advancement of efforts.**

**A.** Advance the implementation of High Capacity Transit (Full Bus Rapid Transit) along West Colfax Avenue and Federal Boulevard.

**B.** Advance the implementation of Medium Capacity Transit (rapid bus to full Bus Rapid Transit) along Alameda Avenue.

**C.** Advance the implementation of Speed and Reliability transit (Enhanced bus) along Sheridan Boulevard and 8th Avenue east of Federal Boulevard.

**D.** Explore opportunities to implement transit station and stop amenities at high ridership locations, including real-time travel information, facilities to improve rider comfort and protection from weather and the environment, and insure stations and stops promote universal access and a sense of safety and security for all users of all abilities.
Enhance transit stations and stops throughout the West Area. Coordinate with regional partners such as the Regional Transportation District (RTD) on transit stop and station efforts.

A. Elevate all stops to the basic standards established by the DOTI Passenger Amenity Program guidelines to provide adequate and safe waiting areas.

B. High-ridership stops should include additional amenities, such as:
   1. Real time transit information
   2. Ticketing kiosks
   3. Multimodal resources, such as bike and micromobility parking, rideshare drop-off/pickup zones, etc.
   4. Urban design placemaking components, such as street furniture, programmed space, art, etc.
   5. Improved lighting and safety components
   6. Electrified charging kiosks (using photovoltaic solar panels, or other regenerative, energy production solutions).
   7. Public restrooms

C. Increase connections to regional and local transit services provided at Sheridan Station, Decatur Federal Station, and Alameda Station (outside the plan area to the east).

D. Study the feasibility of implementing mobility hubs at high ridership transit stops to provide amenities and improved connections for transit users.
   1. Regional Mobility Hub candidate locations include:
      a. Federal Boulevard at: 17th Avenue, Decatur-Federal Station, 8th Avenue, 2nd Avenue, Alameda Avenue, Colfax Avenue
      b. Sheridan Boulevard at: West Colfax Avenue, Sheridan Light Rail Station, Alameda Avenue
      c. Alameda Avenue and Yuma Street
   2. Local Mobility Hub candidate locations include:
      a. West Light Rail Line at: Knox Station, Perry Station
      b. Knox Court at: 10th Avenue, 1st Avenue
      c. Sheridan at: 8th Avenue, 1st Avenue
      d. Alameda at: between Vrain Street and Raleigh Street, Navajo Street
      e. Colfax Avenue and Perry Street
Study the feasibility of improving transit service in and through West to provide residents with higher-frequency service to better meet their mobility needs, and facilitate increased transit use. Coordinate efforts with service providers, including the Regional Transportation District (RTD).

A. Existing routes, not identified in M13, should be prioritized for improvements:
   1. Route 9 (West 10th Avenue) – provides existing service to W. 10th Avenue in Villa Park, and W. 10th Avenue, Decatur Street, 8th Avenue in Sun Valley, through to downtown Denver.
   2. Route 1 (1st Avenue) – provides existing service to 1st Avenue in Barnum West and Barnum, Knox Court in Barnum, Villa Park, and West Colfax, and connections to the Decatur Federal Station.

B. Evaluate improvements to the Platte Valley FlexRide (formerly known as Route 33) to provide more frequent, reliable, valuable, and predictable connections for residents and businesses in Sun Valley and Valverde, and better connect them to regional and local transit services provided at Alameda Station and Decatur Federal Station.
   a. Denver Moves: Transit calls for 15-minute frequencies along portions of this existing route.

C. Study options for frequent, reliable inter-neighborhood micro-transit options that better connect neighborhoods to high-capacity transit corridors and commercial corridors that surround the neighborhoods, as well as neighborhood amenities and regional destinations.

Improve access to transit by ensuring sidewalk infrastructure is present to all major transit facilities (See pedestrian recommendations)

A. Community priority corridors include:
   1. 17th Avenue
   2. West Colfax Avenue
   3. 10th Avenue
   4. 8TH Avenue
   5. 2nd Avenue
   6. Decatur Street
   7. Bryant Street
   8. Tejon Street
   9. Knox Court
   10. Perry Street
   11. Sheridan Boulevard
2.3.8 NEIGHBORHOOD TRAFFIC CALMING

What is it?
Neighborhood traffic calming includes infrastructure upgrades and operational improvements to neighborhood streets that are intended to address safety concerns such as insufficient pedestrian crossings, speeding on local streets, and difficult sight lines.

Currently Denver's Neighborhood Transportation Management Program (NTMP) takes a neighborhood-scale approach to quickly implement traffic calming and small-scale transportation improvements. These efforts help to improve safety and calm traffic in Denver’s neighborhoods by working with residents to quickly identify and install relatively low-cost safety improvements such as stop signs, daylighting at intersections (restricting traffic and parking close to intersections that results in limited pedestrian and bicyclist visibility), and new or improved crossings.

By taking a strategic geographic approach to implementing solutions, traffic calming efforts can target areas where safety is of the utmost concern such as schools, parks, commercial nodes, and near high volume transit stations and stops. The traffic calming elements are intended to provide visual and physical cues to slow drivers’ speed, and can be quick, low-cost improvements such as signage, pavement markings, art, green infrastructure/stormwater management solutions, or physical barriers to reduce conflicts between bicyclists, pedestrians and vehicles.

Traffic Calming in West Today
With the exception of a few marked crossings, neighborhood traffic calming infrastructure is fairly limited in West today. However, the NTMP recently completed a study of West Colfax and Villa Park, with improvements to be installed during the 2021-2023 calendar years. These improvements range from additional marked crossings to rectangular rapid flashing beacons with curb extensions.

Future improvements will continue to be guided by the Villa Park & West Colfax NTMP Action Plan and the West Area Plan, prioritizing improvements along High Injury Networks, busier neighborhood streets and key destination areas.

COMMUNITY FEEDBACK
Pedestrian safety and the need for additional traffic calming has been a consistent theme throughout the planning process. Many intersections along busier streets were perceived as being too dangerous for pedestrians due to speeding cars.

Top mobility-related comments in draft policy recommendations survey

<table>
<thead>
<tr>
<th>Category</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Walkability &amp; Bikability</td>
<td>17%</td>
</tr>
<tr>
<td>Traffic Calming</td>
<td>15%</td>
</tr>
<tr>
<td>Pedestrian and Cyclist Safety</td>
<td>9%</td>
</tr>
</tbody>
</table>
NEIGHBORHOOD TRAFFIC CALMING CONCEPTS

Traffic calming concepts include infrastructure upgrades and operational improvements to neighborhood streets and intersections. They address problems like insufficient pedestrian crossings, speeding, and visibility issues.

DAYLIGHTING INTERSECTIONS
Removing parking spaces immediately adjacent to intersections to improve sight lines and visibility.

PHYSICAL BARRIERS
Roundabouts, traffic diverters, or other physical cues that slow or limit traffic on local streets.

LANE REDUCTION/CHICANES
Reducing lane widths and/or forcing new travel patterns requires drivers to pay more attention, which helps to slow traffic and increases awareness for all modes.

INTERSECTION IMPROVEMENTS
Bulb-outs, medians, lighting, and raised crosswalks are some examples of intersection improvements.

LIMIT VEHICULAR TRAFFIC
In certain situations, half or full closures of streets to vehicles can create a vibrant and safe neighborhood space.
NEIGHBORHOOD TRAFFIC CALMING

Traffic Calming
- Traffic Calming - Corridor
- Traffic Calming - Area
  - Restaurant
  - School
  - Rec Center
  - Library

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West Area Plan
RECOMMENDATIONS

NEIGHBORHOOD TRAFFIC CALMING

M16

Study measures to slow traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers.

POLICY

A. Evaluate reducing speed limits and installing traffic calming per Vision Zero guidance.
   1. Priority corridors include, but are not limited to: 14th Avenue, Knox Court, Perry Street, and 1st Avenue

B. Implement physical improvements aimed at lowering speeds, including stormwater management/green infrastructure improvements, public artwork, signage, lighting, etc.
2.3.9 TRANSPORTATION DEMAND MANAGEMENT

What is it?
Transportation Demand Management (TDM) is the practice of applying various strategies, programs and policies that shift the how, when and where of people’s travel behavior to increase the efficiency of our transportation system, maximize travel choices, and help reduce greenhouse gas emissions. Employer-based programs can also be TDM strategies, including strategies such as alternative work schedules or teleworking, both of which are rising in prominence coming out of the COVID-19 pandemic.

Denver City Council adopted an Ordinance, and DOTI and CPD followed with Rules and Regulations in 2021 requiring all new development over a certain size to implement TDM strategies to lower the number of single-occupancy vehicle trips. The regulations further require these TDM strategies to be maintained in perpetuity.

Denver also encourages participation in programs available through DRCOG’s Way to Go program, and the network of Transportation Management Associations (TMAs) that help employers, building owners, and activity centers meet multi-modal goals. TMAs typically serve specific regions, central business districts, suburban office parks, residential areas, transportation corridors and tourist venues by helping their members improve transportation and air quality conditions more than any one entity could alone.

TDM in West Today
The entirety of West is served by the West Corridor TMA. The West Corridor TMA takes on a variety of responsibilities and initiatives to create and promote more convenient transportation options for people. In 2021, they worked with UrbanTrans to develop free eBike libraries across several DHA properties in Denver to provide more mobility options for residents.

The City’s newly-adopted TDM regulations will help provide more mobility options, particularly within the mixed-use areas of West where higher intensity developments are anticipated.

COMMUNITY FEEDBACK

While TDM was less frequently mentioned compared to the other mobility topics, some community members suggested working with RTD to reduce fares for residents that need to commute daily for their jobs. Additionally, participants in the draft policy recommendations survey supported the idea of incorporating TDM strategies as part of future development and redevelopment.

Percent of respondents (161) that either strongly approved or approved of incorporating more TDM strategies.

77%
Implement Transportation Demand Management strategies and policies through future development and redevelopment to shift people’s travel behavior and meet city goals.

A. Encourage all new development, regardless of size, to incorporate TDM strategies to help shift the how, when, and where of people’s travel to increase the efficiency of our transportation system, maximize travel choices, and help reduce greenhouse gas emissions, as required by Denver’s TDM Rules and Regulations.

B. Encourage businesses and BIDs to join area TMAs to have access to services that promote TDM programs.

C. Encourage the Mile High Stadium District and other entertainment providers in the area to provide transit passes or other transit incentives for ticket holders to local entertainment and cultural destinations, and/or new fare options such as multi-day and weekend passes.

D. Work with TMAs, employers, residences, RNOs, local organizations, and BIDs to provide reduced or free RTD fares for residents and employees.

Denver Regional Mobility and Access Council (DRMAC)

Denver Regional Mobility and Access Council (DRMAC) is a nonprofit entity serving as the Regional Coordinating Council for the Denver metro area. DRMAC provides extensive information and education for people with mobility challenges (older adults, people with disabilities, people with limited English proficiency, veterans, and people with lower incomes) who are seeking transportation options or education on how to use community transportation services.

DRMAC’s Getting There mobile app and Getting There Guide are free tools available to help metro area residents identify transportation resources.

Staff answering DRMAC’s Transportation Helpline (303-243-3113) provide mobility options to individuals who prefer to talk with someone about their individual transportation needs.

DRMAC’s Getting There Travel Training is a series of virtual training sessions on how to use RTD’s rail and bus services as well as Lyft scooters and bikes. Additionally, DRMAC serves as a “connector and convener” of a wide variety of regional stakeholders who care about mobility for all.
2.4 Quality of Life

2.4.1 INTRODUCTION (P. 145)
2.4.2 HEALTH, EQUITY, AND ENVIRONMENTAL RESILIENCY (P. 146)
2.4.3 PARKS, TRAILS, AND OPEN SPACE (P. 160)
2.4.4 COMPLETE FOOD ENVIRONMENT (P. 174)
2.4.5 COMMUNITY SAFETY AND WELL-BEING (P. 182)
2.4.6 ANIMAL PROTECTION (P. 186)
2.4.7 COMMUNITY BUILDING (P. 188)
2.4.1 INTRODUCTION

What is it?
Quality-of-life refers to the places, amenities, trees, plants, parks and outdoor spaces that contribute to health, comfort, environmental resilience and social connectedness. These elements of a complete neighborhood support the need for individuals to connect with nature, access nutritious and culturally appropriate foods, feel safe, and enjoy a clean environment. Extensive research demonstrates that the way we design and build our neighborhoods impacts how we live, work, learn, and play. Our surroundings shape how physically active we are, how we eat, and whether we have access to schools, jobs, transportation, health care, and opportunities to prosper. Well-designed neighborhoods can improve health, while environments that lack amenities and services to support healthy lifestyles can contribute to chronic diseases such as diabetes, heart disease and obesity.

Similarly, quality of life also refers to the conditions in the natural environment that impact residents’ health and comfort. Air and water quality, as well as climate change-related impacts such as increases in flooding and surface temperature, can have lasting social, political, and economic consequences. One method many communities have been adopting to help address environmental resiliency in complete neighborhoods is green infrastructure. Green infrastructure can provide environmental, economic and quality-of-life benefits, as well as help improve water and air quality, reduce flood risks and heat island effects, absorb local carbon emissions, increase physical activity, improve mental wellbeing, reduce stress, lower traffic speeds, and improve property values.

As communities and local governments work together to address social and racial inequities within the built environment, it is important to acknowledge that Denver is making space to talk about the history of significant events that disproportionately impact non-white populations, such as historical red-lining of neighborhoods that began in the 1930s and ended in 1968. West is a place where residents love raising families, aging in place and being connected to one another. West residents prioritize regenerative and resilient approaches and land use practices. Through careful planning, engagement, and leadership support, this section addresses many of the important elements that make West extraordinary, including its environmental make-up, cultural and historic significance, and unique sense of place.

The vision for an inclusive city means that the growing disparities between neighborhoods are reversed and all Denver residents have access to opportunities to meet their daily needs and have a healthy quality of life. The proximity to amenities (including quality jobs, schools, parks, health care services and healthy food), the affordability of amenities, and the safety and ease of access to amenities are important elements of access to opportunity. Equitable access to opportunities strengthens our collective prosperity and improves outcomes for all.

In Denver, many neighborhoods do not have access to basic amenities and opportunities including parks, a clean and healthy natural environment, affordable transportation options, or a quality education. Residents in these areas tend to have increased health challenges as a result of fewer opportunities. These inequities conflict with Denver’s values for fairness and impede access to opportunities for success. Many of those who are impacted live in neighborhoods that were historically marginalized and that are now experiencing rapid reinvestment and gentrification. To achieve our vision for an equitable city with the promise of opportunity for all, there must be a focus on the needs of our most vulnerable residents.

Green Infrastructure
Green infrastructure exists at many scales. At a larger scale, green infrastructure in the West Area is the network of parks, open spaces, urban trees, waterways, and floodplains. These work together to provide ecological benefits across neighborhoods. Site-scale green infrastructure refers to smaller, engineered practices which generate similar benefits of the larger network, but in individual locations. Examples of site-scale green infrastructure are planters that collect water flowing down the street when it rains, and street trees which intercept falling rain before it hits the ground.

Green Infrastructure can be used to address many of the negative consequences created by an abundance of impervious surfaces. The West Area impervious surface coverage of 53% is high in comparison to the Denver average of 48%. The impervious coverage is concentrated in large industrial areas, non-residential areas, major corridors, and surface parking. Because of these conditions, much of the West Area falls in a high need Water Quality Priority Basin according to Denver’s Green Infrastructure Implementation Strategy. This means the area is particularly suited to benefit from green infrastructure investments.

Urban Heat Island Effects
Urban heat islands are caused by high amounts of impervious surface and low or limited vegetation and tree canopy. Materials such as asphalt and concrete retain heat and result in warmer temperatures, especially at night. Increasing temperatures also reduce air quality and require more energy for cooler buildings.

Areas of significantly warmer temperatures are clustered on the eastern edge of West, along the South Platte River within the industrial use area.
What’s going on in West?

Access to Care
Many factors impact community access to comprehensive, and quality health care services, including cost, time, availability of culturally-competent care and physical proximity to services. One indicator of whether residents have access to the care they need is the percentage of women receiving prenatal care during the first trimester of pregnancy. The goal for this metric under the Healthy and Active vision element is to have at least 82 percent of women who are pregnant receiving prenatal care during the first trimester, which is aimed at reducing health inequities within Denver neighborhoods, according to Comprehensive Plan 2040.

Healthy Children and Families
The health of children and youth can be greatly influenced by their physical environment because children are generally less mobile than adults, and often spend more time at home, at school, and in nearby parks. The quality of local surroundings and nearby amenities that are beneficial to a young person’s quality of life can have a positive impact on early lifestyle behaviors. These elements include access to parks, adequate sidewalks, bicycle infrastructure, healthy food, clean air, and supportive social networks. Neighborhoods lacking these amenities contribute to poor childhood health outcomes, such as obesity. Overweight children can experience early onset Type 2 Diabetes. The goal for West is to meet the Comprehensive Plan 2040 target of at least 86 percent of children at a healthy weight in order to reduce health inequities within Denver neighborhoods.

Access to Nutritious and Culturally-Appropriate Food
Access to affordable, nutritious and culturally-appropriate food means being able to obtain the types of foods needed for a healthy diet and a strong and resilient quality of life. Living closer to healthy and nutritious food is associated with better eating habits, and healthy eating is associated with higher life expectancy and lower risk for Type 2 diabetes, high blood pressure, heart disease, certain cancers, and obesity. Part of creating economically diverse and vibrant communities is to promote a vibrant food economy and leverage Denver’s food industry to accelerate economic opportunity and to promote diverse and environmentally responsible food systems. In order to meet the Comprehensive Plan 2040 goal of reducing health inequities in West, the solution is to support Denver as an epicenter of a regional food economy. Per the Healthy and Active vision element, Denver must ensure access to affordable, nutritious, and culturally diverse foods in all neighborhoods, including those in the West Area.

Access to Green Infrastructure (Parks, Open Space, Waterways and Trails)
Living within walking, rolling or biking distance of outdoor recreational opportunities can positively impact overall health outcomes by encouraging physical activity, time in nature, and providing places to interact with members of the community. This plan measures park access by the percent of households within a half mile walk of a park (approximately a ten-minute walk) according to Denver Parks and Recreation’s walkshed analysis. The goal of this metric is to reinforce the Game Plan for a Healthy City’s goal of having 100 percent of residents in each neighborhood within a ten-minute walk of parks and
Equity in Community Capitals for Collective Health & Wealth

• **“Human Capital”** refers to the capacities and capabilities of people to develop and enhance their resources, to access outside resources and bodies of knowledge, and to contribute to personal, community, and ecological health and well-being. Health and education are central components of human capital.

• **“Social Capital”** refers to the strength of relationships among people and organizations or the social cohesion that makes things happen. Political capital is also included within social capital. Community organizing efforts build social capital and community power that make mutual aid networks and political reform possible.

• **“Cultural Capital”** reflects the heritage, values, languages, and traditions that shape the way people “know the world” and how we act within it, with each other, and within the ecosystems of which we are a part. Cultural capital influences how creativity, innovation, and influence emerge and are nurtured.

• **“Natural Capital”** refers to assets that are naturally generated and present within the ecosystem in which the community resides. Included are goods and services, natural resources (e.g., clean air, water, soil, food, fuel, recreational space and beauty), amenities, and beauty. Natural capital also shapes the cultural capital connected to people and place.

• **“Economic Capital”** refers to the financial resources available to invest in community capacity-building, to underwrite business development (civic and social entrepreneurship), community employment and wellbeing, and wealth generation for ongoing community development.

• **“Built/Physical Capital”** includes the physical infrastructure to support the healthy distribution and regeneration of these forms of community capital and associated activities, including housing, transportation, public facilities, and land-uses that promote community health and wealth.

recreational amenities. Under Blueprint Denver’s Healthy and Active vision element, Denver will provide high-quality parks, recreational facilities and programs that serve all Denver residents. Denver will also improve the quality of life of residents through access to cultural and natural amenities, health care, education, parks, recreation, nutritious food, and the arts.

**Life Expectancy**
Life expectancy varies dramatically by neighborhood within the West Area. As of 2015, the average life expectancy in Barnum West was 80-82 years, compared to 67-77 years in other West Denver neighborhoods such as Valverde, Sun Valley and West Colfax. Gaps in life expectancy across neighborhoods can stem from multiple factors related to the built environment, including access to schools, jobs, quality of housing, opportunities to exercise and eat healthy foods, proximity to highways, access to doctors and hospitals, access to public transit, and residential segregation. In keeping with the metrics outlined in the Comprehensive Plan, the goal for the West Area is 79 years, which is the average for the neighborhood with the highest life expectancy as of the adoption of Comprehensive Plan 2040.
Urban Tree Canopy

Denver’s urban tree canopy consists of approximately 2.2 million trees with 13% of trees located in Denver parks. Trees provide critical environmental, economic, and health benefits. According to the local non-profit, The Park People, Denver’s urban tree canopy contributes $122M in annual community benefits such as natural air-conditioning, stormwater management, sound and pollution mitigation, in addition to increased property values. Tree canopy coverage in the West Area is 9% compared to the City average of 13%. West Area trees are concentrated along gulches, in parks, and along public rights of way. Street trees are noticeably missing in industrial and nonresidential areas in West. There are a variety of citywide challenges impacting Denver’s Tree Canopy health. Many streets are devoid of trees due to inadequate irrigation and soil volume, climate change impacts, invasive pests and lack of consistent maintenance.

Denver’s Urban Tree Canopy and Forestry Neighborhood Initiatives target communities of the highest need for improved urban tree canopy. Partnerships with non-profit organizations, annual tree replacement programs like the “Be A Smart Ash Program,” hopes to plant 3,000 new trees per year. Sun Valley and Valverde are two high need neighborhoods for significant tree canopy improvements in the West Area.

Denver Designated Parkways and Boulevards

In 1894, The Park and Parkway System established Denver as a city of neighborhoods connected by recreational and cultural destinations. Older Denver streets, with tree-lined sidewalks and landscaping, create visual beauty and contribute to the unique character that defines older, established Denver neighborhoods. A framework of Denver’s designated parkways and boulevards elevate these streets types to a higher standard of urban design. Parkways are both street and parkland, and they create a network that ties our historic parks and neighborhoods together. Their importance is recognized by their listing on the National Register of Historic Places.

Three departments - the Department of Transportation and Infrastructure (DOTI), Denver Parks and Recreation (DPR), and Community Planning and Development (CPD), are working together to preserve the intended character of historic parkways and boulevards while evolving and adapting the meaning of a modern Parkway and Boulevard.

Federal Boulevard is the only designated parkway in the West Area. While it is designated as such, it does not express the character of a historic parkway. Federal Boulevard is also a Colorado Department of Transportation (CDOT) highway and is not owned by the City and County of Denver. As a result, methods to enhance its aesthetic quality must be explored in partnership with the state agency.
DENVER PARKS & RECREATION RESILIENCY PROGRAM

Denver Parks and Recreation’s Resiliency Program creates a more sustainable park system in the face of climate change and a growing population. By developing holistic management strategies, and by implementing both large and small-scale projects, DPR plays a critical role in the City’s resilience to environmental challenges. Project focus areas include:

- Expanding resilient and low-water landscapes
- Conserving energy and water resources
- Improving the ecological health of waterways
- Implementing sustainability best practices
- Increasing opportunities for people to connect with nature

The Resiliency Program coordinates the efforts of DPR with other city and state agencies, partners such as The Department of Transportation and Infrastructure (DOTI), Department of Public Health and Environment (DPHE), Denver Water, and the Mile-High Flood District, among others.

DENVER PARKS & RECREATION OUTDOOR ADVENTURE INITIATIVE

Denver Parks and Recreation (DPR) is currently developing an Outdoor Adventure and Alternative Sports Master Plan. The plan will identify nontraditional outdoor recreational trends, best practices, and determine how DPR can better leverage its current assets while identifying new opportunities (i.e. partnerships, mountain parks, etc.) over the next 20 years, specifically focusing on equity. The planning process will consist of:

- Inventory and needs assessments (including gap analyses)
- Community outreach and engagement to identify needs, priorities, and opportunities

The Outdoor Adventure and Alternative Sports Plan advances DPR’s Game Plan for a Healthy City, and its Strategic Acquisition Plan.

- Exploring and leveraging partnerships to deliver programming
- Creating a phased implementation and financial plan

The Resiliency Program coordinates the efforts of DPR with other city and state agencies, partners such as The Department of Transportation and Infrastructure (DOTI), Department of Public Health and Environment (DPHE), Denver Water, and the Mile-High Flood District, among others.
URBAN HEAT ISLAND

Urban Heat Island Effect

- City and County Boundary
- Parks and Open Space
- Lake or Pond
- Stream, Creek or River
- Cool
- Warm
- Hot

West Area Plan
## Green Infrastructure Concepts

### Rain Garden
Small, shallow, sunken vegetated areas that collect stormwater runoff from roofs, streets, and sidewalks. Also known as bioretention cells, they are designed to mimic the natural ways water flows over and absorbs into land to reduce stormwater pollution.

### Water Quality Planters
Urban rain gardens with vertical walls and either open or closed bottoms. Usually found in downtown areas, they collect and absorb runoff from streets, sidewalks, and parking lots. Ideal for areas with limited space, planter boxes can be a useful way to beautify city streets.

### Green Amenity Streets
A street with high performing landscapes including healthy trees and pervious soils that work in concert to provide shade, improve the streetscape, and infiltrate stormwater.

### Bioswales
Vegetated, linear green infrastructure feature which conveys stormwater like a channel or ditch, but also slows and filters the stormwater as it flows through.

### Pollinator Gardens
Any landscaped area that contains diverse native plant species that provide habitat for native pollinating species including bees, butterflies, insects, birds, and bats. Can be a formal planting bed or open space.

### Detention Priority Areas
An important component of managing stormwater in the urban environment is detention. Stormwater detention systems store water, or hold it, at a designed location for a period of time. The water is introduced back into the conveyance system at a slower rate and usually after the storm event has dissipated. This allows the conveyance system to handle a lower runoff rate, and can improve its ability to handle major storm events. Whenever possible, the City strives to incorporate multi-benefits in our stormwater systems by building facilities that serve flood control, water quality and recreation purposes.

### Green Alley
Created by integrating green infrastructure elements into an alley to store and filter stormwater. Permeable pavement, bioswales, planter boxes, and trees are among the elements that can be woven into the alley.

### Green Roof/Vegetated Roof
Typically vegetation in lightweight media over a waterproofing system on top of a flat or low sloped roof. Depth of growing media can vary from around 4” up to 30” or more to accommodate a mix of groundcovers, flowering plants, shrubs and/or small trees.

### Non-Native Landscaping
Refers to the landscape typologies within the upland, riparian, and hydrologic systems as defined by the Landscape Typology Manual that contain less than 50% non-native species. Native landscape is typically referred to as “natural areas” or “open spaces”.

### Green Infrastructure Concepts

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West Area Plan

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Denver’s Green Building Ordinance

Denver’s Green Buildings Ordinance (GBO) went into effect November 2, 2018. This city law requires developers and property owners to select from a menu of strategies for more sustainable development, which collectively seeks to increase green spaces, improve water and storm water management, increase the use of solar and other renewable energies, foster the design of more energy-efficient buildings, and increase adoption of national green building programs, such as Leadership in Energy and Environmental Design (LEED). The ordinance applies to the following:

- New buildings 25,000 square feet or larger
- Existing buildings 25,000 square feet or larger
- Building additions 25,000 square feet or larger

The ordinance does not apply to parking structures, temporary buildings, air-supported structures, greenhouses, single-family homes, duplexes, or dwelling units constructed in a group of three or more attached units where each unit extends from foundation to the roof, and is no more than 3 stories above the grade plane. Additionally, certain residential buildings only have to meet the ordinance’s cool roof requirement and are not required to choose a compliance option.

RECOMMENDATIONS

Q1

Prioritize health equity by developing trainings and programs that support integration of best practices. Ensure all health equity initiatives within West intentionally support city-wide policies, deliver public services within West, and allocate resources to eliminate institutional biases and barriers within the system.

A. Take specific actions that address the social determinants of health by identifying health disparities through the health equity index and other resourceful citywide maps, by listening to the qualitative data of people who face disparities, and ensure that West community members have the opportunity to thrive within the neighborhoods.

B. Continue developing common goals around improved health, equity, and inclusivity by supporting the neighborhoods of West through strengthened relationships between City agencies, Registered Neighborhood Organizations (RNOs), and local residents to gain or improve access to health services and programs.

1. Promote City agency newsletters and notifications to local groups and registered neighborhood organizations (RNOs) to connect residents to city services and programs.

2. Advertise health equity programs and services to residents, community and neighborhood organizations, and non-profit service providers. If a health need is not being met, or if there is a health disparity in a community, identify gaps within health systems, and create policies that reform or close those gaps.

Q2

Increase systems, policies, and practices that sustain racial and social equity in support of citywide efforts throughout all West Denver neighborhoods.

A. The integration of equity, diversity and inclusion are important citywide policies, and should be integrated through all agencies and organizations within the City and County of Denver. These policies may be led by the Office of Social Equity and Inclusion (OSEI) and should be promoted in policies, programs and agencies such as:

1. Arts and Culture
2. Contracts for Minority/Women Business Enterprise (M/WBEs), Small Business Enterprise (SBEs), Disadvantaged Business Enterprise (DBEs)
3. Criminal Justice
4. Development and Sustainability
5. Youth and Education
6. Housing and Transportation
Denver’s Climate Action Plan

Climate change is the single greatest public health and environmental threat facing our generation. Future generations will judge us on how well we preserved the habitability of our only home — Earth. From major local impacts like worsening air quality and increasingly more frequent and extreme weather events, to global impacts like disruptions in food supply chains and sea level rise, the effects will be felt in Denver and around the world alike. Cities are sources for over 70 percent of greenhouse gas (GHG) emissions globally. Denver can reduce its global impacts by implementing strategies that guide our City to a climate safe future in a way that works well for everyone. These strategies can clean our air and water, make Denver more resilient to the impacts of climate change, improve health outcomes for our citizens, and preserve the quality of life in the city that we love. The Climate Action Plan’s vision is to:

- Make Denver a leader in clean energy that comes from the sun, wind, or other innovative renewable technologies.
- Transform Denver buildings into high-performing places to live, work, learn, and play.
- Inspire communities to action.
- Guide Denver toward a clean, carbon-free transportation system that improves the health and livability of our communities.
- Showcase Denver as a leader in sustainable, regenerative practices through innovation, partnerships, policies, programs, and technology.

RECOMMENDATIONS

Q3
Address the health impacts of noise and air pollution for development and re-development adjacent to 6th Avenue and Interstate 25 (I-25), and the South Platte Regional Trail.

A. Ensure residents have access to most amenities, including health services within a 15-minute walk or roll of their community to reduce the need for vehicle trips, local vehicle miles, and associated air pollution.
B. Monitor air pollution, especially around schools and require strong landscape buffering requirements for new development to help reduce pollution and noise.
C. Encourage private developments to include vehicle charging infrastructure in support of low-emission electric vehicles to be more inclusive with innovative transportation options. Continue to advance multimodal pedestrian, bike, and transit systems.
D. Incentivize all new multi-unit, mixed use and commercial development projects to provide publicly accessible electric vehicle charging stations and infrastructure. Power these systems with renewable energy systems (e.g., solar photovoltaic and wind generation systems)
E. Promote renewable energy multimodal transportation options (e.g., car and bikeshare programs) which are quieter and help mitigate noise and air pollution.
F. Plant trees as a buffer to vehicle traffic, for community beautification and stormwater management/flood mitigation.

Q4
As proposed in the One Water Plan, implement a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River’s environmental, ecological, and recreational needs.

A. Leverage opportunities on City-owned property to convert impervious surfaces to vegetated open spaces and/or pervious surfaces to mitigate the impacts of urban heat, to filter and treat stormwater run-off before it reaches the South Platte River.
B. Promote the expansion of parks and open spaces along the South Platte River for recreational uses through the City’s park land acquisition strategy.
C. Promote the development of wildlife habitats along the South Platte River on city-owned properties, and through programs and incentives on new developments that front or are adjacent to the South Platte River.
D. Implement a new “Riparian Corridor” street typology for developments that occur along the South Platte River, that are context-sensitive and respond to the design guidelines found in the Denver Complete Streets Design Guidelines.
E. Prioritize the designation of streets within West as candidates for Ultra-Urban Green Street overlays, designated tree lined parkways, or a combination thereof. A street that could be used as an example is Alameda Avenue, at the southern boundary of West.
**Recommendations**

**Q5** Utilize the policies and recommendations in the Denver Climate Action Plan and similar plans to improve environmental performance and climate resilience within West Denver neighborhoods.

A. Continue to prioritize areas of West to convert water-intensive turf grass to adaptive, drought-tolerant landscapes that reduce water use, provide increased wildlife habitat, increase shade, and educational opportunities.
   1. Restore and enhance large-scale green infrastructure networks.
   2. Restore the ecology, habitat, stability, and water quality treatment potential of waterways.

B. Connect open spaces and green streets to expand green infrastructure along public rights-of-way.

C. Promote and expand the urban tree canopy.

D. Strengthen natural habitats through vegetation, including pollinators that help support and maintain a healthy ecosystem.

E. Promote education within commercial, residential and public efforts to protect pollinators and provide pollinator habitats.

F. Use a multi-strategy approach called Integrated Pest Management (IPM) to reduce damage while assessing environmental resiliency, cost, and most importantly, staff and public safety.

G. Require energy-efficiency and green building practices in support of Denver’s Climate Action plans, initiatives, and climate action targets.

**Q6** Foster and support green infrastructure that incorporates both the natural environment and engineered systems in public and private developments to provide clean water, conserve ecosystem functionality, and provide a wide array of benefits to people and wildlife.

A. Provide new and enhanced programs and resources to property owners, development and conservation interests, local governments, and other stakeholders that assist in making informed land use decisions, to maintain natural landscapes that protect green infrastructure investments, and ensure the health, safety, and general welfare of the West Area community.

B. Enhance water quality of impaired waterways by reducing the volume and pollution loading of non-point source storm water runoff contaminants, and increase the effectiveness of local stormwater management programs that capture, divert and treat stormwater runoff before it reaches natural waterway systems.

C. Encourage the creation and maintenance of local and regional trails, gulches, the South Platte River, and other natural greenway corridors.

D. Preserve existing tree canopies in publicly owned undeveloped natural areas, and encourage reforestation and afforestation efforts throughout West industrial areas.

**Q7** Promote regenerative processes and development that restore, renew, or revitalize for green infrastructure improvements. Prioritize sustainability and resiliency and focus on district and neighborhood-scale implementation.

A. Evaluate existing conditions to identify new opportunities that leverage the potential of existing natural ecology, topography, and other unique site conditions to create sustainable and resilient outcomes within the West Area. The following areas should be prioritized:
   1. High capacity transit center opportunity areas (see Section 2.1.4), particularly those adjacent to the South Platte River, gulch, and trails.
   2. Industrial opportunity areas, particularly in the Sun Valley and Valverde neighborhoods.
   3. Connection and coordination with the River Sisters Partnership to advance restoration of the river. See sidebar on page 155.

B. Promote on- and off-site improvements that work together as one cohesive system to address the ecological issues that exist at district and neighborhood scales.

C. For larger development projects, prioritize the creation of publicly accessible parks, open spaces, and community gathering places during their early phases of development.
**RECOMMENDATIONS**

**Q8**

Create a system of connected green streets and alleys that unite open spaces, reduce pollution, improve stormwater, beautify neighborhoods, and reduce urban heat island effects. See page 143 for definition of urban heat island effects.

A. Implement a network of green streets of site-scale green infrastructure improvements to address air and water quality, and reduce flooding.
   1. Define two (2) categories of Green Streets: “Green Streets” that include various stormwater and water quality infrastructure improvements; “Green Amenity Streets” that include maximized street trees that provide shade, but may not be appropriate for stormwater or water quality infrastructure in all places. The two types of green streets can coexist on a single block.
   2. Prioritize green street typologies based on the City’s Green Infrastructure Implementation Strategy.
   3. Prioritize green street typologies that coincide with pedestrian priority, bicycle priority, transit priority, Safe Routes to Schools, and connections to key neighborhood destinations such as parks, open spaces, regional trails, waterways, the South Platte River, recreation centers and schools.
   4. Prioritize streets that are prone to urban heat island effects and flash flooding.

B. Look for opportunities through City alley resurfacing programs to design and implement sustainable and resilient Green Alleys to manage stormwater and provide alternative bicycle and pedestrian routes for area residents. Use design features such as permeable paving, improved lighting, signage, wayfinding, art as means to establish community branding and elevate neighborhood identity, along with other physical design elements that reduce vehicle speeds and improve pedestrian safety and security.

C. Incentivize and encourage the development of new or expanded green street networks, shared streets and alleyways, and associated infrastructure as part of the Large Development Review process.

**Environmental Resiliency**

**Mission**
The Hermanas del Río/River Sisters Partnership is a goodwill leadership exchange and binational collaborative project that advances the restoration of the Colorado River, and celebrates the hydrological, economic, and social interdependencies of urban waterway/Colorado River water users from the river’s source through to the sea.

**Sister Parks and the Environment**
The City of San Luis Rio Colorado, along with Sonora, Mexico, in collaboration with Pronatura Noroeste, Nancy Saldaña, UABC, Paul Cawood Hellmund, and AFC+A, has developed a Colorado River Greenway in Mexico that reconnects the people of San Luis Rio Colorado with those of the Colorado River Delta region to the Colorado River. Their combined efforts help bring the Colorado River back to San Luisinos.

The City of Denver, in collaboration with AFC+A, has evaluated the viability of developing a sister park to the Colorado River Greenway that will be developed in Mexico. The purpose is to recognize the contribution of First Nations People, Latinos, and Mexicans in particular, to the culture and identity of Denver; and celebrates the hydrological and economic contributions of Colorado as a headwater state to the Colorado River Basin region.

In coordination with Pronatura Noroeste, the Water, Wastewater and Sanitation Utility and the city of San Luis Rio Colorado, the Denver Botanic Gardens’ Center for Global Initiatives, and the One World One Water Center (co-directed with Metropolitan State University of Denver) has created a master development plan and a capacity building plan to guide the establishment of a botanic garden on the Cocopah Wetland Park in San Luis Rio Colorado, incorporating water from the San Luis Río Colorado municipal wastewater plant.
1. **GREEN AMENITY STREET - PED AND TRANSIT PRIORITY**

   - Sidewalk Construction Area: 5' Wide
   - 8' Green Amenity Space
   - 8' Parking with Spots for Bus Stops
   - 11' Traffic Lane

2. **GREEN AMENITY STREET - BICYCLE PRIORITY**

   - Sidewalk Construction Area: 5' Wide
   - 8' Parking
   - 8' Bike Lane
   - 10-11' Traffic Lane

3. **GREEN STREET (WATER QUALITY) - BICYCLE PRIORITY**

   - Sidewalk Construction Area: 5' Wide
   - 6' Protected Bike Lane
   - 10-11' Traffic Lane
   - 8' Water Quality Planter

4. **GREEN STREET (WATER QUALITY) - PED PRIORITY**

   - Sidewalk Construction Area: 5' Wide
   - 8' Parking
   - 10-11' Traffic Lane
   - 8' Water Quality Planter
Protect, preserve, and expand the urban forest tree canopy in all redevelopment efforts, and increase tree canopy coverage within public rights-of-way.

A. Strengthen development standards that protect existing trees, and increase requirements that mitigate tree loss in redevelopment and new construction projects as part of regulatory reform identified in the Game Plan for a Healthy City.
   1. Prioritize the preservation of healthy trees in the existing tree canopy in all development projects along West Colfax Avenue, Federal Boulevard, Sheridan Boulevard, and West Alameda Avenue, as well as within large redevelopment projects (i.e., Stadium District, Westridge Homes).
   2. Provide incentives and explore regulations to require the retention and protection of existing, healthy, mature trees, and the planting of new, regionally appropriate trees.

B. Prioritize funding to promote the urban tree canopy. Collaborate and coordinate efforts with the Denver City Forester to support the removal and replacement of unhealthy trees in public rights-of-way to ensure a healthy, sustainable and species appropriate tree canopy as a beneficial and supportive community asset.

C. Increase tree canopy coverage through City-sponsored community replacement programs utilizing climate and site appropriate species.

D. Develop community-based partnership programs in West to increase the maintenance and care requirements for Denver’s urban tree canopy and provide educational programs that help residents learn tree maintenance and health practices. Offer incentives to property owners, and build programs that recognize and reward communities for healthy tree canopy coverage, maintenance, and long-term tree survival.

E. Promote Urban Forestry plans and priorities that seek to meet city-wide canopy goals in support of neighborhood equity, preservation, maintenance, implementation and funding for the urban forest.

F. Work with private property owners to increase tree canopy coverage throughout West. Focus on industrial areas with large, paved impervious surfaces.

G. Evaluate non-residential streets to develop a street tree coverage standard to expand the urban tree canopy and associated benefits in non-residential areas.

H. Prioritize the preservation of existing tree canopies in all public and private rights-of-way. Non-residential areas that connect residents and pedestrians to other areas within West should be held to the same standards as residential areas with tree amenities zones.

I. Tree planting and replacement programs should be paired with construction, maintenance and improvement programs when possible. Efforts should seek to construct and enhance the infrastructure necessary to ensure long-term health and sustainability of mature trees, and avoid the negative impacts of impervious infrastructure.

J. Implement annual tree planting programs within West Area neighborhoods.

K. Promote regionally appropriate tree planting on private property green spaces.

L. Continue data collection and tracking of the urban tree canopy throughout the West Area neighborhoods. Provide annual reporting on the ecological benefits and positive impacts of a healthy and vibrant tree canopy. Track the existing tree canopy for improvements that come as the result of new development and green infrastructure investments whether public or private.

M. Use future ecological impact statements and reports to support preservation efforts and replacement programs that expand and enhance the health of the urban tree canopy in West.

N. Track maintenance, costs, and social, emotional and environmental rewards associated with a healthy and vibrant urban tree canopy to demonstrate the advantages attributed to green infrastructure investments.
What’s going on in West?
During the first two decades of the 2000s, Denver experienced a rapid rate of growth. As West neighborhoods continue to absorb population growth and become more dense, the need to preserve and expand the area’s urban tree canopy, demands on parks and open spaces, growing demands for diverse recreational programs, and outdoor activities for all residents continues to increase. As a result, providing more open spaces and community gathering spaces is critical for long-term West Area public amenity goals. Park and open space expansion efforts will also help to address long-held inequities and disparities in Denver communities of color.

The parks and open space system is one of West Denver’s most prized assets. Parks, trails, open spaces, recreational centers, and the urban tree canopy are among the most commonly cited assets by West area residents in survey responses when asked to identify the most important and prized places in their neighborhoods.

In all, the West Area includes over 220 acres of public parkland. As seen in the table to the left, parkland is distributed across facilities of various scales, ranging from small neighborhood pocket parks to larger community parks to regional athletic complexes that support a wide array of recreational amenities. West Denver is also home to the recently renovated Paco Sanchez Park, one of Denver’s premier parks and a regional draw from across the metropolitan area.

Parks are relatively well-distributed throughout the West Area, with approximately 85 percent of households within walking distance of a park. Today, 86 percent of Denver residents live within a half mile (about a 10-minute walk) of a park. Roughly 52% of Denver’s residential parcels are not within a 10-minute walk of a playground. In terms of the amount of open space, West Denver has an open space ratio of approximately 6.7 acres/1,000 residents. This is below the City’s target median goal of 9 acres/1,000 residents, and is less than

Community Feedback on Parks and Open Spaces:
“I really appreciate the amount of green space we have in our neighborhood.”

“I love the green space, bike paths, and diversity of people in our neighborhoods.”

“Beautiful views of downtown, mature trees, (small) recreation center, a lake (but it needs cleaning), wildlife, nice trails, connections to Villa Park over the bridge, swimming pool, splash pad, and great place for families to gather.”

“Paco Sanchez Park is an amazing park. It is well kept and has beautiful views of the city. I like that there is a lot of open space so the city view isn’t blocked.”

### Parks, Trails, and Open Space

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>Population</th>
<th>Park AC</th>
<th>AC/1000</th>
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<tbody>
<tr>
<td>Sun Valley</td>
<td>1,437</td>
<td>35.7</td>
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<tr>
<td>Valverde</td>
<td>4,803</td>
<td>44.5</td>
<td>9.3</td>
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<td>West Colfax</td>
<td>9,315</td>
<td>37.2</td>
<td>4.0</td>
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<td>Barnum</td>
<td>6,021</td>
<td>41.1</td>
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<tr>
<td>Barnum West</td>
<td>6,145</td>
<td>14.5</td>
<td>2.4</td>
</tr>
<tr>
<td>Villa Park</td>
<td>9,846</td>
<td>76.9</td>
<td>7.8</td>
</tr>
</tbody>
</table>
DENVER’S GAME PLAN FOR A HEALTHY CITY

Parks and open spaces, trails, urban tree canopies, parkways, and natural features are all vital elements of neighborhood infrastructure, and are key to ensuring that Denver realizes its vision of an inclusive, equitable, connected, resilient, and healthy city. Parks, open space, and recreation areas are often identified by residents as key neighborhood resources that contribute to dynamic, civic social spaces and Denver’s quality-of-life. These places serve communities by providing critical amenities that support recreation, leisure, and social activities bringing people together, building community relationships, connectedness, and creating more comfortable spaces for everyone to enjoy. The availability of open spaces, trails, park amenities, and local programming has a strong impact on the overall quality of life, health and well-being of Denver residents. A well-designed neighborhood with amenities and services that support healthy lifestyles can improve health where all people can lead fulfilling and productive lives. The Denver Game Plan for a Healthy City highlights that, “Many neighborhoods do not have pedestrian access to places to experience nature, and the mountain parks are difficult to access for families without a car.” These barriers and inequities are added obstacles to maintaining healthy lifestyles and can have lasting negative social and economic consequence.

Passive uses, such as an open lawn, can foster informal recreational, leisure, and social activities, while active spaces, like basketball and tennis courts, or recreation centers can create communal neighborhood destinations. One of the City’s guiding principles as expressed in Game Plan is to “ensure equity in the distribution of parks and park resources and programming so that all residents have the opportunity to improve their personal health and well-being.”

Recreation areas and centers complement parks and open spaces by providing year-round locations for activities and community spaces in indoor environments and in some cases, outdoor if there is access to swimming pools or water features that residents can enjoy. Whether our community parks or public spaces are passive or programmed, they all have an impact on the overall health outcomes of neighborhood residents as they provide a variety of amenities that contribute to a community’s sense of place and enhance active and passive uses.

The Every Drop strategy found in the Game Plan for a Healthy City plan states that trees and vegetation in our parks, as well as along our parkways and streets, help to clean the air we breathe and provide comfort (i.e., shade) that decreases the load demands on our energy infrastructure during summer months. Our parks and urban forests capture, clean, and filter stormwater of contaminants, decreasing the demands on our storm sewer systems. Bikeways create important mobility networks that facilitate physical fitness and provide alternatives for commuter traffic on congested streets. Investment in parks and recreational facilities have positive ripple effects and benefits throughout our city.

In addition to publicly owned parks and open spaces, privately-owned spaces also function as an important component to the City’s overall open space network. While privately managed and maintained, the City reviews their design and requires a legal mechanism (e.g., public access easement) be applied to ensure permanent public access. These are most often created in association with large-scale developments, particularly greenfield sites, but can also be applied to other landscape areas.
the target goal outlined in Denver’s Game Plan for a Healthy City, which seeks 13 acres per 1,000 residents to meet widely-accepted national goals. To meet this resident per acre target means the park system will need to expand to match the area’s population growth. While there are existing parks and recreational facilities in West, there is a need for better connectivity to and between them. There are opportunities to improve the multimodal networks and off-street trail systems to connect residents to these parks and open spaces. Other quality of life improvements needed within the West neighborhoods include facility, maintenance, and programming upgrades, improved access to existing facilities (e.g., fields, aquatic facilities, recreation centers, gathering spaces, accessible playgrounds with accessible play features, youth service programs), and expanded recreation center hours of operation for seniors and youth.

Other community priorities include the preservation of open spaces with scenic views of natural areas and downtown, respect for waterways as “neighborhood centerpieces,” diversifying park amenities to include family-friendly gathering spaces like grilling areas, covered plazas, and more locations for public art and murals that are created by local artists. There are opportunities for increased educational installations like those planned for Joseph Martinez Park in the Villa Park neighborhood. Recognition of place within communities is extremely important to West Area residents. Art is encouraged to preserve and advance the historic significance that exists throughout the Plan Area. West communities are rich in community culture and history. In order to create meaningful spaces for residents and park users, and to expand the percentage of needed parkland, community feedback suggests there is a strong desire and high need for more neighborhood and pocket parks with lighting, abundant trash and recycling receptacles, and network connectivity to the regional trail system, improved access to neighboring parks, trails, transit, and downtown Denver.

**Inclusive Play**

Playgrounds are places for imagination, play, exercise and socialization. They should be accessible, inclusive and welcoming for users of all ages and abilities. Denver’s Department of Parks and Recreation strives to create play environments that are accessible and enjoyed by all users, despite any physical, social, emotional, cognitive, communication, or sensory differences. To satisfy the need for inclusive playgrounds, West Area facilities must be designed, redesigned, constructed, and maintained for use by all area residents.

**Quotes from the Community:**

“Paco Sanchez, Nettie Moore, and Sloan’s Lake Parks are our favorite spots to visit weekly. The playground at Perry Street and 12th Avenue could use some shade during the hot summer months.”

“A little park with a basketball hoop and some great trees is here in the Valverde Neighborhood. Unfortunately, it is regularly littered with trash (there is only occasionally a trash can there). Can some play equipment be added? Even swings would be great. There is a scarcity of parks within walking distance in this particular area of our neighborhoods.”

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**Denver Housing Authority (DHA)**

**Riverfront Park Summary of Goals & Vision**

**Goals from Denver Housing Authority and Denver Parks and Recreation:**

- When possible, integrate water quality elements into park designs.
- Incorporate River Sisters and First Nations/Indigenous People concepts seamlessly into park designs.
- Protect or relocate existing playground elements in new park designs.
- Maintain and improve South Platte River trail connectivity, signage, wayfinding and user comfort whenever/wherever possible.

**Goals from the Community**

- Create an active recreation destination.
- Provide places for large and small community gatherings.
- Incorporate food opportunities and/or places for food trucks in or nearby the park.
- Celebrate the cultures of the community in the park design.

**Relationship to Nearby Community and Neighborhood Parks**

Sun Valley’s Riverfront Park has four community and neighborhood parks within a 1-mile radius. Each of the surrounding parks has a variety of amenities, from traditional and destination playgrounds, to softball fields, and recreation centers. Programming in the existing parks helps to inform what amenities should be included in the new Riverfront Park.
The Denver Department of Parks and Recreation has developed an Equity Index tool to help plan, prioritize, and implement park facilities and recreational programming equitably throughout the City. The equity index assesses a variety of factors, including access to parks, historic investments in communities over time, and the percentage of open space acres per resident. The index also considers demographic data including race, poverty, obesity, and population density. Based on the Equity Index analysis, neighborhoods in the West Area ranked in the highest category of park need with an equity score of 5 on a 1-5 point scale where one is low need and five is the greatest need. This result is consistent with Denver’s broader history of under-investment in lower-income minority communities of color.

In 2018, voters passed Ballot Measure 2A: Parks and Open Space Sales Tax (2A funding), which is a 0.25% sales tax dedicated to the improvement and expansion of Denver’s parks and recreational system, accelerating the implementation of the Denver Game Plan for a Healthy City. Additional funds provided by Measure 2A, combined with funds from the City’s General Fund, will create new opportunities to accelerate the Game Plan’s goals. Park expansions and programming investments will enhance the outdoor culture that Denver Parks and Recreation (DPR) will leave as a legacy to future generations.

This investment framework creates opportunities to achieve Game Plan goals in the following areas: acquisition of land for future parks, trails, and open spaces; improvements and maintenance for existing parks, trails and open spaces, (including Denver Mountain Parks); building and maintaining new parks and trails; restoring and protecting natural features (e.g., waterways, rivers, canals, and streams); and expanding the urban tree canopy in parks, along parkways, and in public rights-of-way. DPR has a dedicated source of funding for parks, trails and facility improvements, including land acquisition. Building upon The Game Plan for a Healthy City, and the Parks Legacy Fund (2A) Five-Year Plan, in 2021 DPR completed a Strategic Acquisition Plan to help grow and maintain an equitable, sustainable and resilient parks and recreation system for a healthier city.

The DPR Strategic Acquisition Plan provides a clear framework for decision-making that identifies priorities, describes strategies, and explains criteria for success associated with completing and funding future parkland acquisitions. This framework will ensure Denver’s urban and mountain parks, open spaces and recreational systems will equitably meet the recreational needs of the entire community, while also ensuring Denver remains a resilient, sustainable and healthy city. The Strategic Acquisition Plan highlights six focus areas as identified in the Parks Legacy Fund (2A) Five-Year Plan: Equity; 10-Minute Walk or Roll to a Park; Resiliency, Habitat Restoration & Waterways; Downtown, High-Density, & Growth Areas; Facilities; and Mountain Parks.
PARK ACCESS

West Area Plan

Park Access
- City and County Boundary
- Parks and Open Space
- Lake or Pond
- Stream, Creek or River
- 10-minute walk from existing parks
<table>
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<td>1.2</td>
<td>Resilient Landscapes</td>
<td>Ecosystem Restoration</td>
<td>Urban Forest Expansion</td>
<td>Right-of-Way Trees</td>
<td>Mountain Park Fire Management</td>
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<tr>
<td></td>
<td>Create select park areas to incorporate climate resilient landscape and drought tolerance.</td>
<td>Restore functional ecosystems emphasizing healthy waterways and lakes.</td>
<td>Protect and expand tree cover in areas of high urban heat.</td>
<td>Redefine municipal roles and responsibilities for the establishment, care and replacement of trees in the ROW.</td>
<td>Work with regional partners to research and develop best practices for Mountain Park forest management and fire mitigation.</td>
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<td>Energy Efficient Facilities</td>
<td>Wastewater Recycling</td>
<td>Recreation Programming</td>
<td>Emerging Trends</td>
<td>Engagement</td>
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<td></td>
<td>Make facilities more energy-saving and efficient, reducing energy use in park and recreation operations by 25 percent in 10 years.</td>
<td>Address waste more efficiently, increase user responsibilities, and expand recycling in parks and recreation facilities.</td>
<td>Adapt recreation facilities and programming to promote active lifestyles consistent with the culture of the surrounding community.</td>
<td>Actively research, test, and implement new park facilities and programs to respond to emerging trends.</td>
<td>Develop Departmental capabilities to deepen community and employee outreach and engagement to better understand perspectives and needs.</td>
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<td>Multi-modal Access</td>
<td>Partnership with DPS</td>
<td>Development Support</td>
<td>Mountain Park Access</td>
</tr>
<tr>
<td></td>
<td>Identify and implement strategies to achieve level-of-service targets for facilities and programming to ensure equity.</td>
<td>With partners, improve multi-modal transportation systems and pathways in neighborhoods with barriers or safety issues.</td>
<td>Work with other City agencies to seek increased participation from new development to improve park and recreation opportunities for new residents.</td>
<td>Work with regional partners to increase fire management and prevention through community engagement.</td>
<td>Expand mountain park access opportunities through new trails and improvements.</td>
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<td>3.6</td>
<td>Multi-modal Access</td>
<td>Social Engagement</td>
<td>Development Support</td>
<td>Engagement</td>
<td>Social Engagement</td>
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<td>Ensure a ten minute walk for park and open space for every neighborhood.</td>
<td>Support and invest in staff growth and development and professional growth to support engagement and retention.</td>
<td>Develop a citywide mutually beneficial relationship with DPS to share resources.</td>
<td>Develop Departmental capabilities to deepen community and employee outreach and engagement to better understand perspectives and needs.</td>
<td>Increase accessibility to mountain parks for all residents.</td>
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<td>Development Support</td>
<td>Engagement</td>
<td>Social Engagement</td>
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<td>With partners, improve multi-modal transportation systems and pathways in neighborhoods with barriers or safety issues.</td>
<td>Develop Departmental capabilities to deepen community and employee outreach and engagement to better understand perspectives and needs.</td>
<td>Work with regional partners to increase fire management and prevention through community engagement.</td>
<td>Increase accessibility to mountain parks for all residents.</td>
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<td>Innovative Public Spaces</td>
<td>Nature in the City</td>
<td>Mountain Park Access</td>
<td>Design and Build</td>
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<td></td>
<td>Expand a system of tree-lined streets to improve mobility, tree canopy, and water quality.</td>
<td>Expand new innovative park and recreation amenities to encourage active lifestyles and improve health.</td>
<td>Create nature experiences and access to natural areas in every community.</td>
<td>Expand access, amenities, programs, and ease of use to improve the experience of the mountain parks to encourage more use by Denver residents.</td>
<td>Increase accessibility to mountain parks for all residents.</td>
</tr>
</tbody>
</table>
RECOMMENDATIONS

Q10

Improve and increase accessibility to existing community parks, open spaces, and recreational facilities for all users, ages, and abilities.

A. Clearly establish primary park, open space, and recreational center entrances with upgraded lighting, signage, multimodal pathways and crossings to improve pedestrian safety and security.
   1. Add pedestrian street crossings at all park, open space, and recreational facility entrances, adjacent intersections, and regional trail crossings.
   2. Improve or add pedestrian-scale lighting at park and open space entrances, adjacent intersections, local and regional trail crossings, and around community and recreational facilities.

B. Install priority access points for new pedestrian and bicycle access to the South Platte River, both north and south of the 6th Avenue Highway when part of any right-of-way or development projects.

C. Identify linkages between key community facilities (e.g., schools, libraries, community centers) that are proximate to parks. Prioritize enhancing safety and comfort of connected pedestrian routes.
   1. Work with Denver Public Schools and West Area residents to develop Safe Routes to School (SRTS) travel plans. Implement traffic calming measures around neighborhood schools to encourage and facilitate safe walking and biking. Consider “kiss and go” lanes, virtual school buses, and remote drop-off locations that are safer and more secure for young students and families.

Guiding Principles

- Enhance connections to and visibility within the park and nearby destinations.
- Activate the park with health, wellness and educational opportunities.
- Celebrate the cultural heritage and history of the surrounding West Area community.
- Engage the Lakewood/Dry Gulch and natural features found within the park itself.

The Joseph Martinez Park Master Plan

The Joseph Martinez Park Master Plan was completed in January, 2021. Next steps, including final design and construction of Phase 1A, will include new and exciting amenities that support active recreation and play. This is a multi-phased project that will, once completed, revitalize the park and celebrate the history of Denver resident Joseph Martinez and the park named in his honor. The renovations will be funded by DPR’s Capital Improvement and Legacy Park programs.

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Q11

Enhance existing facilities and programming at community parks, open spaces, and recreational facilities. Improve overall facility accessibility and incorporate universal design principles in projects, including community-desired, culturally relevant design elements.

A. As recommended in Game Plan for a Healthy City, strengthen partnerships with Denver Public Schools to increase access to recreational and play opportunities within the community. Potential locations include the following:
   1. Colfax Elementary
   2. Cheltenham Elementary
   3. Cowell Elementary
   4. Eagleton Elementary
   5. Fairview Elementary
   6. Newlon Elementary
   7. Barnum Elementary
   8. Florence Crittenton High School

B. Provide appropriate recreational and cultural activity programming (e.g., group fitness programs for users of all ages and abilities, youth sports and recreational programs, arts and culture, etc.) to promote active lifestyles that are consistent with the desires of area residents of all ages and interests. Develop programming for children, the elderly and residents whose first language is not English.

C. Improve health and wellness options and opportunities within community parks, open spaces, and recreational centers.
   1. Look for opportunities to create enhanced paths around park perimeters (e.g., fitness loops, outdoor exercise stations, etc.)
   2. Explore increased programming opportunities (indoor/outdoor, group fitness, youth sports, arts and culture, etc.) in parks and open spaces.
   3. Cultivate/investigate partnerships with schools and other community organizations to provide transportation to recreational centers, golf courses, and other locations where programming is offered.

D. Prioritize the expansion of seating, lighting, signage, and outdoor socializing opportunities (e.g., picnic areas, gazebos, covered shelters) throughout all parks as funding allows.

E. Continue to advertise the Parks & Recreation Looking to Assist You (PLAY) program, which offers affordable memberships and programming rates to low-income Denver residents, prioritizing areas with high health disparities.

F. Work with Denver Arts and Venues and community organizations to expand arts and cultural opportunities and installations in the public realm.
Q12

Create new and expand existing community parks, open spaces, and recreational facilities throughout West to ensure all West Denver is within a 10-minute walk of an amenity.

A. Identify and prioritize land acquisitions for park locations in areas currently deficient of adequate open space and outside the desired goal of a 10-minute walk or roll of a park.

B. Align future parks and public open space priorities with the City’s Game Plan for a Healthy City and DPR Strategic Acquisition Plan.

C. Incentivize and/or require publicly accessible open spaces, particularly in centers and corridors, as part of high-quality private developments and redevelopment projects. For example, publicly-accessible privately-owned public space amenities can be considered a community benefit in exchange for additional development rights, particularly along major corridors such as Federal and Sheridan Boulevards, West Colfax Avenue, and West Alameda Avenue.

D. Develop citywide standards and guidelines that ensure privately-owned public spaces are accessible, contain design and amenities that respond to the community context, character and community benefit priorities.

E. Integrate new inclusive play spaces within parks and open spaces in accordance with DPR Inclusive Play Strategy and guidance. Consider amenities in West Denver similar to programs available in other communities (such as the Montbello bicycle skills course).
**RECOMMENDATIONS**

**PARKS, TRAILS, AND OPEN SPACES**

**Q13**

**Improve access, signage, wayfinding, safety, security and lighting to West regional trails, waterways, and the South Platte River.**

**A.** Improve Weir Gulch Trail from Alameda Avenue to the South Platte River by establishing a continuous trail with enhanced crossings that is easy to navigate.
   1. Improve and enhance existing sections of the trail to bring them up to the new DPR collector trail standards.
   2. Establish well-marked signage and wayfinding at crossings where the trail crosses local streets.
   3. Improve and/or establish pedestrian-scaled lighting along the trail to address and improve the sense of user safety and security.
   4. Promote development that faces and addresses Weir Gulch to increase the sense of safety and security along the gulch network.

**B.** Fill gaps in the existing trail network throughout the West neighborhoods to provide continuous access between neighborhoods and to the South Platte River, and other activity centers along the gulch, including Downtown Denver. This can be done through public and private investment opportunities as they come in.

**C.** Align gulch connections and future improvements to proposed West Area Green Streets and Safe Routes to Schools throughout area neighborhoods.

**D.** Establish clear requirements and standards for pedestrian access to the South Platte River and public and/or private use of riverfront property.

**E.** Explore federal, state, local, private, and public partnerships for funding to support environmental remediation of brownfield areas and ecological restoration along the South Platte riverbank and adjacent waterways and natural areas.
   1. Coordinate with private projects and private investments along West Area trails, waterways, gulch network and South Platte River for publicly accessible ecological improvements.
   2. Identify ownership and/or control mechanisms for land and property improvements that adjoin the South Platte River and plan area waterways to create direct access to the waterfront and natural areas, trails, and gulch networks.
   3. Further collaborate and coordinate with neighboring jurisdictions such as the cities of Lakewood and Edgewater to improve access to and along the gulch networks. Create new environmental and recreational opportunities that enhance safety, comfort and connectivity.
   4. Coordinate public investments, projects and programs to promote publicly accessible waterways, natural areas, trails and the gulch networks through private, public, nonprofit and entertainment partnerships.

**Quotes from the Community:**

“We would like more trails for walking and running, place to kayak and paddle board along the South Platte River”

“I’ve seen many types of birds and wildlife in the area. People in the community use the gulch trails for exercise and getting around the neighborhood and to parks.”

“Great potential for improved parks and trails throughout West neighborhoods.”

“Love Weir Gulch trails and Barnum Park! How about some updates to the southwest corner? The park is ALWAYS packed. Let’s upgrade the basketball courts and revamp the metal swings.”

“The Lakewood Gulch Trail is so beautiful! The trail leads downtown and has amazing city views.”
SOUTH PLATTE RIVER ENHANCEMENT

- Downtown Denver
- Rocky Mountains
- WEST ALAMEDA AVENUE
- SOUTH LIPAN STREET
- SOUTH PLATTE RIVER
- I-25
- VALVERDE PARK
- FUTURE WATER QUALITY PARK
- ENHANCED RIVER TRAIL
- NEIGHBORHOOD CIVIC SPACE
- BAYAUD GREEN AMENITY STREET
- BAYAUD PED/BIKE BRIDGE
- CONNECTION TO BAKER NEIGHBORHOOD
- VALVERDE PARK CONNECTED TO SOUTH PLATTE RIVER
- SOUTH LIPAN GREEN STREET
- REMOVAL OF SOUTH PLATTE RIVER DRIVE

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West Area Plan
WEIR GULCH ENHANCEMENT

Downtown Denver

PLAYGROUND
WEIR GULCH CHANNEL
ENHANCED PED/BIKE CROSSING
WETLAND / FLOOD ZONE
ENHANCED GULCH TRAIL
PASSIVE RECREATION AREA
Complete food environment systems include the following components:

- **Food Production** - This includes farmers and ranchers; suppliers of critical inputs (land, water, seeds, technologies, capital); and community, school and home gardeners.
- **Distribution and Aggregation** - Distributors, aggregators, wholesalers, and brokers store and deliver farm and grocery products to processors and retailers.
- **Food Processing** - Processors modify foods through preparing, packaging, and freezing foods to create snacks, ready-to-eat foods and beverages.
- **Markets & Purchasing** – Food Consumers drive most of the food system through their purchases, investments, and engagement in related public policy.
- **Preparation & Consumption** – Food Processors modify foods through preparing, packaging, and freezing foods to create snacks, ready-to-eat foods and beverages.
- **Resource & Waste Recovery** - An estimated 40% of the U.S. food supply goes uneaten each year. This takes an enormous environmental toll in terms of water and energy use.

### 2.4.4 COMPLETE FOOD ENVIRONMENT

**What is it?**

Nutritious healthy food is central to the health, well-being, economic resilience, cultural heritage and self-preservation of communities. Access to nutritious food was listed as a key priority among West Denver residents at both the neighborhood- and regional level. The 2030 Denver Food Vision Plan, adopted in 2017, envisions a Denver where every neighborhood contains a complete food environment, meaning every resident has access to a full range of food amenities and the food system infrastructure to support it. A complete food environment includes the cultural, commercial, and agricultural aspects of food and community. According to the 2016 Denver Food System Baseline Report, 1 in 5 children and 1 in 6 adults in Denver suffer from food insecurity.

Neighborhood conditions often dictate access to nutritious, affordable foods and poor conditions contribute to food insecurity and negative health outcomes. According to analysis conducted and further described in the Mobility section of this Plan, that 0% of households reside within a half mile (roughly a ten-minute walk) of a full-service grocery store in West. Diseases like cardiovascular disease, diabetes and obesity are often more prevalent in communities of color. Immigrant communities, older adults, people with mobility challenges, and single parent households are more likely to experience food insecurity and negative diet-related health outcomes compared with more affluent Denver neighborhoods. The same communities are also more likely to experience higher incidents of chronic stress due to poverty, systemic racism, lack of access to health care, transportation, and basic goods and services. This can negatively impact one’s mental, emotional and behavioral health, and contributes to lower overall life expectancy. The long-term vision of the West Area Plan is to identify gaps in the complete food system to develop solutions that bring more healthy, vibrant and resilient food solutions to the neighborhoods of West Denver by addressing the community’s desires and need for healthy, fresh, nutritious food. A key strategy is to connect residents to existing food access locations and fill the missing gaps in the food system. An example of how we can achieve this in the West Area is by identifying gaps in the transportation system that pose barriers for residents looking to purchase and consume nutritious foods near their homes. Community feedback suggests residents are reliant upon personal vehicles to travel outside their neighborhoods to access affordable food that they find desirable, but that is unavailable in West Denver.

Access to nutritious food across Denver can vary considerably by neighborhood. For example, full-service grocery stores are less likely to locate in lower income areas due to the perception that disposable household incomes are too low, and therefore retail profits will be too low for long-term viability. Small corner and convenience stores are more common in the West Area than full-service grocery stores. Convenience stores often have lower quality, nutrient-poor foods, far less variety of foods than full-service grocery stores, and higher prices. Often smaller stores find keeping fresh food inventories challenging due to mandatory minimum order requirements from distributors, limited on-site storage and refrigeration space, and limited access to farms. While consumer food access is primarily dependent upon physical proximity to a store, other important factors include affordability and the availability of culturally-relevant food. Food access is also dependent on the time, capacity, and knowledge on how to prepare and eat healthy food. Cost is often the first barrier but these other factors play an important role in a community member’s access to health and overall well-being.
DEPARTMENT OF PUBLIC HEALTH AND ENVIRONMENT - DENVER FOOD VISION PLAN GUIDING PRINCIPLES & COMPONENTS OF A FOOD SYSTEM

VISION PILLAR

INCLUSIVE
Healthy, productive populations require food systems that promote healthy food for everyone

HEALTHY
Healthy, productive populations require food systems that promote healthy food for everyone

VIBRANT
Vibrant economies require strong regional food systems

RESILIENT
Resilient cities require diverse and environmentally responsible food systems

DENVER'S FOOD SYSTEM

CONSUMERS

RETAILERS

DISTRIBUTORS

PROCESSORS

Economy
Health
Community
Good Food Purchasing Program (GFPP)
The Good Food Purchasing Program (GFPP) is designed to do for the food system what Leadership in Energy and Environmental Design (LEED) certification did for energy efficiency in buildings. The program provides a metric-based, flexible framework that encourages large institutions to direct their buying power toward five core values: local economies, environmental sustainability, valued workforce, animal welfare, and nutrition. The Good Food Purchasing Program is the first procurement model to support these food system values in equal measure.

Denver Sustainable Food Policy Council (SFPC)
Mission: To influence policy that fosters food security for all community members and promotes a healthy, equitable, and sustainable local food system with consideration for economic vitality and environmental impact.

Priorities (2016)
1. Facilitate a broad-based, inclusive, and structured community engagement process
2. Promote the successes of the SFPC and impacts of other community food projects through active storytelling
3. Support ongoing policy change and policy implementation efforts leading to tangible impacts
4. Develop a comprehensive, community-informed policy platform
5. Support and participate in broader regional and/or statewide food policy conversations

What’s going on in West?

Neighborhood Inventory and Cultural Assets
The West Denver neighborhoods are rich with facilities and cultural assets. These provide access to educational programs that can teach people of all ages and backgrounds how to grow and cook food, and how to care for an environment that promotes local food cultivation. Opportunities like those offered by community food co-ops and commercial kitchens like Sun Valley Kitchen, where meetings and events reiterate the importance of maintaining a healthy lifestyle for local residents. Local organizations can promote farmer’s markets and low-cost grocery programs such as the Community Co-op at 1st, reaching those typically underrepresented in public planning processes.

Connecting and Leveraging Food Access Points
Food security and affordability efforts are strong among community members, local leaders, and non-profit organizations in the West neighborhoods and the adjacent City of Lakewood. Community feedback emphasized the need to research and provide more food-related land use opportunities within residential, commercial and industrial areas. Some examples of desired food uses that were identified by the community include mobile markets of all varieties (food, retail and health related), food distribution points that accept public assistance benefits (e.g. SNAP and WIC), and additional low-cost food options such as food pantries, community gardens, and urban farms. To support the ongoing efforts aimed at creating more equitable and inclusive food environments, an emphasis on Denver regional partnerships must continue through the Denver Department of Public Health and Environment’s (DDPHE) Food in Communities (FIC) Initiative (see FIC highlighted on page 185).

Community Outreach and Engagement
Through workshops and feedback, communities identified a high need for increased access to fresh and healthy food, as well as affordable food within the neighborhoods of West. The desire for fresh food that can be grown in public spaces is a very highly sought community priority. West Denver is an area of opportunity where regional coordination efforts like those between Lakewood, Wheat Ridge, and Aurora can be supported. There is a high need and reliance on personal vehicles to access foods that are deemed desirable, affordable, and culturally appropriate because they are not available within West Denver. Furthermore, the community has stated biking, walking, and rolling can be, and often are difficult ways to successfully grocery shop, especially for family and senior households. Traveling long distances are further hampered by the challenging topography in this area, and the perception of speeding vehicles along the commercial corridors where retail shops are located present additional challenges related to residents’ perceptions of safety and security (see Community Safety and Security section for additional information on page 188).
Rewards of a Strong Food System

- **Community Impacts:** Denver residents want to live in communities that have convenient, affordable food retail with fresh food choices. They also want to feel proud of their neighborhood and feel connected to the people and businesses located within walking distance. However, not all communities experience these advantages equally, and large disparities exist between neighbors and neighborhoods. When community members, businesses, and government work together, the food system can play a significant role in creating more equitable, just, and inclusive neighborhoods.

- **Economic Impacts:** As Denver grows, demand for grocery stores, restaurants, specialty markets, farmers’ markets, and commercial kitchens grows as well. This demand creates jobs and helps build strong local businesses. For entrepreneurs, innovators, and small businesses across the city, the food industry is an engine for community wealth building and multigenerational economic opportunity.

- **Health Impacts:** Access to convenient, affordable, healthy foods are goals that can decrease rates of chronic disease and premature death when adopted by a community. In a city like Denver, where one in two adults are obese or overweight and one in three children are either overweight or obese, reducing these health complications is a top priority. These challenges can begin to be addressed when the food system is considered holistically.
**RECOMMENDATIONS**

**Q14**

**POLICY**

**STRATEGIES**

**Q15**

**POLICY**

**STRATEGIES**

**BUILD AN INCLUSIVE, HEALTHIER, AND MORE COMPLETE WEST AREA COMMUNITY FOOD ENVIRONMENT.**

**A.** Promote efforts to create welcoming and inclusive community cultural hubs that provide nutritious food options and other community-desired services. Hubs should incorporate education and encourage local restaurants to source and offer locally-grown and culturally significant foods.

**B.** Develop programs that fund local food entrepreneurs seeking to open innovative businesses that offer healthy food options.

**C.** Support healthy food retailers with multilingual resources to advertise in area news outlets, community resource maps, signage, and marketing tools.

**D.** Increase education and outreach programs on healthy eating and shopping practices, and how to cook nutritious and culturally-important meals to increase demand for nutritious food.

**E.** Expand the availability of healthy meal options available in the West Denver area.

1. Recruit healthy, fast-casual restaurants in local centers and along corridors within West Denver.

2. Develop incentive programs through city agencies (e.g., Denver Economic Development and Opportunity (DED0) and other local organizations like Business Improvement Districts (BIDs) to reward restaurants that offer healthy and affordable food retail.

**INCREASE FRESH FOOD ACCESS, AVAILABILITY, AND AFFORDABILITY THROUGHOUT ALL WEST DENVER COMMUNITIES.**

**A.** Identify economic development opportunities for healthy and nutritious food (i.e. The Co-op at 1st) where other community serving local businesses can share space and associated costs, increasing long-term financial viability, increasing access to community desired goods and services through a conveniently located shared facility with ample, comfortable and safe multimodal access.

**B.** Support community-led transformative projects related to filling the food system gaps and in support of resident education, health, and overall well-being and improved health outcomes.

**C.** Leverage public and private investments (i.e. Stadium District Master Plan, Sun Valley Eco-District, West Colfax Avenue and Federal Boulevard Interchange Transformation Project, Denver Housing Authority’s Westridge Master Plan and future projects) to expand food nutrition, access and education through publicly accessible, shared community facilities.

**D.** Support farmers’ markets and community-supported agriculture (CSA) programs in the West Area.

1. Encourage food providers and farmers’ markets programs to accept a range of payment forms such as credit and Electronic Benefit Transfer (EBT) cards for SNAP (Supplemental Nutrition Assistance Programs), Women, Infants and Children (WIC) benefits, Double Up Food Bucks (DUFB), and the Senior Farmers’ Market Nutrition Program.

**E.** Support new and expanded food businesses in new commercial areas with safe, comfortable and convenient transportation access, existing neighborhood shopping centers, future mixed-use locations, and Transit-Oriented development.

1. Consider permitting incentives (e.g., expedited permit reviews, dedicated and/or specialized city review staff), increased translation and interpretation services to assist applicants, and fee/fine waivers or reductions for fresh food service providers and grocery retailers, mobile food market providers, and other fresh food businesses looking to locate and/or serve in areas of moderate and high need.

2. Seek federal, state and local resources and programs dedicated to open or expand healthy food retail service providers in moderate and high need areas.

3. Reduce administrative, financial and regulatory barriers for mobile markets and food delivery service providers to promote creative food delivery and access throughout the West Area.
Q16  Support initiatives that address food insecurity, maintenance, and improvements to existing local businesses.

A. Recruit and support new small- to mid-sized grocery retailers and specialty stores including culturally significant markets to locate along local corridors and within local neighborhood centers.
   1. Attract small- or medium-sized grocery outlets and specialty stores to serve high need food access areas, especially within communities.
   2. Highlight financial resources, provide fast-track permitting, work with Business Improvement Districts (BIDs) and DEDO.

B. Promote and maintain the importance of healthy food options in West Area food retailers.
   1. Encourage existing corner and convenience stores in West to sell a greater variety of healthy food items through the Double Up Food Buck fresh food incentive program.
   2. Retain small food retail businesses, particularly those already selling healthy food, in areas where commercial rents or property costs have become burdensome.
   3. Streamline permit processes for facilities related to food aggregation, storage, processing, and distribution to support and accommodate small, local producers and food businesses that serve the needs of West Area residents and businesses.

C. Expand the capacity, efficiency, and public awareness of West Area food pantries and food rescue networks as part of a citywide effort to feed those in need and reduce waste.

Q17  Use creative regulatory tools and solutions to streamline processes and close food access gaps.

A. Some of these solutions include fast-track permit processes, increased translation and interpretation services, and waivers or reductions for grocery store retailers, mobile food market providers, and other fresh food businesses in high need areas to utilize.

B. Streamline permit processes for facilities related to food aggregation, storage, processing, and distribution that accommodate small, local producers and food businesses.

C. Consider federal, state and local incentives for healthy food retail stores to open or expand in high need areas.

D. Promote mobile markets and food delivery options to improve food access. Focus on congregate living facilities, seniors and those with limited to no access to mobility.

E. Encourage educational programs for seniors, families and youth about the importance and physical rewards of healthy eating, healthy nutrition, and how to grow, cook, budget, and shop for healthy food choices.

Denver Food in Communities Regional Group (FIC)

Denver Food in Communities was a three-year project with the goal of strengthening complete neighborhood food environments through needs-assessment analysis and community collaborations to design and test food access, justice, and business pilot projects. The project team also provided support to food policy councils to advocate for policies that support community food needs.

Outcomes of the project included increasing: food access points, supportive food system policies and laws, equitable access to ‘fresh, affordable, culturally relevant food,’ and investment in neighborhood food environments. Denver Food in Communities is a project outlined in the Denver Food Action Plan, a supplementary document to the city and county food systems plan, the Denver Food Vision. This collaborative effort includes working closely with community residents and organizations to define food access gaps in their neighborhoods and propose local resident-driven solutions across the region.

These collaborative strategies included:
- Working in partnership with community members to identify assets and needs related to food in their communities.
- Collaborating with new or existing neighborhood groups to design and test food access, food justice, or food business pilot projects.
- Supporting local food policy councils or coalitions to advocate for food policies that support community food needs and priorities.
- Addressing food policy or food access from a regional perspective with the goal of working across the political boundaries of individual cities and counties.
**RECOMMENDATIONS**

**Q18**

Expand local food production, urban farming, food processing and manufacturing to serve the needs of West Denver residents.

A. Reduce regulatory barriers that inhibit the expansion of gardens, farms, and greenhouses in backyards, schools, and other community settings.

B. Promote gardens and “edible landscapes” by planting environmentally and culturally appropriate mixes and varieties of fruits and vegetables. Strive that “extra produce” are collected and donated to residents through neighborhood educational programs and distribution centers like schools, recreational or senior centers.

C. Expand public awareness of the Denver Sustainable Food Policy Council to influence policies and programs that foster food security for all community members. Promote a healthy, equitable and sustainable local food system, with consideration for economic sustainability and environmental impact.

D. Expand the use of Denver’s Residential Sales of Fresh Produce permitting, which allows residents to sell produce privately grown, and certain food products privately prepared to be publicly sold.

E. Work with Denver Urban Gardens (DUG) and other local community organizations to promote funding opportunities for farming and gardening activities through City agencies and other organizations. Collaborate with community to identify locations suitable for new community gardens and other forms of urban agriculture.

F. Address the barriers and constraints to food production on public and private properties in West. Address zoning and other regulatory barriers including land use, zoning, permitting, maintenance, or building regulations.

G. Support food recovery and reduction of wasted food.
   1. Educate the public about reducing the amount of food that is wasted in homes and food-related businesses, and how private citizens can modify food buying habits to minimize waste.
   2. Redirect excess perishable grocery and unused restaurant resources to food pantries and other community-based organizations.
   3. Promote and expand the City’s residential and commercial compost programs.
RECOMMENDATIONS

Q19

Improve access to fresh and healthy food and nutrition through improved physical connections and multimodal networks. Prioritize access to nutritious food, goods and services.

A. Install missing sidewalks that are compliant with the Americans with Disabilities Act for accessibility, and make crosswalk safety upgrades near food providers, prioritizing improvements near major grocery stores and around areas with larger senior populations.

B. Support the build-out of a complete multimodal transportation network that provides adequate pedestrian and bicycle infrastructure, transit access, and traffic calming to provide safe, comfortable access to grocery stores, food pantries, and community gardens.

C. Develop connectivity networks (i.e., bus routes, on-demand circulator shuttle services) to full-service grocery stores. (Currently, all full-service grocery retailers are located outside the geographic boundaries of the West Area communities).

Voices from the Community:

“I like that co-ops bring people together, offering healthy activities, access to fresh food, and services that the community needs.”

“Lowell Street Gardens provides a wonderful place for growing food and cultivating community.”

“We need businesses to come into the area. Grocery stores, coffee shops, restaurants. There is a wildly limited number of available options for food and leisure here.”

“Sun Valley Kitchen + Community Center is an integral part of the Sun Valley community -- providing food access, job opportunities and a community gathering place.”

“The southwest corner of Sheridan and 10th has an opportunity to connect as a transit-hub and better serve the community with better amenities and food access. Possibly even a farmers market.”

Healthy Food for Denver Kids Program

Through the 2018 Denver Ballot Measure 302, the Healthy Food for Denver’s Kids (HFDK) Initiative proposed to increase taxes to establish a fund for healthy food and food-based education for Denver’s youth. The ballot measure was approved by 59% of voters on November 6, 2018 and went into effect in January 2019. The 0.08% increase in sales and use tax within the City and County of Denver is expected to generate approximately $11 million dollars annually and will sunset after 10 years. Funds will be collected from Jan. 1, 2019 through Dec. 31, 2028 and distributed by Dec. 31, 2029.

The funds are distributed through competitive grants to agencies of local government, public schools in Denver, and non-profit organizations, with an emphasis on serving low-income youth. Funding decisions are determined by a commission made up of 13 non-profit, government, and community member volunteers. The Commission is staffed by the Denver Department of Public Health & Environment (DDPHE). Since the passage of Ordinance 302, significant progress has been made on Healthy Food for Denver’s Kids, including: creating a commission with bylaws, hiring staff, developing an evaluation structure, and granting out nearly $18 million dollars to more than 80 organizations.
2.4.5 COMMUNITY SAFETY AND WELL-BEING

What is it?
Community safety and well-being is a key component in creating strong and authentic neighborhoods that feel safe and comfortable. The built environment can have a significant impact on the perception of safety and mental well-being. According to the World Health Organization, well-being is achieved when “every individual in a community can realize his or her own potential, can cope with the normal stresses of life, can work productively and fruitfully, and is able to make a contribution to his or her community.”

Denver’s Comprehensive Plan 2040 highlights safety as part of the Equitable, Affordable and Inclusive vision element. This means that providing reliable and quality basic services, including public safety, is at the top of the City’s priority list for all ongoing and future efforts. Under the Strong and Authentic Neighborhoods vision element, safety is a large piece of the urban design fabric or makeup of neighborhoods. Leveraging intentional urban design strategies can contribute to the economic viability, public health, safety, environmental well-being, neighborhood culture, and quality of life for everyone.

What’s going on in West?

Through community feedback collected throughout the planning process, West residents consistently highlighted the perception that their neighborhoods were deficient in receiving ample public improvements like increased street lighting resources, maintenance resources for sidewalk repairs, funding for right-of-way landscaping, and traffic calming. Other elements of community safety and well-being prioritized by West community members include Sheridan and Federal Boulevards, and Alameda Avenue. Signage is one example raised by residents on how the City can provide improved comfort for residents and visitors by guiding and directing users of pedestrian and bike paths from point A to point B. For signage and wayfinding to be effective, it must be accessible, visible and well lit.

Feedback also reflects the community’s desire for safer and more enjoyable public places where people can be active and feel like they are truly a part of the community. Proper and effective design and use of buildings, their adjacent areas, and publicly accessible spaces can lead to a reduction in the perception of fear and incidences of crime, while improving the quality-of-life for everyone. West Denver communities should continue collaboration and partnership with Denver Police Department Districts One and Four for educational programming and other resource opportunities that connect with Community Outreach Coordinators. DPD Outreach Coordinators provide assistance with existing programs that are resident and neighborhood-serving.

Crime can be discouraged to some extent by promoting a built environment that provides a safe sense of place and promotes vibrant, active community spaces within neighborhoods. Public art and art installation programs can help reduce crime by establishing a positive sense of community pride and identity.

To expand outreach and engagement within community groups in the West Area, the Denver Police Department Districts One and Four are highly involved and active in the neighborhoods, with a focus on violence prevention among the area’s youth. Community group involvement keeps residents informed on specific issues, concerns, and important events within the neighborhoods. Crime prevention can be molded by involving active members of the community in decision-making processes which are often initiated by neighborhood associations. Denver has established a Police Department Citizen’s Advisory Group (CAG) in recent years which is specifically designed for communities to receive...
police updates and statistics, create opportunities to meet police command leadership, and ask specific questions on issues facing neighborhoods. It is an opportunity to get to know local law enforcement officers while staying informed.

Another opportunity prioritized within Denver police districts are the Community Resource Officers (CROs) who exist to provide assistance on community issues such as neighbor disputes, public nuisance complaints, fraud and crime prevention, and other neighborhood concerns. CROs routinely attend neighborhood organization meetings and provide training on programs like neighborhood watch programs, commercial and home security practices, gang awareness, and crime prevention.

In addition to having CROs available for each police district, Outreach Case Coordinators (OCCs) have been introduced. The OCC role within DPD districts is part of the commitment to approach public safety with a focus on helping and addressing the needs of residents and communities. This is accomplished through providing long-term connections to programs, resources and support services. Clients could include community members who are experiencing substance misuse, behavioral health challenges, the unhoused or those needing housing system navigation, immigrant and refugee system navigation, human services navigation, among many others.

Overall, streetlight coverage in West Denver appears to be adequate, as shown on the Existing Street lighting Map on page 190. However, there are gaps in lighting coverage and maintenance that impact actual and perceived safety and security within West Denver. Another factor in ample lighting coverage is the type of luminaire and bulb wattage installed on public rights-of-way, as well as on private property. Over time, streetlights may differ in the bulb wattage and type of bulb installed or replaced. Currently in West, there are a variety of bulbs in use. Some appear as yellow light, others as white light, and there may be dark spots in-between light poles. In addition, property owners are responsible for lighting their properties, including walkways around apartment complexes, commercial parking lots, and industrial areas. When lights are missing or inadequate, the community as a whole can feel under-lit, and therefore unsafe after dusk. Park and open space lighting may have differing criteria than right-of-way street lighting standards, and is intended to light large open spaces or fields. There is a need for additional street lighting in existing industrial areas within the Sun Valley and Valverde neighborhoods. In addition, there are several privately-owned multi-unit housing communities and businesses along the major corridors of Alameda Avenue and the South Platte River that could benefit from improved lighting. Residents have voiced strong desires to see increased lighting for safety and security along the gulch and trail networks, and around transit stations and stops.

**Voices from the Community:**

“We need to make this area safer for families that walk. Especially with strollers in mind.”

“We like the new streetlights! They cast a great light!”

“Pedestrian safety and walking around the neighborhoods is important to our family.”

“This area could utilize some work to increase its walkability and safety (clean up, improve sidewalks and lighting or better yet, make a pedestrian bridge), especially for families with young children.”
Through the LED street lighting program, Denver aims to provide safety, energy efficiency, and sustainability. The program began in 2019 and aims to convert 44,000 street lights across Denver to Light Emitting Diodes (LEDs) which is considered one of today’s most energy-efficient and durable lighting technologies.

The conversion to LED street lights is the next big step in Denver’s commitment to energy conservation and work to address climate change at the local level. LED lighting effectively illuminates sidewalks and roadways and which makes community members feel safer to walk, roll, scoot, bike and drive as they move about town.

Phase 1 prioritized Federal Boulevard and West Colfax Avenue, two stretches of the City’s High Injury Network (HIN) running through the West Area. Conversion to and maintenance of LED lights specifically addresses recommendations in Denver’s Vision Zero Action Plan calling for these implement treatments along HIN roadways to improve safety and security.

In addition to enhanced quality of lighting and the potential of reducing nighttime light pollution, the efficiency of LED lights provides operational cost savings of 4-7%. Plus, energy-efficiency gains begin immediately with a 50% reduction in energy use leading to reduced greenhouse gas emissions.
**RECOMMENDATIONS**

**Q20**

Maintain energy efficient street lighting for increased safety and comfort. Prioritize gathering spaces, parks and open space, trails, transit facilities, commercial corridors and centers, and streets designated for pedestrians and bicycles.

A. Utilize pedestrian-scale lighting solutions, prioritizing corridors and intersections along Denver’s Vision Zero Action Plan High Injury Networks and in Communities of Concern.

B. Maintain and increase energy efficient safety and security through annual maintenance evaluations to assess the effectiveness of street and trail lighting for its overall community benefit (i.e. light fixtures, effectiveness in illuminating key areas for safety such as parks and open spaces, trails – particularly at access points. Evaluate areas around commercial areas, along corridors, and around public facilities such as schools, government facilities and transit.

C. Use energy efficient street and trail lighting and power sources (i.e., LEDs, photovoltaic solar-power, wind power, etc.) in all publicly owned projects and facilities, and incentivize energy efficient lighting solutions in private development projects for increased energy conservation in pursuit of Denver’s Climate Action Goals, greenhouse gas reduction targets, and Green Building Code recommendations.

**Q21**

Encourage public and private agencies, urban design practitioners, and developers to incorporate principles that promote safety in the built environment. Increase awareness of cultural biases, needs for equity, diversity and inclusion through universal design, and seek opportunities to include the aspirations and voice of community.

A. Continue the discovery of places to celebrate which are culturally appropriate and relevant to the community and West Denver residents.

B. Prioritize improvements in highly-utilized places such as parks and open spaces, trails and gulches, transit stops and station areas, and major commercial corridors such as West Colfax Avenue, Sheridan Boulevard, and Alameda Avenue.

C. Encourage and incentivize the inclusion of public art and culturally significant design elements in development projects, urban designs and landscapes that celebrate West Denver history, culture, instills a sense of community pride, and ownership.

D. Acknowledge and include the history, culture and rich diversity that exists within West Denver neighborhoods in development projects, public improvements and urban design projects.

E. Encourage the creation and establishment of long-lasting art murals, public plazas, gathering spaces that are culturally, emotionally and psychologically important to West Denver residents.
What is it?

Protecting public health and safety by preventing animal bites, attacks, and accidents caused by unattended roaming animals is key for attaining safe and comfortable neighborhoods. Animals such as unattended, unsecured dogs can present significant health and safety concerns. Dogs can bark, bite or otherwise harm neighborhood residents. Feral cats (non-captive or domesticated) can pose health and safety concerns. Both loose dogs and feral cats are animal concerns that have been identified as a concern in the West Area neighborhoods.

What’s going on in West?

In response to these challenges, Denver Animal Protection (DAP) is committed to “building relationships and saving lives.” DAP strives to take a non-judgmental, supportive approach to helping animals and their owners by working directly with pet owners. DAP has specifically targeted outreach services in West Denver neighborhoods through its “Pets for Life” program. In 2018, DAP treated nearly 1,000 animals and provided client education and outreach to community members. DAP is highly proactive in attending events, fairs, neighborhood meetings and conducts door-to-door outreach to share information about the City’s pet regulations and services. Services provided include free spay/neuter surgery, vaccinations, pet licenses, microchip tracking, collars, leashes, food, educational resources, and referrals. DAP coordinates efforts with the Denver Police Department to respond to referrals for pet owner outreach and education. This has contributed to relationship-building, trust and support within the community, creating a two-way avenue for communication between DAP, the City, and the community members being served.

Community engagement throughout the planning process confirmed that the following issues contribute to challenges of responsible pet ownership:

- There are limited veterinary care options available within the community, including spay/neuter services vaccinations.
- Limited access to affordable pet healthcare, supplies, food, grooming, and pet daycare services.
- Many dogs lack collar identification or licenses, making it difficult to find pet owners when animals are lost and recovered.
- Dogs and cats go unspayed or unneutered, contributing to rapid increases in pet populations.
- Some dog owners fail to keep their pets constrained and on their property.
- Well-intentioned residents often feed feral cats, encouraging them to stay in the neighborhood.

DAP feels that increased education and enforcement around animal regulations can increase residents’ physical safety by reducing the conflicts resulting from stray cats and dogs. Offering affordable pet services can help mitigate these challenges by providing resources to residents that are in need. Fewer stray cats and dogs will increase community safety, and may lead to more physical outdoor activity as a result of people being able to enjoy parks and open spaces more comfortably.
Q22

Support ongoing funding for Denver Animal Protection (DAP) “Pets for Life” and similar programs that provide access to information and education, and veterinary healthcare resources and services to pet owners at low to no cost.

A. The integration of animal shelters and veterinary clinic facilities within neighborhoods provides community members with opportunities to increase their petcare abilities through hands-on interactions with animals and veterinary professionals. Knowing there is a high need for petcare education and services in the West Denver neighborhoods, this has been identified as a long-term goal for an enhanced quality of life for both West Denver residents and their pets.

B. Promote pet education in the absence of animal shelters or rescue groups. The following sub-strategies reflect how animal and pet education play a large role in quality of life in neighborhoods.
   1. Lost Connections Re-established – Thousands of lost and injured pets are reunited with their owners through animal shelters each month.
   2. Shelters Help Create Best Friends – Many human-animal love connections are developed thanks to animal shelters and rescue groups. Lifelong best friends have been established through opportunities like low-cost and free adoption and pet healthcare services.
   3. Stemming the Tide of Unwanted Animals - With aggressive spay and neutering campaigns, outreach programs, community partnerships, and low- to no-cost initiatives, Denver Animal Protection is leading communities in proactive measures that reduce the number of stray and unwanted dogs and cats.
   4. Improving Pet Health – Animal shelters are great ambassadors for healthy animals. This helps stabilize pet populations as well as increases the general health and well-being of communities.

C. Support local pet organizations that compliment and add to DAP services and programs.
   1. University partnerships and programs such as the Graduate School of Social Work (GSSW) are working with Denver Animal Protection to create programs that intentionally assist residents in lower-income communities in West Denver. These types of collaborations and partnerships in communities are highly effective and should be supported and funded through City policies and programs.
   2. West Denver residents and those new to pet ownership often encounter barriers to accessible and affordable pet health care. Denver, it’s residents and pet-affiliated organizations should continue supporting and promoting services that streamline access to pet care.
   3. Expand and fund pet education opportunities for children, leveraging in- and after-school programs, summer programs, and programs in recreational centers and libraries in order to increase their awareness and comfort around dogs, cats, and other pets.
The Importance of Social Capital within a Community

Social capital refers to the resources individuals access through connections to social organizations in their communities and among their social networks. Mental well-being is “a state in which individuals realize their own abilities; can cope with the normal stresses of life, can work productively... and are able to make a contribution to their community” per the World Health Organization. The built environment can promote or hinder mental well-being. The quality and characteristics of the settings we inhabit – the places in which we live, work, and play – influence our mental health. Well-maintained, safe places with exposure to green spaces promote positive feelings of well-being. Public art and a comfortable public realm can promote feelings of community pride among residents. Conversely, places that are dangerous, dark, or lack exposure to accessible natural/green areas can lead to irritability, anxiety, distress and a poor quality of life.

There are significant advantages to fostering social capital in a community or neighborhood. Ongoing research suggests outcomes include respect for diverse perspectives, agency in decision-making, support for the development and implementation of short and long-term community goals, and better transparency with partner agencies and organizations that support grassroots and community efforts that advance equity and complete communities.

Sustainable Futures through Community Building

Community connections and relationship-building form the basis for strong neighborhoods when the quality of life of residents and community members are prioritized. It allows residents to support one another, interact with respect, share experiences and cultivate communities that are inclusive and equitable. Having this open bond with others is what builds valuable relationships, fostering a deeper sense of belonging and community.

Youth Engagement in the West Area

Children and youth are the future. Youth are often more impacted by their physical environments than adults. Youth are generally less mobile than adults and often spend more time at home, school, and in nearby public open spaces. Lifestyle behaviors including physical activity and nutritional habits are often shaped by a person’s early life experiences and environments. These can be positive if they include:

- Safe, accessible and welcoming parks, open spaces, playgrounds, recreational centers with relevant programming, and mobility networks that connect to meaningful and relevant destinations.
- Adequate sidewalks and safe routes to nearby schools and community destinations.
- Access to safe, high-comfort bicycle facilities and well-connected multimodal infrastructure.
- Access to healthy, nutrient-rich food.
- Clean air for healthy outdoor activities.
- Access to employment opportunities.
- Safe, comfortable, and affordable access to transit.
- A social network of adults able to provide safety and well-being for children and youth.

Youth engagement is a significant component of the West Denver area planning process. More than 30% of the residents in West are made up of youth under the age of 18 years old. Engaging the area’s youth has provided guidance and inspiration for this plan. They are who will inherit this area and are the future leaders of Denver. Youth attitudes can be influenced by the sentiments expressed through social media, lived experiences, activities, place, and their environment. Studies show that environments shape a person’s state of physical, mental and emotional health and well-being, and this is particularly true for children and youth. Because
of this profound impact on our future generations, West residents have emphasized their participation in the planning process as a high community priority. It is important that this plan emphasize the creation and continuation of activities, events and programs oriented toward young people. Residents expressed an ongoing desire to support community-serving local centers like the Sun Valley Kitchen and the Community Co-Op at 1st Avenue for their positive impacts on West Area youth.

There is an authenticity and rich cultural history that is unique and special to the neighborhoods of West. Throughout the West Area planning process, city planners heard from parents and teachers in community meetings, small-groups, after school workshops, and firsthand in one-on-one conversations with students. The need for more community activities geared towards youth has been acknowledged and captured within the recommendations of this plan. Feedback captured by students include the need for youth-related events and programming, better access to healthy food, more sports facilities and after-school programming, support for animal services (including requests for an additional animal shelter), more trees along streets, in public rights-of-way, in parks, and increased street lighting to improve safety and comfort, particularly along the trail and gulch networks and at transit stations and stops. Every West Denver student has tremendous potential to leverage access to opportunity, and an innate ability to succeed, despite the challenges posed by the current built environment. West Area youth want to be heard and want to contribute – as we have seen through the collection of feedback and comments throughout the planning process. Through robust and meaningful engagement, we can empower West Area youth by giving them a voice and a seat at the table.

**Cultural & Historic Preservation in West Denver**

Preserving the history of a neighborhood through its significant historic resources gives a community its unique character and provides a link between the roots of the community and its people. The preservation of culturally significant traditions can be through the preservation of tangible resources such as buildings, neighborhoods, or murals, or it can be through education and the sharing of traditions, beliefs, customs and practice. Historic buildings and sites, murals and other forms of art such as monuments are ways to record events, people, places, emotions and culture within a community. All of these sites honor a community’s cultural heritage and are irreplaceable once lost.

Historic preservation is not only about preserving buildings for their cultural value. Rehabilitating old buildings to their original appearance not only adds character to the area, but can also help attract investment, as well as tourists if the structures are historically significant. For example, a historic but abandoned industrial building can be turned into small business space, or a mixed-use development – giving new life to a building and even a whole neighborhood.

In terms of environmental considerations, repairing and reusing existing buildings uses energy and material resources more efficiently and reduces waste. New materials don’t need to be created and older materials are kept out of the landfill. The act of demolishing a building can release pollutants in the environment. Many older materials such as brick, wood, and glass can be repaired and continue to be used, while many modern materials such as vinyl cannot be repaired and instead must be replaced, leading to a cycle of further waste production.

Thus, in many different ways, preservation of the West area’s unique cultural heritage can greatly improve the quality of life for the entire community.

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**Tips for the mentorship of our youth include the following:**

- Establish strong personal relationships and connections that are grounded in trust.
- Listen actively and provide a safe space knowing that young people are not typically given the opportunity to be heard.
- Be comfortable with being uncomfortable and make yourself available to a student or young person that may be struggling with difficult life lessons or challenges. Try to steer the individual into a more positive direction in life and assist with direction to city and community resources available to young people within our communities.
- Help create realistic goals and expectations that are both short and long term and check-in periodically to ensure that the student or young person is meeting their goals.
- If a young person asks for advice, focus on solutions and try to avoid judgment.
- Help local government staff include youth in their community engagement efforts by reaching out to populations that are under-represented. This will help to ensure that barriers, opportunities, and different perspectives are included and addressed in local government plans and studies.
Denver Economic Development and Opportunity (DEDO)

Denver Economic Development & Opportunity works to ensure an inclusive and innovative economy for all Denver residents, businesses, and neighborhoods.

Denver’s public sector workforce is ready to serve, regardless of what highs and lows our regional economy faces. DEDO has programs developed to assist our City’s unemployed, underemployed, dislocated workers, veterans, older aged 50+ workforce, people with disabilities, immigrant and refugee arrivals, and people in transition out of the justice system.

Denver’s workforce programs receive local, state and federal funds. Some are also grant-funded, with programs and services offered free of charge, including wraparound services (Wraparound is an approach to service delivery that is a team-based, collaborative case management approach offered for additional support.) With an equal focus on responding to an ever evolving workplace and emerging high-demand industries, DEDO’s free employer services help unite thousands of residents with companies as they recruit and retain their most critical business asset—people.

The Denver Youth Employment Program helps young individuals between the ages of 14 and 24 who face barriers in education, training, and employment. Through personalized coaching and services that address individual challenges and needs, Denver prepares youth for post-secondary education and employment opportunities, attain educational and/or skills training credentials, and secure employment with career advancement and promotional opportunities. The program is housed within the Department of Economic Development and Opportunity (DEDO).

Q23

Promote a comprehensive approach to youth violence and promotion of community empowerment with strategies focused at all levels of the social ecology.

A. Promote inclusive space and environments that support healthy development of relationships with youth demographics when planning through city projects and initiatives.
B. Provide quality education and understanding for students and faculty by working with school systems such as Denver Public Schools and other to provide access to city planning; what it is, and what it is important that they get involved.
C. Strengthen youth skills by finding ways to integrate mentor opportunities and internships with the city.
D. Offer unique space for youth and their families to access support services ranging from workforce development, vocational and entrepreneurial training, education, mental health, recreational activities, wrap-around services and youth violence prevention. See the Valverde Neighborhood Chapter, page 273.

Q24

Support the strong sense of place that is West Denver. Seek opportunities that promote communal pride by supporting the elements that define the neighborhoods – including businesses that contribute to and participate in local events, organizations that provide goods, services and programs that benefit the community in the short and long-term.

A. Continue partnership opportunities and ongoing collaboration with “I Am Denver” - a program within the City of Denver - to engage and capture the histories and stories of the six West Area neighborhoods through video, audio, and photography.
B. Utilize Landmark Preservation to document the existing historic buildings such as churches and schools as gathering spaces for local community groups and reoccurring or popup cultural events.
C. Explore the creation of a “Legacy Business Program” that will protect and direct resources towards the long-standing local small businesses.
RECOMMENDATIONS

Voices from the Community:

“We love our murals and wish for more artistic activation in the neighborhood. Gives a sense of place, culture, rich history and support for our community and our artists. More please!”

“Outdoor recreation, walking, biking, community gathering, mixing of different cultures and incomes are what make West Denver.”

“The murals at Cheltenham Elementary school. Students at this school don’t have a lot but they get to attend a school with murals by some of the most internationally famous street artists that have uplifting inspirational messages and imagery to inspire them.”

We’d love to have more meaningful places to hold community events and festivals. Outdoor seating and plazas with safety and lighting are highly encouraged priorities for us.”

“I really appreciate the amount of grn Recognize culture and history through city improvements, public art and park design and provide identification for unnamed spaces to create a sense of place for the community members of West.

A. Prioritize looking at parks, open spaces, recreational facilities, civic locations, schools, churches and privately-owned public spaces.

B. Create more publicly accessible community gathering places that are inclusive, inviting, and culturally relevant. Enhance the attractiveness of these spaces with ongoing and sustained improvements, maintenance that includes safe and comfortable multimodal connectivity.

C. Increase installations of public art throughout the communities of West to increase value to the cultural, aesthetic, and economic vitality of a community. It is now a well-accepted principle of urban design that public art contributes to a community’s identity, fosters community pride and a sense of belonging, and enhances the quality of life for its residents and visitors.

D. Continue to prioritize investments in West parks and open spaces. Designs should include art and activities with input and direction from the community, and focus on amenities like parks, plazas, event spaces, and other places where community members seek to gather.

POLICY STRATEGIES

Q25

Recognize culture and history through city improvements, public art and park design and provide identification for unnamed spaces to create a sense of place for the community members of West.

A. Prioritize looking at parks, open spaces, recreational facilities, civic locations, schools, churches and privately-owned public spaces.

B. Create more publicly accessible community gathering places that are inclusive, inviting, and culturally relevant. Enhance the attractiveness of these spaces with ongoing and sustained improvements, maintenance that includes safe and comfortable multimodal connectivity.

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3 TRANSFORMATIVE PROJECTS

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3.1 INTRODUCTION

Transformative projects illustrate how plan recommendations overlap to make significant neighborhood improvements and advance the community’s vision. Multi-layered and long-term in nature, these projects will take a concerted effort by both public and private sectors.

While some transformative projects are specific to one neighborhood, others apply area-wide or extend across multiple neighborhood boundaries. This chapter includes only the area-wide transformative projects that apply to multiple neighborhoods. The neighborhood-specific transformative projects are found in their respective neighborhood sections in Chapter 4 Neighborhoods of West. A list of both area-wide and neighborhood-specific transformative projects are included on the right.
3.2 ENHANCED TRANSIT

WHAT IS IT?

Four transit priority corridors are recommended in West:

- **High-Capacity Transit (Colfax Avenue & Federal Boulevard).** Corridors (HCT) with high levels of passenger capacity, very frequent services, and high-quality design. These include features to make transit more reliable and rapid, such as BRT or rail infrastructure, and additional improvements including dedicated transit lanes and enhanced stops and stations.

- **Medium-Capacity Transit (Alameda Avenue).** Corridors (MCT) with slightly lower levels of passenger capacity, service frequency, and design, than HCT. MCT corridors are served by rapid bus with bus-only lanes and other transit-priority treatments throughout the corridor. Full BRT may be possible on some MCT corridors.

- **Speed and Reliability Corridor (Sheridan Boulevard).** Corridors (S+R) with slightly lower levels of passenger capacity, service frequency, and design than HCT and MCT corridors. S+R corridors benefit from investments such as transit priority signals, improved stop amenities, and can include dedicated transit lanes at key locations to help buses move faster and reliably. All capital investment corridors begin as S+R corridors until funding is identified to build out the full HCT or MCT vision identified in the plan.

In addition to the transit services, mobility hubs are recommended along each corridor, which are transit stops with enhanced amenities that allow for seamless transition between modes. Properties surrounding these mobility hubs have been identified as high-capacity transit centers in the Land Use and Built Form Section where transit-supportive uses and intensities, and high-quality design are encouraged. See policies M1, M12, M13, L3, and L8 for more detailed guidance.
WHAT IS IT?

The South Platte River runs along the eastern edge of the West area, presenting a great opportunity to connect residents to a rich amenity that provides important recreational, ecological, and transportation functions. Major improvements to the South Platte River are planned north of the plan area including Sun Valley Riverside Park, River Mile, and Denargo Market. These improvements focus on restoring the local ecology, expanding park space, connecting people to the river, providing comfortable recreational paths, and more.

The Greenway and River Restoration transformative policies promote similar types of improvements for the South Platte River and trail system within West. Key recommendations include:

- Encourage future river-adjacent development to better oriented towards and designed with the river in mind (see Policy L10).
- Strengthen neighborhood connections to the river (see Policy M1).
- Improve the quality and comfort of trails (see Policy M10).
- Protect and enhance the river’s environmental, ecological, and recreational needs (see Policy Q4).
- Improve access and wayfinding (see Policy Q13).
3.4 MAJOR CROSSINGS

WHAT IS IT?

Major crossings across significant barriers including state highways, gulches and rivers, and busy arterial roads have been identified as a key priority by the community. These crossings are to prioritize pedestrians and cyclists to establish more safe, convenient connections through the West area.

Various types of crossings should be explored from “big ideas” like a cap and cover across 6th Avenue to connect Barnum Park and Barnum Softball together to enhanced pedestrian bridges that are wide and amenity-rich (e.g., seating, landscaping). New pedestrian and bicycle crossings are identified in Policy M8 and Pedestrian Crossings map in Section 2.3.5.
WHAT IS IT?

The Colfax and Federal Interchange Transformative Project holds the potential to re-imagine the interchange so that it provides for a safe, well-connect transportation network, resilient stormwater infrastructure, and access to land which can be redeveloped with uses that better serve the neighborhood, including open space. Key priorities include:

- Design new and existing street connections at-grade to calm traffic, promote active living, and ensure a safer, more equitable environment for all users with the priorities place on pedestrian and bicycle safety.
- Create improved connections between West Denver neighborhoods, downtown Denver, and to area amenities through a connected local street grid that eliminates elevated and grade-separated connections through the site, including the Federal Boulevard bridge.
- Create opportunities to improve the public realm that integrate green infrastructure, stormwater management, and create great new activated public spaces on streets, parks, and plazas.
- Configure streets to foster improved multimodal access to area amenities, especially for pedestrians, cyclists, and transit users.
- Maximize components of complete neighborhoods including an equitable mix of housing options and public realm improvements, while maintaining project viability and attracting private sector interest and potential funding.

As part of the study, a vision framework was developed along with four scenarios that each offer a unique solution for addressing the various challenges and advancing the vision framework. More detailed information regarding the vision and alternatives is found in the Colfax & Federal Transformation Study.

3.5 COLFAX AND FEDERAL INTERCHANGE

Vision and Goals

**Land Use and Built Form**

Create a vibrant, inclusive urban neighborhood that supports year-round activity and provides a diverse mix of uses and experiences for residents and visitors. When combined with a variety of market-rate and affordable housing options, a mix of uses provides for a variety of every day needs that allow people to live, work, shop, enjoy entertainment, recreate, and dine all in one area.

- Ensure a diverse mix of land uses that promote an active, livable neighborhood.
- Provide ground floor active uses that activate the key connections through the site with retail, office, and neighborhood-serving uses as well as public spaces and transit facilities.
- Integrate affordable housing throughout the area and accommodate households of different ages, sizes, abilities, cultural backgrounds, and income levels.
- Provide a variety of building heights and intensities. Taller buildings should incorporate design techniques to reduce massing and be located closer to transit.
- Design human-scale and high-quality design throughout. There should be a comfortable sense of enclosure through the relationship of street widths and building height/massing.
- Ensure buildings are designed to activate the street edges and promote pedestrian use. Site buildings close to the street or key public or parks spaces, with high levels of transparency, durable materials, building entries, wide sidewalks, and high visual interest.
- Encourage a strong connection between buildings and the public realm. This could include creating a consistent pedestrian experience at the ground-level by minimizing curb cuts on along key connections and encouraging active building frontages along streets with high levels of pedestrian and bicyclist activity.
- Mitigate the significant change in grade from west to east with development and a street grid that connects directly to existing streets and grades. Development and streets should be designed at-grade, minimizing the need for tunnels, bridges, and elevated connections that detract from neighborhood continuity, physical and perceived comfort and safety, and a high-quality public realm and streetscape.

**Mobility**

The future street network should prioritize multimodal features such as bikeways, detached sidewalks and traffic calming measures that encourage a shift from driving to other travel modes such as walking or rolling, biking, and transit. The plan area should be accessible to people of all ages, abilities, and income levels and provide affordable mobility options that meet all needs.

- A connected, multimodal street network should be created by enhancing existing streets and creating new streets within the area.
- Implement new north/south and east/west connections across the area that provide at-grade connections to the existing street grid. Pedestrian and bicyclist desire lines should be used to inform new connections, in addition to desire lines for vehicular traffic.
- A variety of street types should be incorporated that utilize complete street design, green infrastructure, stormwater management, and support the function of every day and event day mobility. Use the city’s current guides and standards and the most recent innovative approaches for street design.
- Prioritize pedestrians by incorporating walkable streets with enhanced pedestrian facilities. Implement enhanced pedestrian facilities on streets that eventually connect to the South...
Platte River, transit stations and stops, and to the stadium schools, parks, open space, trails, and other amenities.

- Create a complete network of high ease-of-use bicycle facilities. Incorporate bicycle facilities across the area and that connect to existing facilities. Prioritize connecting bicycle facilities to the Decatur-Federal and Mile High transit stations, Lakewood Gulch, and the South Platte River.
- Increase access to multi-use trails and pathways. This includes incorporating new trails and pathways, as well as connecting to existing trails and pathways.
- Increase and enhance transit and shared mobility options. This includes providing improved and additional high capacity transit connections and stops; improving the pedestrian experience leading to and from transit stations; encouraging shared mobility options, leveraging transportation demand management; and dedicating curb space in appropriate areas for on-demand transportation.
- Design streets for reduced vehicular speeds, including through traffic along Colfax Avenue and Federal Boulevard.

**Quality-of-Infrastructure**

Future development should create a precedent-setting public space network that incorporates a variety of publicly accessible spaces for people of all ages and abilities to use year-round.

- New public spaces should contribute to the broader public space network outlined in the Stadium District Master Plan and West Area Plan, and seamlessly integrate into existing and new development.
- New public spaces should accommodate a variety of activities for people of all ages, abilities, cultural backgrounds, and incomes to enjoy year-round. They should be designed to promote safety, comfort, have open sight lines and encourage social interaction.

- New public spaces should have a variety of amenities that promote public life, contribute to a sense of place, and enhance active and passive uses. Amenities should support everyday use and be functional and adaptable to contribute to year-round services, programs, or events.
- Tree canopy should be expanded throughout the area.

- Best practices should be used as well as innovative solutions for stormwater management to improve water quality and mitigate flooding. There should be a network of large-scale and site-scale green infrastructure within public and privately-owned spaces that mitigates the impacts caused by impervious surfaces. Best practices should be used to ensure storm drainage design, installation, maintenance, and management incorporates strategies and design solutions identified in Denver’s Ultra Urban Green Infrastructure Guide, Urban Drainage and Flood Control District’s (UDFCD) Urban Storm Drainage

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*Source: Colfax and Federal Interchange Transformation, Vision Framework*
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4.1 INTRODUCTION

The West Area is made up of six distinct neighborhoods. While there are some issues that affect all the neighborhoods, there are many that impact individual neighborhoods differently, and require unique recommendations. This section will address each neighborhood individually and provide more detailed guidance than the area-wide recommendations. Although Barnum and Barnum West are two statistical neighborhoods as defined by the City and County of Denver, the history and development of the two are tightly linked. As the two neighborhoods have historically been considered one, their neighborhood chapter will consider the two together. The contents of each neighborhood section are organized as follows:

- **Plan on Page.** Provides an overview of the area-wide recommendations and where they apply in each neighborhood.
- **Neighborhood Overview and Characteristics.** Provides an analysis of the distinctive features of typical structures in the neighborhood and existing characteristics in each neighborhood.
- **Community Feedback and Previously Adopted Plans.** Provides summary of the community input received from that neighborhood and descriptions of the previously adopted plans in the neighborhood.
- **Neighborhood Recommendations and Transformative Projects.** Provides illustrations and descriptions of ongoing and potential new projects that will significantly advance many of the plan policies established for West.

This section will give neighborhood residents, local organizations, and anyone else interested in a neighborhood a better understanding of how the West Area Plan impacts them. However, each neighborhood’s individual recommendations still work together to achieve the community’s overall vision for West.
Lakewood Gulch
Weir Gulch
Dry Gulch
South Platte River
City of Lakewood
City and County of Denver
Sheridan
Station Perry Station
Decatur-Federal
Station
Paco Sanchez
Park
Joseph P Martinez
Park
Lakewood / Dry
Gulch Park
Barnum Mountain
Bike Park / Softball
fields
Barnum Rec Center
Barnum East Park
Frog Hollow
Park
Byers &
Pecos Park
Empower Field at Mile High
Colfax Ave.
13th Ave.
8th Ave.
10th Ave.
14th Ave.
17th Ave.
Alameda Ave.
Federal Blvd.
Zuni St.
Tejon St.
Lincoln Park
Sloan's Lake
Baker
CBD
Baker
South Platte River
0' 1,025' 2,050'
Neighborhood Areas
Neighborhood Boudaries
West Area Plan
West Neighbohoods
West Area Plan
Neighborhoods of West
4.2 WEST COLFAX

4.2.1 Neighborhood Characteristics

Street Pattern
West Colfax has strong east-west connections along Colfax Avenue, 14th Avenue, and 17th Avenue. Many of the less trafficked east-west connections are not continuous through the neighborhood. Both Federal Boulevard and Sheridan Boulevard bound the neighborhood, providing connections to the north and south. In the interior of the neighborhood, Perry Street connects West Colfax to Villa Park to the south (over the Lakewood/Dry Gulch). Knox also crosses the Gulch, but does not go north of West Colfax Ave. Very few streets connect the entire neighborhood, and are more valuable as streets to live, walk, or roll along.

Parks and Open Space
Sloan’s Lake Park is directly adjacent to the West Colfax neighborhood and serves as a large regional park visited by many neighbors from the area. Within the West Colfax neighborhood, park space is limited to the south of the area. The Lakewood/Dry Gulch stretches the length of the neighborhood, with Paco Sanchez Park at the eastern boundary.

Overlays and Special Districts
West Colfax has one major design overlay – the South Sloan’s Lake Design Overlay (DO-5), which adds building height limitations on the periphery of the Saint Anthony’s redevelopment site to create a transition to the surrounding residential neighborhood. It has a few other use overlays: UO-1 (Adult Use Overlay), UO-2 (Billboard Overlay) and UO-3- Historic Structure Use. Historic Landmarks include: five houses along Stuart Street and Lake Middle School.

Visual Landmarks
Lakewood/Dry Gulch, neon signs and commercial character on Colfax, Lake Middle School, Chapel Plaza
### 4.2.3 Neighborhood Overview

#### ERA OF CONSTRUCTION

- **2001-2019**: 28%
- **1946-1955**: 13%
- **1901-1925**: 17%

#### EXISTING LAND USE

- **Single Unit Residential**: 57%
- **Multi Unit Residential**: 21%
- **ROW/Road**: 32%

#### ZONING

- **Multi Unit Residential**: 47%
- **Main Street**: 11%
- **Single Unit**: 12%

#### RESIDENTIAL PARCEL SIZE (SF)

- **Less than 3,000**: 39%
- **6,001-9,000**: 31%
- **3,001-4,500**: 12%
4.2.2 Community Feedback

West Colfax neighbors shared lots of feedback about their community. Below are some things they shared about their neighborhood:

Assets
- Proximity to Sloan’s Lake and recreational trails
- Restaurant and retail amenities along Colfax Avenue
- Connections to Downtown Denver

Opportunities
- More small parks throughout neighborhood
- Construction of Bus Rapid Transit on Colfax Avenue and Federal Boulevard

Weaknesses
- Dangerous traffic speed, lack of sidewalks, pedestrian safety
- Colfax and Federal Interchange (Cloverleaf) very dangerous
- ‘Slot Homes’ and increasingly unaffordable housing
- Lack of new construction that can accommodate large families

4.2.4 Plan on a Page

Historic preservation and context-sensitive design. Support historic preservation efforts and modify regulations so new residential construction is more consistent with the scale and form of older homes in the area.

High-quality design and affordable housing. Encourage high-quality design and encourage more affordable housing options along the gulch and rail station areas. See Policy W-L3.

Small-business retention. Partner with the West Colfax Business Improvement District to support the retention and development of businesses along West Colfax. See Policy W-E1.

Safer streets and crossings - Improve safety and comfort along key streets and crossings by reprioritizing street space for walking, biking, rolling and transit mobility options. See Policies W-M1 and W-M7.


Fresh and healthy food. Explore non-traditional models that can increase access to fresh, healthy foods, and provide more multi-modal connections to fresh food providers. See Policies W-Q2 and W-Q3.
Ensure high-quality building and site design along Colfax Avenue that will help preserve and create authentic gathering places for residents.

Out of the four major corridors that run throughout the area, West Colfax Avenue has experienced more reinvestment and redevelopment in recent years. This corridor is home to many businesses and residents, and past plans have called for West Colfax Avenue to transform into a pedestrian-friendly main street. To do so, it is important to bolster the unique characteristics of the corridor including the presence of alleys and unique signage.

**A.** Activate existing alleys and ensure future redevelopment encourages enhanced design solutions that help activate these spaces. Key considerations include:
1. Working with Business Improvement Districts and Denver Arts and Venues to provide financial or technical assistance to property owners for public art and public realm enhancements.
2. Modify standards so that improvements over utility easements for amenities like seating, lighting, and public art are encouraged.
3. Encourage commercial spaces to orient towards and use alleys for outdoor dining or other types of gathering spaces in non-residential areas.

**B.** Amend sign regulations to allow creative solutions to signs that fit the character of Colfax Avenue:
1. Work with the community to identify desirable iconic, vintage features of existing Colfax Avenue signs. Features to consider should include blade, roof, illumination, and mural signage.
2. Modify regulations to encourage preservation of existing desirable signage and new signs that reflect Colfax Avenue’s unique urban design character.
3. Ensure signage does not negatively impact surrounding residential areas.

**W-L2**

Celebrate the history and culture of the Jewish community and encourage housing options that meet their needs.

The Jewish community has been living in the West Colfax neighborhood for over a century. Over time, as existing single family homes have been scraped and redeveloped, they have expressed concerns regarding these physical changes, which represent the loss of affordable, larger format homes and a sense of place for the community.

**A.** Work with the long-standing Jewish community to explore and implement a historic cultural district in West Colfax to preserve and uplift the community’s history and culture in the neighborhood.

**B.** Meet the housing needs of the Jewish community by encouraging affordable family-sized units and family-supportive amenities in residential developments.
WEST COLFAX
RECOMMENDATIONS

Ensure high-quality building and site design, and generate new affordable housing along Lakewood Gulch and within the Knox and Perry station areas.

Neighborhood rail line stations and neighborhood natural features, such as Lakewood Gulch, are important community assets that serve as vital gathering spaces for nearby residents. The design and orientation of future development surrounding these assets are critical to the overall placemaking and sense of safety for people.

Help guide community conversations and support local efforts that aim to study the potential use of regulatory design quality tools for residential areas.

West Colfax has experienced a significant number of demolitions and redevelopment of older homes in the last 10 years, leading to a change in how the neighborhood looks and feels today. Changes to existing zoning regulations and/or application of new zoning regulations can help encourage new development to be more consistent with the scale and form of older homes in the area. Discover Denver has also completed a neighborhood-wide building survey for West Colfax, which will serve as a resource and help guide future preservation efforts in the neighborhood.

Support the implementation of the Westridge Master Plan

The redevelopment of Westridge Homes owned by the Denver Housing Authority will improve functionality of each dwelling unit, expand home types, and create better connections to the larger West Colfax and Denver community. Building a new mixed income community expands the amount of affordable housing and helps combat displacement within West Denver.

A. Support rezoning the area south of 13th Avenue to an 8 story mixed-use zone district to allow a mix of uses and increase more housing options near transit.

B. Coordinate with DHA on streetscape and public realm improvements envisioned in the Master Plan.

C. Study and implement safe, comfortable crossings that lead into Westridge Homes, particularly along Knox Court.

LAND USE & BUILT FORM

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B. Coordinate with DHA on streetscape and public realm improvements envisioned in the Master Plan.

C. Study and implement safe, comfortable crossings that lead into Westridge Homes, particularly along Knox Court.

ECONOMY AND HOUSING

See Policy E4: Partner and support the West Colfax Business Improvement District (BID) in supporting small-business retention and development.

The West Colfax BID promotes business expansion, investment and development and sponsors improvements to the ROW to recast West Colfax Avenue as Denver’s sustainable Main Street. Ongoing coordination and partnership with the BID will be key to supporting small businesses along the corridor.

A. Coordinate with and connect the BID (and its businesses) to City and outside resources to revitalize West Colfax Avenue as a sustainable main street.
**WHAT IS IT?**

The redevelopment of Westridge Homes was spurred by a unique partnership between the Denver Housing Authority (DHA) and the City and County of Denver in an effort to combat the affordable housing crisis by accelerating the production of permanently affordable rental housing. DHA worked with the community from 2019-2020 to establish a vision, goals, and design concepts to guide the future redevelopment of the property. Key concepts are highlighted by the images on the right. More detail regarding the Master Plan goals and redevelopment concepts can be found in the Westridge Homes Master Plan.

Policy W-L5 includes key strategies, such as rezoning and partnership on key public realm/streetscape improvements to support and advance implementation of Westridge Homes Master Plan.

**TRANSFORMATIVE PROJECT: WESTRIDGE HOMES**

- Accessible green areas and strong connectivity
- Diverse, accessible housing options
- Replace all current public housing units and add more affordable units,
- 13th Avenue promenade with pedestrian amenities and community-serving uses
- Complement existing buildings
- Quality pedestrian improvements
- Buildings oriented toward pedestrian spaces
- Mid-block mews for daily social interaction

*Note: More detailed information regarding the vision for Westridge Homes is found in DHA’s Westridge Homes Master Plan.*
WEST COLFAAX
RECOMMENDATIONS

See Policy M1: Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, biking, rolling and transit mobility options.

See Policy M3: Implement bikeways identified in Denver Moves: Bikes.

See Policy M4: Study routes planned in Denver Moves: Bikes for facility type upgrades and alternative route realignments and reconfigurations.

See Policy M5. Install new bikeways not previously identified in Denver Moves: Bikes.

West Colfax contains multiple High Injury Network streets (Colfax Avenue, Federal Boulevard, and Sheridan Boulevard) with multiple fatalities. Speeding cars was identified as the most important challenge by West Colfax survey respondents. While West Colfax has the most complete sidewalk network out of all neighborhoods in West, improvements are still necessary to ensure pedestrian safety. Repurposing key streets to improve the space for people traveling without a car helps provide more options and a safer environment for all.

A. Colfax Avenue – Transit and Pedestrian Priority.
B. Sheridan Boulevard – Transit and Pedestrian Priority.
C. Federal Boulevard – Transit and Pedestrian Priority.
D. Tennyson Street – Pedestrian and Bicycle Priority.

Approximately 41% of West Colfax survey respondents noted the area as being somewhat easy to ride for biking, with 21% noting the area as somewhat difficult for biking. In addition, 5% of West Colfax residents bike to work, which is the highest bicycle commute percentage in West. Several bicycle crashes were identified along West Colfax Avenue as well as 17th and 14th Avenues. Improvements to existing and creation of new bike facilities will be important to encourage more comfort and safety for cyclists of all ages and abilities.

A. 14th Avenue – Implement neighborhood bikeway as recommended in Denver Moves between Sheridan Boulevard and Irving Street.
B. Tennyson Street – Implement Denver Moves: Bikes recommendation of a neighborhood bikeway from 17th Avenue to 7th Avenue.
C. Julian Street – Implement Denver Moves: Bikes recommendation of a neighborhood bikeway along Julian Street from 26th Avenue to 17th Avenue.
D. Irving Street – Implement Denver Moves: Bikes recommendation of a neighborhood bikeway along Irving Street from 17th Avenue to Avondale Avenue.

A. 17th Avenue – Study the feasibility of a higher comfort bike facility between Sheridan Boulevard and the Stadium that replaces the existing and proposed bike lane to facilitate increased non-motorized travel through West Colfax. Connect the Stadium District development, St. Anthony’s redevelopment, Sloan’s Lake, and the City of Edgewater. Provide a connected network through coordination with the Colfax Avenue/Federal Boulevard Inter-change Transformation Project, and Stadium District.

A. Wolff Street – Implement a high-comfort bicycle facility between 17th Avenue and 6th Avenue.
B. Knox Court - Study connecting the missing link between Knox Station and the proposed 14th Avenue bikeway to better connect these high comfort bicycle facilities.
WEST COLFAKX
RECOMMENDATIONS

See Policy M6: Install new sidewalks along priority corridors following Denver’s citywide prioritization guidance.

See Policy M7: Improve the pedestrian realm by improving the quality, safety, width, and comfort of pedestrian facilities following Denver’s citywide prioritization guidelines for sidewalks.

West Colfax survey respondents identified pedestrian crossings, and improving sidewalk connectivity and comfort as the most important priority for improving transportation in their neighborhood. This sentiment has been consistently expressed by all the neighborhoods of West throughout the planning process. Priority improvement areas will help address safety concerns where the greatest needs exist in the community.

A. 17th Avenue - Complete the sidewalk network where missing, especially along the southern edge of Sloan’s Lake Park.

A. Improve the width, safety and comfort of existing sidewalks following the citywide prioritization for sidewalks with additional priority (focus) for the following corridors identified as pedestrian priority corridors through this West Area Plan:
   1. 13th Avenue
   2. Tennyson Street
   3. Perry Street
   4. Knox Court
See Policy M9: Install safety improvements to improve, repair or complete existing crossings.

Appropriate spacing between pedestrian and bicycle crossings is key to providing a comfortable walking and biking network and encouraging safe crossing behavior. Many of the pedestrian crashes are concentrated along Colfax Avenue. Crossing improvements along Colfax Avenue and other key connecting streets is important to encourage more pedestrian safety and comfort.

Priority intersections for West Colfax:

A. Colfax Avenue
   1. Sheridan Boulevard due to a planned BRT stop at the intersection
   2. Tennyson Street due to a planned transformative corridor with pedestrian and bike priority.
   3. Perry Street due to a high comfort bikeway.
   4. Irving Street due to a high comfort bikeway.
   5. Federal Boulevard due to a planned transformative corridor with pedestrian and transit priority.

B. Federal Boulevard
   1. 17th Avenue due to planned BRT stop and high comfort bikeway.
   2. Howard Place due to the Decatur-Federation station.

C. Tennyson Street
   1. 17th Avenue due to a high comfort bikeway.
   2. 14th Avenue due to a high comfort bikeway.

D. Perry Street
   1. 17th Avenue due to a high comfort bikeway.
   2. 14th Avenue due to a high comfort bikeway.
   3. 12th Avenue due to Perry Station.

E. Irving Street
   1. 16th Avenue due to a high comfort bikeway.
   2. 14th Avenue due to a high comfort bikeway.

F. 13th Avenue
   1. Lowell Boulevard due to Knox Station.
   2. Knox Court due to adjacency and access to Paco Sanchez Park.
See Policy M10: Improve the quality and comfort of trail facilities, improve the safety of crossings, and improve trail access.

A. Lakewood Gulch Trail
1. Improve access to the trail by improving the trail access routes, pedestrian environment, including sidewalk width and quality, lighting, and wayfinding.
2. Improve crossings and access points for pedestrian and bicycle safety through design and implementation of physical and operational treatments.
3. Explore opportunities to widen the trail to accommodate more users comfortably
4. Implement wayfinding within the trail to guide users.

B. Dry Gulch Trail
1. Explore opportunities to widen the trail to accommodate more users comfortably
2. Implement wayfinding to access the trail and wayfinding within the trail to guide users; work with community organizations who implemented the wayfinding currently in place to freshen up and reinstall/update where necessary.

See Policy M11: Install bicycle and pedestrian wayfinding along the right-of-way to improve access to the trails and along bicycle and pedestrian networks.

Limited wayfinding exists in the area today to help connect the different transportation facilities that exist in West Colfax. Incorporating wayfinding, as future trails, bike lanes, and sidewalks are introduced, will help pedestrians navigate through the neighborhood.

A. 14th Avenue – Implement wayfinding at Irving Street to direct bicyclists to Lakewood Gulch trail for access to Decatur Federal station and Federal Boulevard crossing.
B. Knox Court – Implement wayfinding along Knox Court for access points to the Lakewood Gulch.
C. Perry Street – Implement wayfinding to guide users to access points to the Lakewood Gulch.
D. Avondale Avenue – Utilize wayfinding to guide riders to destinations.
E. Tennyson Street – Implement wayfinding along Tennyson Street of access points to the Lakewood Gulch and Weir Gulch Trails
F. Irving Street/Julian Street – Implement wayfinding along the Julian Street/Irving Street proposed neighborhood bikeway, especially at the 17th Avenue shift.
See Policies M12 and M13. Advance planning and implementation of enhanced transit along key West Area corridors, and enhance transit stops and stations throughout the West Area.

West Colfax has the second to highest transit score behind Sun Valley with close proximity to two transit corridors with the highest frequency service in West (W-Line and Colfax Avenue). 15% of West Colfax residents use public transit to travel to work. Overall, 73% of West Colfax households own a car with some areas just north of Lakewood Gulch falling below 60%. Continued improvements that aim to create a more complete transit system will provide more options to travel in and out of the neighborhood without a car.

Pedestrian safety and comfort has been the most prevalent concern that residents have expressed throughout the process, especially along key streets that connect the neighborhoods together. Traffic calming will introduce the necessary infrastructure needed to ensure the safety of pedestrians of all ages and abilities.

A. Advance the implementation of High Capacity Transit (Full Bus Rapid Transit) along West Colfax Avenue and Federal Boulevard.

B. Advance the implementation of Speed and Reliability transit (Enhanced bus) along Sheridan Boulevard

C. Study the feasibility of implementing mobility hubs at key transit stops to provide rider amenities and improve connections.
   1. Regional Mobility Hub candidate locations for Federal Boulevard include 17th Avenue and Decatur-Federal Station.
   2. Local Mobility Hub candidate locations for West Light Rail Line include Knox Station and Perry Station.

See Policy M16. Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial areas, and recreation centers.

A. Evaluate reducing speed limits and installing traffic calming per Vision Zero guidance. Priority corridors include West Colfax Avenue, Perry Street, and Julian Street
WEST COLFAX
RECOMMENDATIONS

W-Q1
See Policy Q7: Promote regenerative
development practices and infrastructure
improvements that address sustainability and
resiliency at a district and neighborhood scale.

Green infrastructure is a critical tool that supports several
West area community goals, such as enhanced community
livability and improved resiliency. The community expressed
interest in exploring allocating street right-of-way to various
forms of greening as well as incentivizing flood prone areas to
better accommodate flood waters and the implementation of
green infrastructure systems, such as permeable pavers, bulb-
outs, and bioswales. Green infrastructure can be employed
to develop green streets and alleys in the area to increase
pervious surfaces, improve air quality, increase access to green
and open space, and reduce human health hazards related to
poor water quality and flooding.

W-Q2
See Policy Q14: Build a more inclusive,
healthier, and complete community food
environment.

Non-traditional models can increase access to fresh, healthy
foods, particularly for populations that may not otherwise
have access to fresh food. Additionally, affordable housing
developers and institutions like churches, schools and
hospitals are increasingly incorporating amenities related to
food access.

W-Q3
See Policy Q19: Improve access to fresh and
healthy food and nutrition through improved
physical connections and multimodal
networks. Prioritize access to nutritious food,
goods, and services.

West area stakeholders identified improved bike, pedestrian,
and transit access to grocery stores as one of their top
priorities. Providing pedestrian, bike, and transit routes to
grocery stores that are universally accessible, well-marked,
safe, comfortable, and convenient is an important component
to food access.

W-Q4
See Policy Q20: Maintain energy efficient
streetlighting for increased safety and comfort.
Prioritize gathering spaces, parks, trails,
transit facilities, commercial corridors, and
centers.

Participants in the public process cited crime as a major
issue in the area. Many cities have implemented the practice
of reducing crime through urban and environmental design.
These strategies include street lighting, maintenance, public
art, and street level activation, must be community-led to
ensure they are implemented in a manner that is culturally
appropriate and respectful of existing communities and
residents. Additionally, they must be reinforced with strategies
listed in the Economy section of this plan. The goal of these
strategies is to foster social interaction, create a sense of
community, and improve safety and well-being. Active public
spaces and public art were identified as the top priorities for
creating welcoming and inclusive environments.
See Policy Q26: Recognize culture and history through city improvements, public art and park design and naming to create a sense of place for the community.

Social interaction and a sense of community belonging have been shown to improve individual well-being and mental health. Ongoing changes in the neighborhood can erode knowledge of the area’s history and sense of place. The physical and social fabric of West neighborhoods should lend themselves to a culture of positive relationships and connections among neighbors, engagement, and social interaction. To the extent possible, the City should support civic organizations and informal networks that make people feel connected to their neighbors and to the history of their neighborhood.

West Colfax Community Urban Garden was established in the neighborhood in 2012 and is adjacent to Vrain Street and West Wells Place. This garden is supported by Denver Urban Gardens (DUG) partnership and is open to the public.

Denver Urban Gardens (DUG) supports gardens within the communities by:

- Cultivating community-driven garden leadership, including volunteer gardener leader recruitment and placement.
- Provides garden maintenance support.
- Provides fiscal management of garden accounts (when requested).
- Provides liability insurance coverage for gardens and serve as liaison between gardens and city officials, agencies and water providers.
- Establishes working relations with garden property owner agencies and negotiate and maintain garden site use agreements.
- Coordinates volunteer groups and supervise large maintenance and improvement projects.
- Mediates inter-community gardener conflicts as requested.
- Organizes peer-to-peer networking and learning events for gardeners and garden leaders.
4.3 VILLA PARK

4.3.1 Neighborhood Characteristics

Street Pattern
Villa Park has few east-west connecting streets. 10th Avenue runs the length of Villa Park, while the other east-west connecting streets are interrupted by the Lakewood Gulch and become staggered as they cross Lowell Boulevard. 6th Avenue located on the southern boundary of the neighborhood is also Colorado State Highway, and is not well integrated into the neighborhood. Both Federal Boulevard and Sheridan Boulevard bound the neighborhood, providing connections north and south. In the interior of the neighborhood, Perry Street connects Villa Park to West Colfax to the north and Barnum to the South. Knox Court also crosses the Lakewood/Dry Gulch and 6th Avenue. Tennyson Street and Lowell Boulevard also serve as smaller north-south connecting streets within Villa Park.

Parks and Open Space
Villa Park is home to the Lakewood and Dry Gulch trails, which merge around Newton Street and continue east. Paco Sanchez Park is located on the eastern boundary of the neighborhood. Joseph Martinez Park is another large park that has many different amenities with the Lakewood Gulch running through the park. The Gulch Trail also features pockets of open space that are integrated into the neighborhood.

Overlays and Special Districts
There are no design overlays in Villa Park, and few pockets of use overlays: UO-1 (Adult Use Overlay), UO-2 (Billboard Overlay) along Federal Boulevard. There is one historic landmark: 7th Avenue Congregational Church of Christ.

Visual Landmarks
Views to downtown from Gulches, Joseph Martinez Park, Presentation of Our Lady Church.
4.3.2 Neighborhood Overview

ERA OF CONSTRUCTION

- 1901-1925: 15%
- 1946-1955: 40%
- 1956-1965: 15%
- 1961-2000: 10%
- N/A: 5%

EXISTING LAND USE

- Single Unit Residential: 41%
- Park/Open Space: 12%
- ROW/Road: 28%

ZONING

- Single Unit Residential: 49%
- Park/Open Space: 15%
- Two Unit Residential: 15%

RESIDENTIAL PARCEL SIZE (SF)

- 6,001-9,000: 64%
- 4,501-6,000: 18%
- +9,000: 10%
- 7,137 sq ft: 18%
- Average Res. Lot Size: 7,137 sq ft
4.3.3 Community Feedback

Villa Park neighbors shared lots of feedback about their community. Below are some things they shared about their neighborhood:

**Assets**
- Parks and Open Space, including Joseph Martinez Park
- Great connections to South Platte Trail and Downtown Denver
- Strong community feeling among neighbors

**Opportunities**
- Open Grocery Store in neighborhood
- Create more places for kids and families to play
- Need better and more reliable transit to connect the neighborhood

**Weaknesses**
- Safety - especially along the Gulch
- Dangerous traffic speed, lack of sidewalks, pedestrian safety
- Major highway (6th Avenue) bisects neighborhood with few crossing points
- Lack of affordable housing, new development does not fit the character of the neighborhood

4.3.4 Plan on a Page

**10th Avenue** - Introduce more diverse housing options along the corridor and community-serving retail at key intersections. See Policy VA-L1.

**High-quality design and affordable housing** - Encourage high-quality design and encourage more affordable housing options along the gulch and rail station areas. See Policy VA-L2.

**Support small businesses** - Prioritize preservation and adaptive reuse efforts along Federal Boulevard to preserve affordable tenant spaces for small, locally-owned businesses. See Policy V-E1.

**Safer streets and crossings** - Improve safety and comfort along key streets and crossings by reprioritizing street space for walking, biking, rolling and transit mobility options. In addition, strengthen existing and create new opportunities for north-south connections. See Policies V-M1, V-M2, V-M7, V-M8, and V-M9.

**Improve the trail system along gulches** - Create a more continuous, high-quality trail system along Lakewood and Dry Gulch by expanding the width of trails where necessary and incorporating wayfinding. See Policies V-M9 and V-M10.

**Increase tree canopy** - Protect and expand tree canopy in the neighborhood. See Policy W-Q1.
LAND USE AND BUILT FORM
- Enhanced Mixed-Use Design
- High Capacity Transit Center
- Neighborhood Main Street
- Missing Middle Expansion and Preservation
- Enhanced Residential Design
- Natural Area

MOBILITY
- Transformative Corridor
- Transit Priority
- Bike Priority
- Pedestrian Priority
- Proposed Green Street or Green Amenity Streets
- Future Connection
- Existing/Proposed High Comfort bikeways
- Improvements to an Existing Crossing
- Regional Mobility Hub
- Local Mobility Hub
- New Crossing

QUALITY OF LIFE
- Park Access Improvements
- School / Shared Open Space
- Complete Gaps in Existing Trail

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VILLA PARK
RECOMMENDATIONS

Create more housing opportunities and community-serving retail along the 10th Avenue corridor.

Limited services and amenities are available within the residential areas of Villa Park. 10th Avenue has the opportunity to provide for more commercial uses at key intersections along the corridor to provide for more community-serving retail. In addition to retail, 10th Avenue can also accommodate for more diverse housing options – as it provides a continuous east-west connection through the neighborhood and access to other key streets.

A. Encourage more missing middle housing and vertical-mixed-use development that remains in scale with the surrounding neighborhoods. Active commercial ground-floor uses should be prioritized near the following intersections that serve as key connections for the neighborhoods:
   1. Tennyson Street.
   2. Perry Street.
   3. Knox Court.
   4. Hooker Street.

B. Support higher intensity zoning districts that will allow more missing middle housing and vertical mixed-use developments. Particularly for the identified mixed-use nodes above, consider a combination of mixed-use and main street districts that allow up to 2-3 stories in height.

C. Prioritize active ground-floor uses when a mixed-use or main street district is granted at these intersections.

Ensure high-quality building and site design and generate new affordable housing along Lakewood Gulch and within the Sheridan, Knox, and Perry station areas.

Neighborhood rail line stations and neighborhood natural features, such as Lakewood Gulch, are important community assets that serve as vital gathering spaces for nearby residents. The design and orientation of future development surrounding these assets are critical to the overall placemaking and sense of safety for people.

A. Encourage high-quality design and neighborhood compatibility at station areas and Lakewood Gulch (see Policy L9 and L10). Other recommendations include:
   1. Prioritize pedestrian-friendly frontages and ground-floor commercial along gulch frontages, 10th and 12th Avenue, and streets that provide direct, safe connections to the station platform.
   2. Leverage the topography of the area to encourage compatible transitions to adjacent residential neighborhoods to the south.

B. Promote and encourage higher intensity zoning within the station areas that would allow for taller heights and expanded building forms in exchange for affordable housing (see Policy L3).

C. Smaller housing types, especially missing middle housing, should orient towards the Lakewood Gulch. In cases where orientation is not possible, buildings facades facing the Lakewood Gulch should have equivalent treatment of the primary building façade – i.e., avoiding blank walls and incorporating for façade articulation and details.

Encourage low-impact commercial uses in the Local Corridor node at 6th and Perry Street that do not generate heavy truck traffic.

While this commercial node in the neighborhood has the opportunity to connect commercial services to adjacent residents, nearby residents have expressed some concerns related to the frequent heavy truck that has to navigate to the businesses off of 6th Avenue or through the residential neighborhood.

A. Encourage low-impact commercial uses that do not generate/require frequent heavy truck traffic and on-site loading services.
Prioritize preservation and adaptive reuse efforts along Federal Boulevard, outside of the High Capacity Transit Center Opportunity Area, to create an environment that is conducive to the success of small, locally-owned businesses.

Federal Boulevard is home to many small and/or local businesses. The corridor provides affordable rents for these businesses and commercial real estate trends show that there is strong demand for this space. Adaptive reuse efforts and improvements to the public realm can help make the corridor more welcoming for pedestrians while allowing local businesses to thrive.

A. Encourage the use of programs through Denver Economic Development & Opportunity (DEDO) and other agencies, where appropriate, to support small business development and success.

B. Support adaptive reuse efforts and if redevelopment does occur, provide incentives or requirement for local business retention.

C. Focus on public realm improvements to address mobility and open space improvements.
VILLA PARK
RECOMMENDATIONS

**V-M1**

See Policy M1: Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, biking, rolling and transit mobility options.

Villa Park contains multiple High Injury Network streets (Federal Boulevard and Sheridan Boulevard). Many pedestrian crashes exist along major commercial corridors, key connecting streets, and near Barnum Park. 36% of Villa Park survey respondents found it somewhat difficult to walk in their neighborhood while 32% found it somewhat easy. Repurposing key streets to improve the space for people traveling without a car helps provide more options and a safer environment for all.

- C. Tennyson Street – Pedestrian and Bicycle Priority.
- D. 7th Avenue and 8th Avenue (east of Tennyson Street) – Pedestrian and Bicycle Priority.
- E. Perry Street – Pedestrian and Bicycle Priority.

**V-M2**

See Policy M2: Establish new balanced corridor connections to increase local connectivity.

Limited north-south connections are provided in the neighborhood because Dry and Lakewood Gulch, and Highway 6th run along the edges of the neighborhood. The few connections that do exist are heavily used by cars causing safety concerns for surrounding residents and pedestrians. New pedestrian and bike connections can help address these concerns and bridge the gap to provide a well-connected, multi-modal transportation network.

- A. Explore the feasibility of additional north-south connections across the 6th Avenue Freeway.
  1. Priority should be placed west of Knox Court, where existing crossings are few and far between. Specific areas to be studied should include the area at/near Tennyson Street.

**V-M3**

See Policy M3: Implement planned Denver Moves: Bikes bikeways.

Approximately 46% of Villa Park survey respondents noted the area as being somewhat easy to ride for biking, with 14% noting the area as somewhat difficult for biking. A few bicycle crashes were identified near Knox Station and Lakewood Gulch, and another crash along Sheridan Boulevard and 10th Avenue. Improvements to existing and creation of new bike facilities will be important to encourage more comfort and safety for cyclists of all ages and abilities.

- A. Tennyson Street – Implement Denver Moves: Bikes recommendation of a neighborhood bikeway from 17th Avenue to 7th Avenue (see also recommendations for new bikeways).
- B. Perry Street – Implement Denver Moves: Bikes recommendation of a protected bike lane from 7th Avenue to Bayaud Avenue.
- C. Knox Court – Implement the neighborhood bikeway from 8th Avenue to the Lakewood Gulch/Knox Station, as proposed by Denver Moves.
- D. Hazel Court – Implement neighborhood bikeway on Hazel Court between 6th Avenue/Barnum Park and 12th Avenue/Lakewood Gulch Trail.
- E. 6th Avenue Frontage Road (Knox Court to Federal Boulevard) – Implement buffered bike lane as recommended in Denver Moves between Knox Court and Federal Boulevard.
- F. 7th Avenue – Implement Denver Moves: Bikes recommendation of a neighborhood bikeway along 7th Avenue from Tennyson Street to Perry Street (see also recommendations for new bikeways).
VILLA PARK
RECOMMENDATIONS

See Policy M5: Install new bikeways not previously identified in Denver Moves: Bicycles.

- Wolff Street (north of 6th Avenue) – Implement a high-comfort bicycle facility on Wolff Street between 17th Avenue and 6th Avenue.
- Tennyson Street – Long-term: study a new crossing of 6th Avenue between Sheridan Boulevard and Perry Street at Tennyson Street or Wolff Street (see also pedestrian recommendation); Tied to the study of a new crossing of 6th Avenue, study the feasibility of a high comfort bikeway along Tennyson Street or Wolff Street between 6th Avenue and Weir Gulch.
- 8th/7th Avenues – Study the feasibility of a high comfort bikeway along 8th Avenue between Federal Boulevard and Lowell Boulevard and 7th Avenue between Lowell Boulevard and Tennyson Street.

V-M5

See Policy M6: Install new sidewalks along priority corridors following Denver’s citywide prioritization guidance.

- Wolff Street – Implement a high-comfort bicycle facility between 17th Avenue and 6th Avenue.
- Knox Court - Study connecting the missing link between Knox Station and the proposed 14th Avenue bikeway to better connect these high comfort bicycle facilities.

Approximately 46% of Villa Park survey respondents noted the area as being somewhat easy to ride for biking, with 14% noting the area as somewhat difficult for biking. A few bicycle crashes were identified near Knox Station and Lakewood Gulch, and another crash along Sheridan Boulevard and 10th Avenue. Improvements to existing and creation of new bike facilities will be important to encourage more comfort and safety for cyclists of all ages and abilities.

Villa Park survey respondents identified pedestrian crossings, and improving sidewalk connectivity and comfort as the most important priority for improving transportation in their neighborhood. This sentiment has been consistently expressed by all the neighborhoods of West throughout the planning process. Priority improvement areas will help address safety concerns where the greatest needs exist in the community.
See Policy M7: Improve the pedestrian realm by improving the quality, safety, width, and comfort of pedestrian facilities following Denver’s citywide prioritization guidelines for sidewalks

Villa Park survey respondents identified pedestrian crossings, and improving sidewalk connectivity and comfort as the most important priority for improving transportation in their neighborhood. This sentiment has been consistently expressed by all the neighborhoods of West throughout the planning process. Priority improvement areas will help address safety concerns where the greatest needs exist in the community.

A. Improve the width, safety and comfort of existing sidewalks following the citywide prioritization for sidewalks with additional priority (focus) for the following corridors identified as pedestrian priority corridors through this West Area Plan:
   1. 10th Avenue
   2. Tennyson Street
   3. Perry Street
   4. Knox Court
   5. Hazel Court

See Policy M8: Install new safe, comfortable, and accessible pedestrian and bicycle crossings.

Limited north-south connections are provided in the neighborhood because Dry and Lakewood Gulch, and Highway 6th run along the edges of the neighborhood. New bike connections can help bridge the gap to provide a well-connected, bike network residents can use to travel through in and out of their neighborhood.

A. Study the feasibility of a pedestrian and bicycle facility crossing 6th Avenue between Perry Street and Sheridan Boulevard, in coordination with CDOT.

B. Study the feasibility of a grade-separated pedestrian and bicycle crossing of Sheridan Boulevard at Lakewood Gulch Trail. Study should be tied to Lakewood Gulch trail extending further west of Wolff Street.
See Policy M9: Install safety Improvements to improve, repair or complete existing crossings.

Appropriate spacing between pedestrian and bicycle crossings is key to providing a comfortable walking and biking network and encouraging safe crossing behavior. Many of the pedestrian crashes are concentrated along Sheridan Boulevard and other key connecting streets such as Knox Court. Crossing improvements along these streets is important to encourage more pedestrian safety and comfort.

A. Dry Gulch
1. Wolff Street due to a high comfort bikeway.
2. Perry Street due to Perry Station.

B. Lakewood Gulch
1. Wolff Street due to high comfort bikeway.
2. Tennyson Street due to a planned transformative corridor with pedestrian and bicycle priority.
3. 10th Avenue due to adjacency to Dry Gulch and continuing Lakewood Gulch across 10th Avenue.
4. Knox Court due to Knox Station and a high comfort bikeway.

C. Perry Street
1. 7th Venue due to a planned transformative corridor with pedestrian and bicycle priority.
2. 6th Avenue due to its connection across 6th Avenue.

D. Knox Court
1. 12th Avenue due to Knox Station.
2. 8th Avenue due to a planned transformative corridor with pedestrian and bicycle priority.
3. 6th Avenue due to its connection across 6th Avenue.

E. Hazel Court
1. 12th Avenue due to adjacency to Lakewood Gulch.
2. 9th Avenue due to adjacency to an elementary school.
3. 6th Avenue frontage road due to a planned transformative corridor with pedestrian and bicycle priority.
VILLA PARK
RECOMMENDATIONS

See Policy M10: Improve the quality and comfort of trail facilities, improve the safety of crossings, and improve trail access.

See Policy M11: Install bicycle and pedestrian wayfinding along the right-of-way to improve access to the trails and along bicycle and pedestrian networks.

Dry and Lakewood Gulch serves as an important transportation and recreational amenity, providing connections to surrounding neighborhoods and parks. Increasing access to and improving the pedestrian experience along the trails will provide more transportation and recreational options for residents.

**A. Lakewood Gulch Trail**
1. Improve access to the trail by improving the trail access routes, pedestrian environment, including sidewalk width and quality, lighting, and wayfinding.
2. Continue the Lakewood gulch trail to the west of Wolff Street and implement a new crossing (underpass) of Sheridan Boulevard.
3. Coordinate with the City of Lakewood to continue to the gulch trail west of Sheridan Boulevard – including a new grade separated crossing at Sheridan Boulevard.
4. Improve crossings and access points for pedestrian and bicycle safety through design and implementation of physical and operational treatments.
5. Explore opportunities to widen the trail to accommodate more users comfortably.
6. Implement wayfinding within the trail to guide users.

**B. Dry Gulch Trail**
1. Explore opportunities to widen the trail to accommodate more users comfortably.
2. Implement wayfinding to access the trail and wayfinding within the trail to guide users; work with community organizations who implemented the wayfinding currently in place to freshen up and reinstall/update where necessary.

**A. 10th Avenue** – Implement wayfinding to guide users to access points to the Lakewood Gulch trail, especially along Perry Street, Knox Court, Wolff Street and Hazel Court.

**B. 8th Avenue** – Improve wayfinding for users moving along 8th Avenue. Wayfinding should include locations like Joseph Martinez park, the trails system and the Viaduct.

**C. Knox Court** – Implement wayfinding along Knox Court for access points to the Lakewood Gulch.

**D. Hazel Court** – Implement wayfinding to guide users to/from Lakewood gulch trail, Paco Sanchez Park and, Barnum Park.

**E. Perry Street** – Implement wayfinding to guide users to access points to the Lakewood Gulch and Weir Gulch Trails.

**F. Tennyson Street** – Implement wayfinding along Tennyson Street of access points to the Lakewood Gulch and Weir Gulch Trails.

**G. Irving Street/Julian Street** – Implement wayfinding along the Julian Street/Irving Street proposed neighborhood bikeway, especially at the 17th Avenue shift.
VILLA PARK
RECOMMENDATIONS

See Policies M12 and M13: Advance planning and implementation of enhanced transit along key West Area corridors, and enhance transit stops and stations throughout the West Area.

V- M11

See Policy M14: Study the feasibility of improving transit service in and through the West Area to provide residents with higher-frequency service that better meets their needs and facilitates increased transit usage.

V- M12

See Policy M16: Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial areas, and recreation centers.

V- M13

A. Evaluate reducing speed limits and installing traffic calming per Vision Zero guidance. Priority corridors include 10th Avenue, Perry Street, and Knox Court.

A. Existing routes, not identified in M13, should be prioritized for improvements:
1. Route 9 (West 10th Avenue) – provides existing service to W. 10th Avenue in Villa Park, and W. 10th Avenue, Decatur Street, and 8th Avenue in Sun Valley.
2. Route 1 (1st Avenue) – provides existing service to 1st Avenue in Barnum West and Barnum, Knox Court in Barnum, Villa Park, and West Colfax, and connections to the Decatur-Federal Station.
VILLA PARK RECOMMENDATIONS

**V-Q1**

See Policy Q9: Protect, preserve, and expand the urban forest tree in all redevelopment efforts and increase tree canopy coverage within public rights-of-way.

Tree canopy in the West area is notably missing along major transportation and industrial corridors and residential streets within the Villa Park neighborhood. A healthy tree canopy along sidewalks and within the public right-of-way reduces the discomfort for pedestrians, increases climate resiliency, and provides equity in looking at other neighborhoods in the city that are more complete with tree canopy.

**V-Q2**

See Policy Q14: Build a more inclusive, healthier, and complete community food environment.

Non-traditional models can increase access to fresh, healthy foods, particularly for populations that may not otherwise have access to fresh food. Additionally, affordable housing developers and institutions like churches, schools and hospitals are increasingly incorporating amenities related to food access.

**V-Q3**

See Policy Q19: Improve access to fresh and healthy food and nutrition through improved physical connections and multimodal networks. Prioritize access to nutritious food, goods, and services

West area stakeholders identified improved bike, pedestrian, and transit access to grocery stores as one of their top priorities. Providing pedestrian, bike, and transit routes to grocery stores that are universally accessible, well-marked, safe, comfortable, and convenient is an important component to food access.

**V-Q4**

See Policy Q20: Maintain energy efficient streetlighting for increased safety and comfort. Prioritize gathering spaces, parks, trails, transit facilities, commercial corridors, and centers.

Participants in the public process cited crime as a major issue in the area. Many cities have implemented the practice of reducing crime through urban and environmental design. These strategies include street lighting, maintenance, public art, and street level activation, must be community-led to ensure they are implemented in a manner that is culturally appropriate and respectful of existing communities and residents. Additionally, they must be reinforced with strategies listed in the Economy section of this plan. The goal of these strategies is to foster social interaction, create a sense of community, and improve safety and well-being. Active public spaces and public art were identified as the top priorities for creating welcoming and inclusive environments.
VILLA PARK RECOMMENDATIONS

See Policy Q23: Support ongoing funding for Denver Animal Protection (DAP) “Pets for Life” and similar programs that provide access to information, education, and veterinary healthcare services for pet owners at low to no cost.

The Denver Animal Shelter provides animal care and protection services for all of Denver County. Denver Animal Protection fosters the human-animal bond by protecting the safety and welfare of Denver’s animals and people. They are committed to providing humane care to companion animals, reuniting lost pets with their owners, adopting pets to loving homes, enforcing Denver County animal ordinances, as well as educating the public about animals – their needs and our critical role as a community resource. The animal shelter in Valverde is an open-admission shelter that is home to more than 6,000 lost and abandoned pets each year.

See Policy Q26: Recognize culture and history through city improvements, public art and park design and naming to create a sense of place for the community.

Social interaction and a sense of community belonging have been shown to improve individual well-being and mental health. Ongoing changes in the neighborhood can erode knowledge of the area’s history and sense of place. The physical and social fabric of West neighborhoods should lend themselves to a culture of positive relationships and connections among neighbors, engagement, and social interaction. To the extent possible, the City should support civic organizations and informal networks that make people feel connected to their neighbors and to the history of their neighborhood.

POLICY BACKGROUND

QUALITY OF LIFE

PACO SANCHEZ REGIONAL PARK, BRINGING HEALTHY RECREATIONAL OPTIONS FOR DENVER’S WEST NEIGHBORHOODS

This 30-acre park in West Denver is ideal for this new regional attraction because communities surrounding Paco Sanchez Park are historically underserved in access to parkland and recreation amenities. The improvements also bring access to play and healthy activities greatly needed in this community. Connections to the West Line Light Rail station at Knox Court and the Lakewood Gulch trail provide regional accessibility.

This project goes beyond play and also focuses on activity and programming with the goal to engage children and families for a lifetime of physical fitness and activity. The 9-million-dollar project received partial funding from the Colorado Health Foundation.

- The design focuses on multi-generational activities and programming, with a goal of inspiring children and families to engage in physical health.
- The park transforms the existing activity of prescribed play to a complex and multi-faceted experience that challenges and engages users of all ages, abilities, and backgrounds.
- The adventure playground is themed around music after the park’s namesake Paco Sanchez, who started the first Spanish-language radio station in Denver.
4.4 SUN VALLEY

4.4.1 Neighborhood Characteristics

Street Pattern
Sun Valley is a long, narrow neighborhood. Eighth avenue connects the neighborhood east – west, and also connects the neighborhood to Villa Park to the west. Decatur Street runs north – south, but does not connect north of Colfax Avenue, which presents a large physical barrier between the northern and southern portions of the neighborhood. Redevelopment plans for the Denver Housing Authority complex in Sun Valley call for the reintroduction of several neighborhood streets, including Bryant St, Holden Pl, and 10th Ave, which will increase street connectivity though the neighborhood.

Parks and Open Space
Sun Valley is home to the Rude Recreation Center, Rude Park and Lower Lakewood Gulch Park. These amenities are connected by the Lakewood Gulch Trail. The Weir Gulch Trail runs through the southern portion of the neighborhood. To the east, the South Platte and the South Platte River Trail connect the neighborhood to trails downtown. Redevelopment plans for the area also include large open space improvements along the South Platte River between 13th Avenue and Weir Gulch.

Overlays and Special Districts
There are no design overlays in Sun Valley, but there are large areas with use overlays: UO-1 (Adult Use Overlay) and UO-2 (Billboard Overlay). The UO-2 overlay is found primarily in the southern portion of the neighborhood, which is more industrial in use. There are no designated historic landmarks in the Sun Valley neighborhood.

Visual Landmarks
Mile High Stadium (Empower Field), South Platte River, Old Colfax Avenue.
### 4.4.2 Neighborhood Overview

#### ERA OF CONSTRUCTION

![Diagram showing the era of construction with sectors for different periods and a pie chart for 1981-2000 with 9%, 1966-1980 with 10%, 1956-1965 with 12%, 1946-1955 with 8%, and unknown with 49%.

#### EXISTING LAND USE

![Diagram showing the existing land use with sectors for parking with 23%, industrial with 17%, and other land uses.

#### ZONING

![Diagram showing the zoning with sectors for mixed use with 19%, light industrial with 29%, and chapter 59 with 31%.

#### RESIDENTIAL PARCEL SIZE (SF)

![Diagram showing the residential parcel size with sectors for 3,001-4,500 with 26%, 6,001-9,000 with 26%, and 31,374 sq ft with 26%.

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Data source: Community Planning and Development - Denver Community Planning and Development Map date: 9/4/2019

Map date: 7/19/2019

Land use, 3/21/2019

Denver Community Planning and Development

- Residential Mixed Use (RO)
- Mixed Use (MX, M-QMX)
- Industrial - Mixed Use (I-MX, I-MIMX)
- Open Space - Conservation (OS-C)
- Open Space - Public Parks (OS-A)
- Former Chapter 59 Zone

- Single-unit Residential
- Office
- Multi-unit Residential
- Public/Quasi-public
- Parking
- Vacant

Neighborhood Boundary
4.4.3 Community Feedback
Sun Valley neighbors shared lots of feedback about their community. Below are some things they shared about their neighborhood:

**Assets**
- Strong community centers, such as the Sun Valley Kitchen and the Sun Valley Youth Center provide food access, job opportunities and a community gathering place
- New DHA development will connect neighborhood to South Platte River and provide more green space in neighborhood

**Opportunities**
- Redevelopment of underutilized surface parking around the stadium will provide more housing and amenities
- Mixed-income housing initiative will help existing residents stay in place and draw in new community members

**Weaknesses**
- The stadium currently provides limited activity year round
- Federal Boulevard is dangerous for pedestrians

4.4.4 Plan on a Page
**Transformative projects** - Support the ongoing planning and implementation of key transformative projects. See Policy S-L1.

**Mixed-use redevelopment nodes** - Direct growth and ensure high-quality design at 8th and Federal to provide more housing options and neighborhood-serving retail uses, and support bus rapid transit investments. See Policy S-L2.

**Local employment** - Connect local jobs to local residents. See Policy S-E2.

**Safer streets and crossings** - Improve safety and comfort along key streets and crossings by reprioritizing street space for walking, biking, rolling and transit mobility options. In addition, strengthen existing and create new opportunities for east-west connections. See Policies S-M1, S-M2, S-M7, S-M8, and S-M9.

**Improve the trail system along gulches** - Create a more continuous, high-quality trail system along Weir Gulch by expanding the width of trails and incorporating wayfinding. See Policies S-M9 and S-M10.

**South Platte River enhancement** - Prioritize the protection and enhancement of the South Platte River’s environmental, ecological, and recreational needs. See Policies S-Q1, S-Q2, and S-Q6.
SUN VALLEY RECOMMENDATIONS

Support ongoing planning and implementation efforts in the Sun Valley DHA Redevelopment, Stadium District, and Cloverleaf Study.

Sun Valley has received a significant amount of planning and investment in recent years as part of the DHA redevelopment. Most recently, the Stadium District Master Plan was adopted in 2019, which envisions a regional mixed-use environment surrounding the Mile High stadium. It will be critical for the City to continue supporting the implementation of the Sun Valley Eco District and Stadium District as well as ensure future development and investment surrounding these areas best respond and complement this reinvestment.

A. Advance and implement the goals, recommendations, and strategies of the Stadium District Master Plan through a variety of regulatory tools such as new zoning and design standards and guidelines.

B. Ensure future development surrounding the Sun Valley Eco District responds to its overall form, use, and design by considering the following:
   1. Location of privately-owned open space.
   2. Pedestrian-priority areas where ground-floor commercial uses and pedestrian-friendly frontages are prioritized.
   3. Compatible building height and massing.
   4. Key pedestrian connections, including mid-block crossings.

C. Leverage DHA’s Sun Valley Design Standards and Guidelines to encourage high-quality design within the Sun Valley DHA Redevelopment area.

Ensure high-quality building and site design, and provide transitions along the Industrial Edge within the identified mixed-use redevelopment node at 8th and Federal Boulevard

Federal Boulevard is a key corridor where bus rapid transit (BRT) is envisioned and prioritized in Denver. Residents have expressed the need and desire for more commercial services that can meet their day-to-day needs. 8th and Federal Boulevard has been identified as a mobility hub for future BRT, which makes it ideal for adjacent land uses to transition into a more mixed-use center that can provide services to residents. It can also serve as a transition to adjacent industrial uses and business that are located east of Federal Boulevard.

A. Encourage high-quality design and transitions (see Section 2.1.8). Other recommendations include:
   1. Encourage active ground-floor uses including neighborhood-serving retail uses at such as coffee shops, local restaurants, small-format grocery stores, after-school youth-oriented services, and other daily services. Other non-residential uses listed in the Innovation/Flex place type designation should also be encouraged.
   2. Support adaptive reuse of existing warehousing and flex buildings.
   3. Future redevelopment and adaptive reuse of existing structures should orient towards and be designed to promote activation and create a pedestrian-friendly environment along Weir Gulch.
   4. Housing and mixed-use developments should be prioritized near the planned BRT station and western edge of the industrial transition area.
TRANSFORMATIVE PROJECT: STADIUM DISTRICT

**WHAT IS IT?**

Adopted in 2019, the Stadium District Master Plan establishes a long-range vision and guiding principles for the future development of the southern portion of the Metropolitan Football Stadium District (MFSD) property, which consists primarily of surface parking lots used only during games and special events, and adjacent areas. The plan envisions: 1) A regional destination with a one-of-a-kind game day or special event experience and provide a variety of year-round activities, amenities, and access to waterways; and 2) A new seamless multimodal mobility network that will better connect people to and through the plan area as envisioned. Public agencies and private entities will use this plan for many purposes and actions that will realize the plan’s vision.
Prioritize preservation and adaptive reuse efforts along Federal Boulevard, outside of the High Capacity Transit Center Opportunity Area, to create an environment that is conducive to the success of small, locally-owned businesses.

Federal Boulevard is home to many small and/or local businesses. The corridor provides affordable rents for these businesses and commercial real estate trends show that there is strong demand for this space. Adaptive reuse efforts and improvements to the public realm can help make the corridor more welcoming for pedestrians while allowing local businesses to thrive.

There is a significant concentration of industrial employment in Sun Valley and Valverde. Many of the jobs in the West Area pay strong wages and provide employment opportunities to residents throughout the region. Working with local employers and other stakeholders to connect jobs to residents of Sun Valley can help create more career opportunities and financial stability for residents.

A. Encourage the use of programs through Denver Economic Development & Opportunity (DEDO) and other agencies, where appropriate, to support small business development and success.
B. Support adaptive reuse efforts and if redevelopment does occur, provide incentives or requirement for local business tenanting.
C. Focus on public realm improvements to address mobility and open space improvements.

A. Establish a working group among residents, neighborhood leaders, local employers, and City staff to address the following:
1. Identify the needs of local employers from a workforce and business development perspective to help strengthen existing businesses and local economy.
2. Create new opportunities that benefit all parties including workforce development, local employment, capital improvements, grants, and low-interest financing program.
3. After-school learning, mentorship, and training opportunities for the youth.
**SUN VALLEY RECOMMENDATIONS**

**MOBILITY**

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**S-M1**

See Policy M1. Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, biking, rolling and transit mobility options.

Sun Valley contains multiple High Injury Network streets (Federal Boulevard and Colfax Avenue). A high concentration of collisions exists along key intersections of Federal Boulevard including near Colfax Avenue, Decatur-Federal Station, and 10th Avenue. 25% of Sun Valley survey respondents found it very difficult to walk in their neighborhood while 31% found it very easy. Repurposing key streets to improve the space for people traveling without a car helps provide more options and a safer environment for all.

B. West Colfax Avenue – Transit and Pedestrian Priority.
C. Decatur Street/ Bryant Street – Pedestrian and Bicycle Priority.
D. 8th Avenue – Pedestrian and Bicycle Priority.
E. 13th Avenue – Pedestrian and Bicycle Priority.
F. Old Colfax Avenue – Pedestrian and Bicycle Priority.

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**S-M2**

See Policy M2. Establish new balanced corridor connections to increase local connectivity.

Sun Valley residents have expressed that they feel disconnected from the surrounding neighborhoods because the neighborhood sits at a lower elevation, and is bounded by major arterial streets and the South Platte River. New pedestrian and bike connections, particularly those that provide better east-west connections, can help address these concerns and bridge the gap to provide a well-connected, multi-modal transportation network.

A. Explore the feasibility of additional east-west connections across the South Platte River, Interstate 25, and railroad (where present).
   1. Priority should be placed south of 13th Avenue where existing crossings are few and far between, including the area at/near 11th Avenue.
B. Coordination with the CDOT I-25 Valley Highway and Burnham Yards projects is key and should push for additional crossings wherever possible to help better connect the West Area to neighborhoods east of the river and highway.
SUN VALLEY
RECOMMENDATIONS


See Policy M4. Study routes planned in Denver Moves: Bicycles for facility type upgrades and alternative route realignments and reconfigurations.

See Policy M6. Install new sidewalks along priority corridors following Denver’s citywide prioritization guidance.

Approximately 31% of Sun Valley survey respondents noted the area as being very easy to ride for biking, with 31% noting the area as somewhat difficult for biking. Bicycle crashes were scattered throughout the neighborhood including the Federal and Colfax interchange, and along Decatur Street and 8th Avenue. Improvements to existing and creation of new bike facilities will be important to encourage more comfort and safety for cyclists of all ages and abilities.

Sun Valley, out of all the West neighborhoods, have the greatest percentage of missing sidewalks and sidewalks that are 5 ft. wide or greater. The Sun Valley redevelopment project will bring new sidewalks to the area that will help complete the sidewalk gap. Priority improvement areas, including industrial areas of Sun Valley, will help address safety concerns where the greatest needs exist in the community.

A. 13th Avenue – Implement bike lane between Decatur Street and the South Platte River trail.

A. 8th Avenue (Federal Boulevard to viaduct) – Short term: Redirect bicycle traffic to parallel facility at Weir Gulch Trail; Long term: Implement high comfort bicycle facilities per Denver Moves between Federal Boulevard and 8th Avenue Viaduct.

A. 13th Avenue – In coordination with Sun Valley redevelopment, include sidewalks along 13th Avenue from Decatur Street to the South Platte River bridge. Improve sidewalks along 13th Avenue from the South Platte River to Osage street since they are a critical part of the mobility network of the west area, even though they are located outside of the study area.

B. Decatur Street/Bryant Street – Complete the sidewalk network where missing to improve pedestrian mobility in this industrial area.

B. Wolff Street (north of 6th Avenue) – Implement a high-comfort bicycle facility on Wolff Street between 17th Avenue and 6th Avenue.

B. Tennyson Street – Long-term: study a new crossing of 6th Avenue between Sheridan Boulevard and Perry Street at Tennyson Street or Wolff Street (see also pedestrian recommendation); Tied to the study of a new crossing of 6th Avenue, study the feasibility of a high comfort bikeway along Tennyson Street or Wolff Street between 6th Avenue and Weir Gulch.

C. 8th/7th Avenues – Study the feasibility of a high comfort bikeway along 8th Avenue between Federal Boulevard and Lowell Boulevard and 7th Avenue between Lowell Boulevard and Tennyson Street.
See Policy M7. Improve the pedestrian realm by improving the quality, safety, width, and comfort of pedestrian facilities following Denver’s citywide prioritization guidelines for sidewalks.

See Policy M9. Install safety Improvements to improve, repair or complete existing crossings.

Appropriate spacing between pedestrian and bicycle crossings is key to providing a comfortable walking and biking network and encouraging safe crossing behavior. Many of the pedestrian crashes are concentrated along Federal Boulevard and other key connecting streets such as 10th Avenue and Decatur Street. Crossing improvements along these streets is important to encourage more pedestrian safety and comfort.

A. Federal Boulevard
   1. Colfax Boulevard due to a planned transformative corridor with pedestrian and transit priority.
   2. Howard Place due to the Decatur-Federation station.
   3. 10th Avenue due to limited east-west connections across Federal Boulevard.
   4. 8th Avenue due to a planned transformative corridor with pedestrian and bicycle priority.

B. Decatur Street
   1. 13th Avenue due to a planned transformative corridor with pedestrian and bicycle priority.
   2. 12th Avenue due to its adjacency to an elementary school.
   3. 8th Avenue due to a planned transformative corridor with pedestrian and bicycle priority.

C. South Platte River
   1. 13th Avenue due to a planned transformative corridor with pedestrian and bicycle priority.
   2. 8th Avenue due to a planned transformative corridor with pedestrian and bicycle priority.

D. 8th Avenue and Canosa Court due to a planned transformative corridor with pedestrian and bicycle priority.
See Policy M10. Improve the quality and comfort of trail facilities, improve the safety of crossings, and improve trail access.

Lakewood Gulch, Weir Gulch, and South Platte River Trail serves as an important transportation and recreational amenity, providing connections to surrounding neighborhoods and parks. A gap exists along Weir Gulch just south of 9th Avenue as it travels down. In addition, the connectivity and quality of the South Platte Trail is lost as you move south of Weir Gulch where many of the industrial uses are located. Increasing access to and improving the pedestrian experience along the trails will provide more transportation and recreational options for residents.

A. South Platte River Trail
1. Recognizing the history and importance of the South Platte River to First Nations and Indigenous peoples, re-imagine the relationship of the South Platte River and the trail to the Valverde neighborhood by implementing green spaces for gathering, additional access points, and recreational areas or resting areas.
2. Improve access to the trail along the Valverde and Sun Valley neighborhoods by improving the physical environment and implementing wayfinding.
   » 7th Avenue: Support DHA’s park concept along the South Platte River which provided additional connection from Sun Valley to the South Platte River. Implement wayfinding to access the trail and wayfinding within the trail to guide users.
3. Improve neighborhood visibility and placemaking along the western edge of the trail to let users know which neighborhood they are going through.
4. Develop a multi-disciplinary plan to guide the future of the river including its environmental, stormwater, water quality, flood mitigation, recreation and urban design components.
   » Explore opportunities to widen the trail to accommodate more users comfortably.
   » Study the feasibility of improving the existing South Platte River trail in order to improve the experience, provide additional capacity, and meet regional trail standards.
5. Implement vehicle deterrents to trail access points.
6. Identified in the DRCOG Long Range Fiscally Constrained Plan as a candidate for federal funding for improvements.

B. Lakewood Gulch Trail
1. Improve access to the trail by improving the trail access routes, pedestrian environment, including sidewalk width and quality, lighting, and wayfinding.
2. Improve crossings and access points for pedestrian and bicycle safety through design and implementation of physical and operational treatments.
3. Explore opportunities to widen the trail to accommodate more users comfortably.
4. Implement wayfinding within the trail to guide users.

C. Weir Gulch Trail
1. Improve access to the trail by improving the physical environment and implementing wayfinding to break down the barriers.
2. Complete the trail network by implementing wide side paths where connections are missing or marking the street with wayfinding or markings to let users know they are on the Weir Gulch Trail and how to stay on the trail.
3. Improve the quality of the trail by improving the quality and comfort of the surfaces and implementing lighting.
4. Improve crossings or access points for pedestrian and bicycle safety through design and implementation of physical and operational treatments.
5. Implement wayfinding within the trail to guide users.
**SUN VALLEY RECOMMENDATIONS**

**MOBILITY**

**See Policy M10.** Install bicycle and pedestrian wayfinding along the right-of-way to improve access to the trails and along bicycle and pedestrian networks.

Limited wayfinding exists in the area today to help connect the various transportation facilities that exist in Sun Valley, including the gulch system and bike lanes. Incorporating wayfinding, as future trails, bike lanes, and sidewalks are introduced, will help pedestrians navigate through the neighborhood.

**STRATEGIES**

A. 13th Avenue – Implement wayfinding to South Platte River Trail access point.

B. Bryant Street – Implement wayfinding that connects the bicycle facility along Bryant Street to 1st Avenue/Alcott Street.

**See Policy M11.** Advance planning and implementation of enhanced transit along key West Area corridors, and enhance transit stops and stations throughout the West Area.

Sun Valley has the highest transit score out of all West neighborhoods with close proximity to the W-Line and Decatur-Federal Station that provides multiple transit connections. 26% of Sun Valley residents use public transit to travel to work. Continued improvements that aim to create a more complete transit system will provide more options to travel in and out of the neighborhood without a car.

**STRATEGIES**

A. Advance the implementation of High Capacity Transit (Full Bus Rapid Transit) along Federal Boulevard and Colfax Avenue.

B. Study the feasibility of implementing mobility hubs at key transit stops to provide rider amenities and improve connections.

1. Regional Mobility Hub candidate locations include Sheridan Station Decatur-Federal Station, Federal Boulevard and 17th Avenue, Federal Boulevard and Colfax Avenue, and Federal Boulevard and 8th Avenue.

**See Policy M12.** Study the feasibility of improving transit service in and through the West Area to provide residents with higher-frequency service that better meets their needs and facilitates increased transit usage.

**STRATEGIES**

A. Existing routes, not identified in M13, should be prioritized for improvements:

1. Route 9 (West 10th Avenue) – provides existing service to W. 10th Avenue in Villa Park, and W. 10th Avenue, Decatur Street, and 8th Avenue in Sun Valley.

2. Route 1 (1st Avenue) – provides existing service to 1st Avenue in Barnum West and Barnum, Knox Court in Barnum, Villa Park, and West Colfax, and connections to the Decatur-Federal Station.

B. Evaluate improvements to the Platte Valley FlexRide (formerly known as Route 33) to provide more frequent, reliable, valuable, and predictable connections for residents and businesses in Sun Valley and Valverde and better connect them to regional and local transit services provided at Alameda Station and Decatur Federal Station.

1. Denver Moves: Transit calls for 15-minute frequencies along portions of this existing route.

**See Policy M13.** Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial areas, and recreation centers.

Pedestrian safety and comfort has been the most prevalent concern that residents have expressed throughout the process, especially along key streets that connect the neighborhoods together. Traffic calming will introduce the necessary infrastructure needed to ensure the safety of pedestrians of all ages and abilities.

**STRATEGIES**

A. Evaluate reducing speed limits and installing traffic calming per Vision Zero guidance. Priority corridors include 10th Avenue.
**SUN VALLEY RIVERFRONT PARK**

The rehabilitation and restoration of the Weir Gulch channel and its confluence with the South Platte River, paired with the creation of attractive recreation spaces for the under-served residents of Sun Valley, realizes the ecological and social potentials of the Sun Valley Riverfront Park. The design works to achieve these goals at two scales: the neighborhood scale, informed by community input; and the city scale, in coordination with the River Vision Implementation Plan.

This park was transformed with ecological and habitat improvements, through wetland creation, native plant establishment, and backwater areas. Improved river access and visibility was achieved by opening the floodplain and the riverbank. Recreation opportunities were integrated through an improved and updated regional trail section, custom bridge, concrete jetties, and traditional a neighborhood park outside of the floodplain.

Preferred park amenities per community input and feedback from the River Sisters Partnership Team include the following:

- Community Garden / Urban Farm
- Open Lawn
- Cultural Plaza
- Native Landscape / Botanic Garden
- Public Art
- Natural Play
- Water Play
- Tranquility Garden

**SUN VALLEY RECOMMENDATIONS**

**S-Q1**

See Policy Q3: Address the health impacts of noise and air pollution for development and re-development adjacent to 6th Avenue and Interstate Highway 25 (I-25), and the South Platte Regional Trail.

Green infrastructure can provide environmental, economic and quality-of-life advantages, as well as help improve water and air, reduce flood risks and heat island effects, absorb local carbon emissions, increase physical activity, improve mental wellbeing, reduce stress, lower traffic speeds, and improve property values. Sun Valley neighborhood is made up of a small portion of residential and the majority of the neighborhood is mainly industrial. In addition, the neighborhood is adjacent to Interstate Highway 25 (I-25) which causes increased levels of carbon emissions and decreases overall health of the community. Adding more urban tree canopy in high urban heat areas of the neighborhood can help to decrease carbon footprint as one option. Minimizing driving by setting concrete reduction goals and walking, biking, carpooling, and using public transit as much as possible is another solution to help fight the high rates of carbon emissions for Sun Valley. Switching to renewable energy options through utilities is another solution to help increase quality of life for residents.

**S-Q2**

See Policy Q4: As proposed in the One Water Plan, implement a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River’s environmental, ecological, and recreational needs.

Green infrastructure is a critical tool that supports several West area community goals, such as enhanced community livability and improved resiliency. The community expressed interest in exploring allocating street right-of-way to various forms of greening as well as incentivizing flood prone areas to better accommodate flood waters and the implementation of green infrastructure systems, such as permeable pavers, bulb-outs, and bioswales. Green infrastructure can be employed to develop green streets and alleys in the area to increase pervious surfaces, improve air quality, increase access to green and open space, and reduce human health hazards related to poor water quality and flooding.

**S-Q3**

See Policy Q7: Promote regenerative development practices and infrastructure improvements that address sustainability and resiliency at a district and neighborhood scale.

Green infrastructure is a critical tool that supports several West community goals, such as enhanced community livability and improved resiliency. The community expressed interest in exploring allocating street right-of-way to various forms of greening as well as incentivizing flood prone areas to better accommodate flood waters and the implementation of green infrastructure systems, such as permeable pavers, bulb-outs, and bioswales. Green infrastructure can be employed to develop green streets and alleys in the area to increase pervious surfaces, improve air quality, increase access to green and open space, and reduce human health hazards related to poor water quality and flooding.
See Policy Q9: Protect, preserve, and expand the urban forest tree canopy in all redevelopment efforts and increase tree canopy coverage within public rights-of-way.

Sun Valley is a neighborhood with a lower than average tree canopy percentage. The neighborhood has also witnessed a high level of redevelopment in recent years which often results in the damage or destruction of the existing tree canopy on private property.

See Policy Q10: Improve and increase accessibility to existing community parks, open spaces, and recreation facilities for all users, ages, and abilities.

Most households within Sun Valley are not within a 10-minute walk from a park. Creating additional community park, recreation and cultural spaces is prioritized for this community. The City should incentivize and/or require publicly accessible outdoor spaces, particularly in centers and corridors as part of high-quality and design.

See Policy Q13: Enhance and improve access to existing regional trails, waterways, and the South Platte River.

The South Platte River is a major environmental component of the West area. Rivers help people and nature in many ways. Rivers naturally filter and store water, reduce the impacts of floods, preserve some of the most important ecosystems on the planet, enable native plants and animals to thrive, preserve the cultures of communities who once lived by the river, provide amazing adventures, recreation and wildlife viewing, and contain rock and geologic formations that help us understand the evolution of our planet. As proposed in the One Water Plan, this is a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River’s environmental, ecological, and recreational needs. Prioritization of external partnerships is another component at the forefront of these efforts.

See Policy Q14: Build a more inclusive, healthier, and complete community food environment.

Non-traditional models can increase access to fresh, healthy foods, particularly for populations that may not otherwise have access to fresh food. Additionally, affordable housing developers and institutions like churches, schools and hospitals are increasingly incorporating amenities related to food access. A couple of examples of large development sites that are proactively incorporating inclusion of food access are the Stadium District Master Plan and Denver Housing Authority properties. The Sun Valley Kitchen is also an excellent resource to the Sun Valley community for increased access to fresh and healthy cooked meals and groceries.

The Sun Valley Kitchen & Community Center is a safe and supportive space to explore life’s possibilities. The Center provides children and families in Sun Valley with opportunities for self-expression, self-awareness and personal growth, while fostering unity within the dynamic, multi-cultural neighborhood.

Core Values:

- Nourish – Community dinners, no cost grocery program, kitchen and restaurant
- Enrich – Weekly cooking classes for youth, art, music, dance programming for youth, a safe and supportive space for youth
- Educate – After-school tutoring, education programs, scholarship funds
- Unite – Food access for the neighborhood, collaborative founding partner, monthly neighborhood meetings, day-to-day space for connection
- Employ – Directly hiring youth in Sun Valley, kitchen employment, opportunities for residents
See Policy Q19: Improve access to fresh and healthy food and nutrition through improved physical connections and multimodal networks. Prioritize access to nutritious food, goods, and services

West area stakeholders identified improved bike, pedestrian, and transit access to grocery stores as one of their top priorities. Providing pedestrian, bike, and transit routes to grocery stores that are universally accessible, well-marked, safe, comfortable, and convenient is an important component to food access.

See Policy Q20: Maintain energy efficient streetlighting for increased safety and comfort. Prioritize gathering spaces, parks, trails, transit facilities, commercial corridors, and centers.

Participants in the public process cited crime as a major issue in the area. Many cities have implemented the practice of reducing crime through urban and environmental design. These strategies include street lighting, maintenance, public art, and street level activation, must be community-led to ensure they are implemented in a manner that is culturally appropriate and respectful of existing communities and residents. Additionally, they must be reinforced with strategies listed in the Economy section of this plan. The goal of these strategies is to foster social interaction, create a sense of community, and improve safety and well-being. Active public spaces and public art were identified as the top priorities for creating welcoming and inclusive environments.

See Policy Q26: Recognize culture and history through city improvements, public art and park design and naming to create a sense of place for the community.

Social interaction and a sense of community belonging have been shown to improve individual well-being and mental health. Ongoing changes in the neighborhood can erode knowledge of the area’s history and sense of place. The physical and social fabric of West neighborhoods should lend themselves to a culture of positive relationships and connections among neighbors, engagement, and social interaction. To the extent possible, the City should support civic organizations and informal networks that make people feel connected to their neighbors and to the history of their neighborhood.
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4.5 BARNUM AND BARNUM WEST

4.5.1 Neighborhood Characteristics

Street Pattern
Barnum and Barnum West have strong east-west street connection with 5th Avenue, 1st Avenue and Bayaud Avenue all providing access across the neighborhood. Sheridan and Federal Boulevards provide regional north-south connections, while Perry Street and Knox Court provide vital north-south connections internal to the neighborhood.

Parks and Open Space
Barnum has the Barnum Park and Recreation Center in its northeast corner, adjacent to 6th Avenue. The Weir Gulch trail runs through both Barnum and Barnum West, providing the only green space for the Barnum West neighborhood. Weir Gulch is unique in that it runs directly through residential areas, providing small ‘pocket’ parks throughout the neighborhood.

Overlays and Special Districts
There are no design overlays in Barnum and Barnum West. There is a small area along Federal that is subject to both the UO-1 (Adult Use Overlay) and UO-2 (Billboard Overlay). There are no designated historic landmarks in the Barnum and Barum West neighborhoods.

Visual Landmarks
Barnum Elementary, Ross-Barnum Library, St. Cajaten’s Church, Iglesia Luterana Cristo Rey.
4.5.2 Neighborhood Overview

ERA OF CONSTRUCTION

EXISTING LAND USE

ZONING

RESIDENTIAL PARCEL SIZE (SF)
4.5.3 Community Feedback

Barnum and Barnum West neighbors shared lots of feedback about their community. Below are some things they shared about their neighborhood:

**Assets**
- Strong sense of community and neighborhood character
- Good connections to downtown Denver and the mountains
- Great views of the city

**Opportunities**
- Improve and beautify 1st Avenue and other main streets for pedestrians, community gathering
- Construct improved street crossings along Weir Gulch to protect users
- Create more culturally-inclusive art in the neighborhood
- Community gardens and more green space

**Weaknesses**
- Lack of access to green space in Barnum West
- Dangerous traffic speed, lack of sidewalks, pedestrian safety
- Lack of businesses such as grocery store, cafe or community gathering spaces.
- Lack of community maintenance: streetlights, trash along Gulch trail, medians, etc

4.5.4 Plan on a Page

**Downtown Barnum** - Pursue regulatory changes, community partnerships, and infrastructure investments to create a vibrant “Downtown Barnum”, with a focus on the intersection of 1st Avenue and Knox Court. See Policy B-L1 and B-L2.

**Safer streets and crossings** - Improve safety and comfort along key streets and crossings by reprioritizing street space for walking, biking, rolling and transit mobility options. In addition, strengthen existing and create new opportunities for north-south connections. See Policies B-M1, B-M2, B-M7, B-M8, and B-M9.

**Improve the trail system along gulches** - Create a more continuous, high-quality trail system along Weir Gulch by expanding the width of trails and incorporating wayfinding. See Policies S-M9 and S-M10.

**Fresh and healthy food.** Explore non-traditional models that can increase access to fresh, healthy foods, and provide more multi-modal connections to fresh food providers. See Policies B-Q4 and W-Q5.
BARNUM AND BARNUM WEST RECOMMENDATIONS

Partner with the current business owners and residents to develop an overall brand and identity for “Downtown Barnum” around the intersection of 1st Avenue and Knox Court that speaks to the neighborhood’s heritage, history, and vision for the future.

A significant component of the “Downtown Barnum” concept is the ability to foster an identity that is unique and reflective of the community’s values, and create a safe, comfortable environment for pedestrians. This will require strong partnerships with businesses and surrounding residents of the area, and physical infrastructure improvements.

A. Collaborate with neighborhood groups and business associations, like the Community Coalition for Barnum and others, to plan and conduct community events along West 1st Avenue.

B. Consider the establishment of a localized Business Improvement District that will link local community and business interests and goals with supportive services and infrastructure improvements, if feasible.

C. Add some semi-permanent elements that can be reconfigured, if needed, in the future. Add more substantial placemaking elements that speak to the local community’s brand and identity, such as pedestrian-scaled lighting, community art/sculptures, banners, movable planters, and other elements that can be fixed.

Encourage zoning changes and other regulatory tools that will help foster a main street environment within “Downtown Barnum.”

The building and site design of private properties play a key role in contributing to a pedestrian-friendly main street. Adjustments to the zoning and/or application of new zoning tools can help ensure that future improvements and new construction contribute to a successful main street environment. Future engagement with property owners, businesses, and residents of the area will also be critical to ensure an inclusive process and outcome.

A. Conduct a more detailed land use/urban design study along 1st Avenue and Knox Court commercial node to better understand current conditions and desired outcomes from community members. The study can address the following:

1. Geographic extent to which the concept of a “Downtown Barnum” applies.
2. Overall design objectives that will foster Downtown Barnum’s vibrancy.
3. Current conditions and issues.
4. Proposed regulatory adjustments/tools

B. Supplemental to the study, explore the application of E-MS zoning and/or existing design overlays to promote ground-floor active commercial uses and pedestrian-friendly frontages.

Ensure high-quality building and site design along Weir Gulch.

Weir Gulch is an important community asset that serves as a transportation and open space amenity. The design and orientation of future homes surrounding these assets are critical to the overall placemaking and sense of safety for people.

A. Smaller housing types, especially missing middle housing, should treat Weir Gulch and primary streets as their primary frontages. Building facades facing the Weir Gulch should have equivalent treatment of the primary building façade – i.e., avoiding blank walls and incorporating building entries, windows, façade articulation, etc.

B. Parking should be located away from the gulch and instead should prioritize common open spaces near the gulch.
**TRANSFORMATIVE PROJECT: DOWNTOWN BARNUM**

**WHAT IS IT?**

“Downtown Barnum” is a concept that applies to a commercial area embedded within Barnum at the intersection of 1st Avenue and Knox Court. Residents have expressed their desire to transform this area into a vibrant, commercial main street with active store fronts where area residents can walk, roll, or take transit along comfortable, safe, tree-lined streets to local cafes, restaurants, barber shops, flower shops, and other neighborhood amenities/services. Downtown Barnum will serve as a gathering space for residents and visitors to enjoy and celebrate the rich culture of West. Policies B-L1 and BL2 and their respective strategies promote the necessary partnerships, improvements, and regulatory changes needed to realize this vision.

**Variety of streetscape elements and lighting**

**Buildings closer to the street and high levels of transparency**

**Comfortable streetscape furniture**

**Safe pedestrian crossings**

**Active ground-floor uses**

**Engaging street-level design**

**Street tree/canopy**
BARNUM AND BARNUM WEST RECOMMENDATIONS

B-E1

Prioritize preservation and adaptive reuse efforts along Federal Boulevard, outside of the High Capacity Transit Center Opportunity Area, to create an environment that is conducive to the success of small, locally-owned businesses.

Federal Boulevard is home to many small and/or local businesses. The corridor provides affordable rents for these businesses and commercial real estate trends show that there is strong demand for this space. Adaptive reuse efforts and improvements to the public realm can help make the corridor more welcoming for pedestrians while allowing local businesses to thrive.

A. Encourage the use of programs through Denver Economic Development & Opportunity (DEDO) and other agencies, where appropriate, to support small business development and success.
B. Support adaptive reuse efforts and if redevelopment does occur, provide incentives or requirement for local business tenanting.
C. Focus on public realm improvements to address mobility and open space improvements.

See Policy M1. Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, biking, rolling and transit mobility options.

Barnum contains multiple High Injury Network streets (Federal Boulevard, Sheridan Boulevard, and Alameda Avenue). A high concentration of collisions exists along major arterials and key connecting streets, such as 1st Avenue. 34% of Barnum survey respondents found it somewhat difficult to walk in their neighborhood while 27% found it somewhat easy. Repurposing key streets to improve the space for people traveling without a car helps provide more options and a safer environment for all.

A. Sheridan Boulevard – Transit and Pedestrian Priority.
C. Alameda Avenue – Transit and Pedestrian Priority.
D. Tennyson Street – Pedestrian and Bicycle Priority.
E. Perry Street – Pedestrian and Bicycle Priority.
F. Bayaud Avenue – Pedestrian and Bicycle Priority.
**BARNUM AND BARNUM WEST RECOMMENDATIONS**

**B-M2**

See Policy M2. Establish new balanced corridor connections to increase local connectivity.

Limited north-south connections are provided in the neighborhood because of Highway 6th. The few connections that do exist are heavily used by cars causing safety concerns for surrounding residents and pedestrians. New pedestrian and bike connections can help address these concerns and bridge the gap to provide a well-connected, multi-modal transportation network.

A. Explore the feasibility of additional north-south connections across the 6th Avenue Freeway.
   1. Priority should be placed west of Knox Court, where existing crossings are few and far between. Specific areas to be studied should include the area at/near Tennyson Street.

**B-M3**


A. Hazel Court/Grove Street – Implement neighborhood bikeway on Grove Street between 1st Avenue and Barnum Park.
B. Perry Street (see also recommendations for new bikeways) – Implement Denver Moves: Bicycles recommendation of a protected bike lane from 7th Avenue to Bayaud Avenue.
C. Bayaud Avenue (see also recommendations for new bikeways) – Implement Denver Moves: Bicycles recommendation of a bike lane from Weir Gulch to Perry Street.

**B-M4**

See Policy M4. Study routes planned in Denver Moves: Bicycles for facility type upgrades and alternative route realignments and reconfigurations.

Approximately 30% of Barnum survey respondents noted the area as being somewhat easy to ride for biking, with 25% noting the area as somewhat difficult for biking. Several bicycle crashes were concentrated along 1st Avenue and Perry Street. Improvements to existing and creation of new bike facilities will be important to encourage more comfort and safety for cyclists of all ages and abilities.

A. 1st Avenue
   1. Study the feasibility of upgrading the existing and proposed buffered bike lane to a higher comfort bicycle facility on 1st Avenue between Sheridan Boulevard and Federal Boulevard.
   2. Enhance the Federal Boulevard shared use pathway that provides the 1st Avenue crossing at Federal Boulevard. Enhancements should include adequate wayfinding to inform bicyclists of how to stay on the 1st Avenue bicycle facility.
   3. Study the feasibility of a shared, car-free, or enhanced pedestrian-first design on 2nd Avenue between Lowell Boulevard and Knox Court to provide safe connections for this missing segment of the Weir Gulch Trail.

B. 2nd Avenue
   1. Study the feasibility of upgrading the current bike lanes to a higher comfort bicycle facility between Lowell Boulevard and Tejon Street.
   2. Enhance the Federal Boulevard shared use pathway that provides the 2nd Avenue crossing at Federal Boulevard. Enhancements should include adequate wayfinding to inform bicyclists of how to stay on the 2nd Avenue bicycle facility.
   3. Study the feasibility of a shared, car-free, or enhanced pedestrian-first design on 2nd Avenue between Lowell Boulevard and Knox Court to provide safe connections for this missing segment of the Weir Gulch Trail.
See Policy M5. Install new bikeways not previously identified in Denver Moves: Bicycles.

Approximately 30% of Barnum survey respondents noted the area as being somewhat easy to ride for biking, with 25% noting the area as somewhat difficult for biking. Several bicycle crashes were concentrated along 1st Avenue and Perry Street. Improvements to existing and creation of new bike facilities will be important to encourage more comfort and safety for cyclists of all ages and abilities.

A. Bayaud Avenue – Provide high comfort facilities along Bayaud Avenue from Weir Gulch to Tejon Street (where existing bike lanes begin); Coordinate with DHA to ensure a bicycle/pedestrian connection at the north end of the Columbine Homes property when the property redevelops to connect the Bayaud Avenue bicycle facilities.

B. Tennyson Street – Long-term: study a new crossing of 6th Avenue between Sheridan Boulevard and Perry Street at Tennyson Street or Wolff Street (see also pedestrian recommendation); Tied to the study of a new crossing of 6th Avenue, study the feasibility of a high comfort bikeway along Tennyson Street or Wolff Street between 6th Avenue and Weir Gulch.

C. Knox Court – Study connecting the missing link between Knox Station and the proposed 14th Avenue bikeway to better connect these high comfort bicycle facilities.

D. Wolff Street/Xavier Street (south of 6th Avenue) – Implement a high-comfort bicycle facility between 6th Avenue and Alameda Avenue utilizing either Wolff Street and/or Xavier Street.

E. 4th/5th Avenues – Study the feasibility of high comfort bikeway along 4th/5th Avenue providing an east-west connection from Barnum Park to the neighborhoods, and past Sheridan Boulevard crossing at 5th Avenue existing light.

F. Alameda Avenue – Study the feasibility of implementing a high comfort bike facility along Alameda Avenue that connects the west area with the neighborhoods on the west and to the Belmar development in the City of Lakewood.

G. Federal Boulevard – Study the feasibility of implementing and enhancing the sidewalk and shared use paths along Federal Boulevard to connect the bike facilities of 1st Avenue and 2nd Avenue at the Federal Boulevard Crossings.

See Policy M6. Install new sidewalks along priority corridors following Denver’s citywide prioritization guidance.

Barnum, out of all the West neighborhoods, have the smallest percentage of sidewalks that are 5 ft. wide or greater, and greatest percentage of narrow sidewalks that are less than 5 ft. wide. Priority improvement areas along key connecting streets will help address safety concerns where the greatest needs exist in the community.

A. 1st Avenue – Improve the quality of the pedestrian environment along by completing the sidewalk network where missing.

B. Bayaud Avenue – Improve the quality of the pedestrian environment by completing the sidewalk network where missing.
BARNUM AND BARNUM WEST RECOMMENDATIONS

See Policy M7. Improve the pedestrian realm by improving the quality, safety, width, and comfort of pedestrian facilities following Denver’s citywide prioritization guidelines for sidewalks.

Barnum, out of all the West neighborhoods, have the smallest percentage of sidewalks that are 5 ft. wide or greater, and greatest percentage of narrow sidewalks that are less than 5 ft. wide. Priority improvement areas along key connecting streets will help address safety concerns where the greatest needs exist in the community.

B-M8

See Policy M8. Install new safe, comfortable, and accessible pedestrian and bicycle crossings.

Appropriate spacing between pedestrian and bicycle crossings is key to providing a comfortable walking and biking network and encouraging safe crossing behavior. Many of the pedestrian crashes are concentrated along major arterials and other key connecting streets such as 1st Avenue and Perry Street. Crossing improvements along these streets is important to encourage more pedestrian safety and comfort.

A. Study the feasibility of a pedestrian and bicycle facility crossing 6th Avenue between Perry Street and Sheridan Boulevard, in coordination with CDOT.
B. Study the feasibility of a grade-separated pedestrian and bicycle crossing of Alameda Avenue at Weir Gulch Trail.

B-M9

See Policy M9. Install safety Improvements to improve, repair or complete existing crossings.

Priority intersections for Barnum

A. Sheridan Boulevard
   1. 1st Avenue due to high comfort bikeway and access to mobility.
   2. Alameda Avenue due to a planned transformative corridor with pedestrian and transit priority.

B. Alameda Avenue
   1. Knox Court due to high comfort bikeway.
   2. Federal Boulevard due to a planned transformative corridor with pedestrian and transit priority.

C. Federal Boulevard
   1. Bayaud Avenue due to a planned transformative corridor with pedestrian and transit priority.

2. 1st Avenue due to a high comfort bikeway,
3. 2nd Avenue due to a high comfort bikeway.
D. Perry Street
   1. 4th Avenue due to a high comfort bikeway.
   2. Weir gulch due to an enhance trail system.
   3. 1st Avenue due to a high comfort bikeway.

E. Knox Court
   1. 4th Avenue due to a high comfort bikeway
   2. Weird Gulch and 2nd Avenue due to an enhanced trail system and high comfort bikeway.
   3. 1st Avenue due to high comfort bikeway.
   4. Bayaud Avenue due to a planned transformative corridor with pedestrian and transit priority.
BARNUM AND BARNUM WEST
RECOMMENDATIONS

**See Policy M10.** Improve the quality and comfort of trail facilities, improve the safety of crossings, and improve trail access.

Weir Gulch serves as an important transportation and recreational amenity, providing connections to surrounding neighborhoods and parks. Weir Gulch is discontinuous through Barnum and Barnum West, forcing users onto adjacent streets to connect to the trail. Increasing access to and improving the pedestrian experience along the trails will provide more transportation and recreational options for residents.

**A. Weird Gulch Trail**
1. Improve access to the trail by improving the physical environment and implementing wayfinding to break down the barriers.
2. Complete the trail network by implementing wide side paths where connections are missing or marking the street with wayfinding or markings to let users know they are on the Weir Gulch Trail and how to stay on the trail.
3. Improve the quality of the trail by improving the quality and comfort of the surfaces and implementing lighting.
4. Improve crossings or access points for pedestrian and bicycle safety through design and implementation of physical and operational treatments.
5. Implement wayfinding within the trail to guide users.

**See Policy M11.** Install bicycle and pedestrian wayfinding along the right-of-way to improve access to the trails and along bicycle and pedestrian networks.

Limited wayfinding exists in the area today to help connect the various transportation facilities that exist in Barnum, including the gulch system and bike lanes. Incorporating wayfinding, as future trails, bike lanes, and sidewalks are introduced, will help pedestrians navigate through the neighborhood.

**A. 2nd Avenue** – Implement wayfinding along Federal Boulevard shared use path to inform bicyclists of how to stay on the 2nd Avenue bicycle facility; Implement wayfinding along 2nd Avenue for access points to Weir Gulch Trail.

**B. 1st Avenue** – Improve bicycle wayfinding to/from 1st Avenue bike facility at Knox Court to redirect bicycle traffic to 2nd Avenue to cross Federal Boulevard.

**C. Knox Court** – Implement wayfinding along Knox Court for access points to the Weir Gulch Trails. Access point to Weir Gulch trail is obscure as it is located between two homes.

**D. Hazel Court/Grove Street** – Ensure proper wayfinding signage through Barnum Park to properly connect Hazel Court and Grove Street so it can serve as a complete bicycle corridor.

**E. Perry Street** – Implement wayfinding to guide users to access points to the Lakewood Gulch and Weir Gulch Trails.

**F. Tennyson Street** – Implement wayfinding along Tennyson Street of access points to the Lakewood Gulch and Weir Gulch Trails.

**G. Bayaud Avenue** – Implement wayfinding to guide users to Weir Gulch Trail and the South Platte River Trail.
See Policies M12 and M13. Advance planning and implementation of enhanced transit along key West Area corridors, and enhance transit stops and stations throughout the West Area.

Barnum has the lowest transit score out of all West neighborhoods with only one transit line running through the neighborhood. 8% of Barnum residents use public transit to travel to work. Continued improvements that aim to create a more complete transit system will provide more options to travel in and out of the neighborhood without a car.

A. Advance the implementation of High Capacity Transit (Full Bus Rapid Transit) along Federal Boulevard.

B. Advance the implementation of Medium Capacity Transit (rapid bus to full Bus Rapid Transit) along Alameda Avenue.

C. Advance the implementation of Speed and Reliability transit (Enhanced bus) along Sheridan Boulevard.

D. Study the feasibility of implementing mobility hubs at key transit stops to provide rider amenities and improve connections.

E. Regional Mobility Hub candidate locations include Sheridan and Alameda Avenue, Federal Boulevard and Alameda Avenue, and Federal Boulevard and 2nd Avenue.

F. Local Mobility Hub candidate locations include Sheridan and 1st Avenue, and 1st Avenue and Knox Court.

See Policy M14. Study the feasibility of improving transit service in and through the West Area to provide residents with higher-frequency service that better meets their needs and facilitates increased transit usage.

A. Existing routes, not identified in M13, should be prioritized for improvements:
   1. Route 1 (1st Avenue) – provides existing service to 1st Avenue in Barnum West and Barnum, Knox Court in Barnum, Villa Park, and West Colfax, and connections to the Decatur-Federal Station.

See Policy M16. Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, hospitals, libraries, commercial areas, and recreation centers.

A. Evaluate reducing speed limits and installing traffic calming per Vision Zero guidance. Priority corridors include Perry Street, Knox Court, and 1st Avenue.
See Policy Q9: Protect, preserve, and expand the urban forest tree canopy in all redevelopment efforts and increase tree canopy coverage within public rights-of-way.

Tree canopy in the West area is notably missing along major transportation and industrial corridors and residential streets within the Valverde neighborhood. A healthy tree canopy along sidewalks and within the public right-of-way reduces the discomfort for pedestrians, increases climate resiliency, and provides equity in looking at other neighborhoods in the city that are more complete with tree canopy.

Most households within the Barnum neighborhoods are not within a 10-minute walk from a park. Creating additional community park, recreation and cultural spaces is prioritized for this community. The City should incentivize and/or require publicly accessible outdoor spaces, particularly in centers and corridors as part of high-quality and design.

See Policy Q12: Create new or expand existing community parks, open spaces, and recreation facilities to ensure all West Denver residents are within a 10-minute walk of an amenity.

Passive spaces in the Barnum neighborhoods like an open lawn can foster informal recreational, leisure, and social activities, while active spaces, such as a basketball courts, tennis courts or a community garden can create distinct destinations within the neighborhood. Passive or programmed spaces all have a positive impact on the overall health of the neighborhood residents. Places that include multiple community uses like the Barnum East Park provide year-round recreation activities and community spaces at locations such as the Barnum Recreation Center, the Barnum Dog Park, and connections to the waterway systems that flow throughout the West area.

See Policy Q14: Build a more inclusive, healthier, and complete community food environment.

Non-traditional models can increase access to fresh, healthy foods, particularly for populations that may not otherwise have access to fresh food. Additionally, affordable housing developers and institutions like churches, schools and hospitals are increasingly incorporating amenities related to food access. The Community Co-Op at 1st is an excellent resource to the Barnum neighborhoods for increased access to fresh and healthy cooked meals, groceries, educational opportunities, and volunteer programs to learn how to compost and garden.
See Policy Q19: Improve access to fresh and healthy food and nutrition through improved physical connections and multimodal networks. Prioritize access to nutritious food, goods, and services

West area stakeholders identified improved bike, pedestrian, and transit access to grocery stores as one of their top priorities. Providing pedestrian, bike, and transit routes to grocery stores that are universally accessible, well-marked, safe, comfortable, and convenient is an important component to food access.

See Policy Q20: Maintain energy efficient streetlighting for increased safety and comfort. Prioritize gathering spaces, parks, trails, transit facilities, commercial corridors, and centers.

Participants in the public process cited crime as a major issue in the area. Many cities have implemented the practice of reducing crime through urban and environmental design. These strategies include street lighting, maintenance, public art, and street level activation, must be community-led to ensure they are implemented in a manner that is culturally appropriate and respectful of existing communities and residents. Additionally, they must be reinforced with strategies listed in the Economy section of this plan. The goal of these strategies is to foster social interaction, create a sense of community, and improve safety and well-being. Active public spaces and public art were identified as the top priorities for creating welcoming and inclusive environments.

See Policy Q22: Encourage and incentivize the inclusion of public art and culturally significant design elements in development projects, urban designs and landscapes that celebrate West Denver history, culture, instills a sense of community pride, and ownership.

Work with community groups and coordinate with local BIDs and Registered Neighborhood Organizations to increase awareness of existing arts-specific funding opportunities, such as the “P.S. You Are Here” grant, which can be used to beautify elements of infrastructure such as utility boxes, bus stops, and dumpsters. Further engage community members in public art projects and gather feedback for priority topics and areas, such as intersections or underutilized lots.

See Policy Q23: Support ongoing funding for Denver Animal Protection (DAP) “Pets for Life” and similar programs that provide access to information, education, and veterinary healthcare services for pet owners at low to no cost.

The Denver Animal Shelter provides animal care and protection services for all of Denver County. Denver Animal Protection fosters the human-animal bond by protecting the safety and welfare of Denver’s animals and people. They are committed to providing humane care to companion animals, reuniting lost pets with their owners, adopting pets to loving homes, enforcing Denver County animal ordinances, as well as educating the public about animals – their needs and our critical role as a community resource. The animal shelter in Valverde is an open-admission shelter that is home to more than 6,000 lost and abandoned pets each year.

See Policy Q26: Recognize culture and history through city improvements, public art and park design and naming to create a sense of place for the community.

Social interaction and a sense of community belonging have been shown to improve individual well-being and mental health. Ongoing changes in the neighborhood can erode knowledge of the area’s history and sense of place. The physical and social fabric of West neighborhoods should lend themselves to a culture of positive relationships and connections among neighbors, engagement, and social interaction. To the extent possible, the City should support civic organizations and informal networks that make people feel connected to their neighbors and to the history of their neighborhood.
4.6 VALVERDE

4.6.1 Neighborhood Characteristics

Street Pattern
Valverde is bounded by Federal Boulevard and Alameda Avenue, which provide the most efficient means of crossing the neighborhood. Topography and industrial areas often make travel, particularly for pedestrians, difficult. West Cedar Avenue, 2nd Avenue and 5th Avenue all provide east-west connections. Clay Street provides a north-south connection for the residential portion of the neighborhood, while Tejon Street and Yuma Street provide the same for the industrial area.

Parks and Open Space
Valverde has three large parks: West Bar Val Wood Park, Valverde Park, and Barnum East Park. West Bar Val Wood Park and Valverde Park are in the southern part of the neighborhood, while Barnum East Park is located in the northwest corner of the neighborhood. Majority of the park space is designed to accommodate for more active recreational uses. A smaller pocket park also exists in the residential portion of the neighborhood located to the south. There are limited connections from the neighborhood to the South Platte River, which flows along the eastern edge of the neighborhood and serves as the neighborhood’s eastern boundary.

Overlays and Special Districts
There are no design overlays in Valverde, but there are large areas with use overlays: UO-1 (Adult Use Overlay) and UO-2 (Billboard Overlay). The UO-2 overlay is found primarily in the northern portion of the neighborhood, which is zoned for industrial uses. There are no locally designated historic landmarks in Valverde.

Visual Landmarks
Dog sculpture at Denver Animal Shelter, Florence Critterton High School, Valverde Neighborhood House.
4.6.2 Neighborhood Overview

**ERA OF CONSTRUCTION**

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<tr>
<td>1900 or earlier</td>
<td>13%</td>
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<tr>
<td>1901-1925</td>
<td>11%</td>
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<tr>
<td>1926-1945</td>
<td>40%</td>
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<tr>
<td>1946-1955</td>
<td>19%</td>
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<td>1956-1975</td>
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**EXISTING LAND USE**

- **Industrial** 33%
- **Single-Unit Residential** 19%
- **Row/road** 23%

**ZONING**

- **Single Unit (SU)** 17%
- **Multi-unit Residential (MU)** 17%
- **Industrial** 20%
- **Light Industrial** 17%

**RESIDENTIAL PARCEL SIZE (SF)**

- **4,501-6,000** 13%
- **6,001-9,000** 73%
- **+9,000** 8%
4.6.3 Community Feedback
Valverde neighbors shared lots of feedback about their community. Here are some things they shared about their neighborhood:

**Assets**
- Local businesses are a good source of well-paying jobs
- Cultural diversity of the neighborhood
- Proximity to South Platte River

**Opportunities**
- Improve sidewalks and bike lanes, especially on the way to the South Platte River Trail
- Embed more neighborhood-serving commercial and retail into commercial/industrial area
- Improve multi-modal transit options to lessen pollution and improve safety
- Improve drainage and water quality through neighborhood to South Platte River

**Weaknesses**
- Lack of tree canopy, green infrastructure and high amounts of pollution from cars and industrial uses
- Lack of sidewalks, especially in industrial area

4.6.4 Plan on a Page

**Industrial transitions** - Pursue regulatory changes that will promote more compatible transitions between residential and industrial areas, and address the environmental impacts of existing industrial uses. See Policy VA-L2

**Local employment** - Connect local jobs to local residents. See Policy VA-E2

**Safer streets and crossings** - Improve safety and comfort along key streets and crossings by prioritizing street space for walking, biking, rolling and transit mobility options. In addition, strengthen existing and create new opportunities for east-west connections. See Policies VA-M1, VA-M2, VA-M7, VA-M8, and VA-M9.

**South Platte River enhancement** - Prioritize the protection and enhancement of the South Platte River’s environmental, ecological, and recreational needs. See Policies VA-L1, S-Q1, S-Q2, and S-Q6.

**Fresh and healthy food.** Explore non-traditional models that can increase access to fresh, healthy foods, and provide more multi-modal connections to fresh food providers. See Policies B-Q6 and W-Q7.
LAND USE AND BUILT FORM
- Enhanced Mixed-Use Design
- High Capacity Transit Center
- Missing Middle Expansion and Preservation
- Enhanced Residential Design
- Manufacturing District, Transition
- Manufacturing District, Preservation
- Natural Area

MOBILITY
- Transformative Corridor
- Transit Priority
- Bike Priority
- Pedestrian Priority
- Proposed Green Street or Green Amenity Streets
- New Crossing
- Future Connection

QUALITY OF LIFE
- Park Access Improvements
- Civic Space Opportunities
- School/Shared Open Space Opportunity
- Complete Gaps in Existing Trail

West Area Plan
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VALVERDE RECOMMENDATIONS

**VALERIE**

**VA-L1**

Promote compatible transitions from industrial to commercial and residential land uses.

What was once a predominately residential neighborhood, a large portion of Valverde has transformed over time to accommodate more industrial uses in the neighborhood, resulting in many industrial uses and businesses located directly adjacent to residential homes. Adjustments to the zoning districts and regulations can promote a better transition and higher quality of life for residents.

**A.** Support rezoning to an I-MX zone district within the Innovation/Flex district.

**B.** Encourage the adaptive reuse of existing non-residential buildings within the Innovation/Flex district to provide community-serving retail and housing.

**C.** Encourage greater amenity zones and separation from traffic along Industrial future street types including, Bryant Street, Bayaud Avenue, and South Platte River Drive.

**D.** Study the treatment of “nonconforming” industrial uses that may have continuing environmental impacts on surrounding neighborhoods.

**VA-L2**

Promote more environmentally sensitive development along the South Platte River.

The South Platte River is a significant asset for the neighborhood and surrounding region but there are many barriers that prevent residents from accessing and enjoying the river. Regulatory adjustments tailored for properties along the South Platte River can help restore local ecology and create access for residents.

**A.** Integrate more zoning requirements that are more context-sensitive to the South Platte River, including:

1. Changes to the permitted uses and/or new use limitation requirements for heavier industrial uses, such as greater setbacks.

2. Changes to general design standards to require more green infrastructure that better filters and absorbs stormwater.
VALVERDE RECOMMENDATIONS

Prioritize preservation and adaptive reuse efforts along Federal Boulevard, outside of the High Capacity Transit Center Opportunity Area, to create an environment that is conducive to the success of small, locally-owned businesses.

Federal Boulevard is home to many small and/or local businesses. The corridor provides affordable rents for these businesses and commercial real estate trends show that there is strong demand for this space. Adaptive reuse efforts and improvements to the public realm can help make the corridor more welcoming for pedestrians while allowing local businesses to thrive.

Establish partnerships to strengthen the businesses in the industrial area and create local employment opportunities.

There is a significant concentration of industrial employment in Sun Valley and Valverde. Many of the jobs in the West Area pay strong wages and provide employment opportunities to residents throughout the region. Working with local employers and other stakeholders to connect jobs to residents of Valverde can help create more career opportunities and financial stability for residents.

Address the potential for loss of housing units through redevelopment in the industrial area.

A stronger mix of industrial and residential uses exist in Valverde west of South Raritan Street and South of Bayaud Avenue. Future industrial/office redevelopment may result in loss of housing units, however, implementing a unit replacement requirement can help support the retention and creation of new affordable housing in the area.

A. Encourage the use of programs through Denver Economic Development & Opportunity (DEDO) and other agencies, where appropriate, to support small business development and success.
B. Support adaptive reuse efforts and if redevelopment does occur, provide incentives or requirement for local business tenanting.
C. Focus on public realm improvements to address mobility and open space improvements.

A. Establish a working group among residents, neighborhood leaders, local employers, and City staff to address the following:
1. Identify the needs of local employers from a workforce and business development perspective to help strengthen existing businesses and local economy.
2. Create new opportunities that benefit all parties including workforce development, local employment, capital improvements, grants, and low-interest financing program.
3. After-school learning, mentorship, and training opportunities for the youth.

A. Given the potential for housing units to be lost within the industrial area, prioritize the Alameda corridor for the replacement of these units through a unit replacement requirement in new development along and adjacent to the corridor; this would require at least a 1:1 replacement of any housing units lost through industrial redevelopment, with an affordability requirement for the new units.

POLICY

BACKGROUND

STRATEGIES

West Area Plan

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See Policy M1. Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, biking, rolling and transit mobility options.

Valverde is bounded by major arterial streets and the South Platte River. New pedestrian and bike connections, particularly those that provide better east-west connections, can help address these concerns and bridge the gap to provide a well-connected, multi-modal transportation network.

Approximately 26% of Valverde survey respondents noted the area as being very easy to ride for biking, with 28% noting the area as somewhat difficult for biking. Bicycle crashes were concentrated along major arterials and along the shared edges of the industrial and residential areas. Improvements to existing and creation of new bike facilities will be important to encourage more comfort and safety for cyclists of all ages and abilities.

B. Sheridan Boulevard – Transit and Pedestrian Priority.
C. Alameda Avenue – Transit and Pedestrian Priority.
D. Bryant Street – Pedestrian and Bicycle Priority.
E. Bayaud Avenue – Pedestrian and Bicycle Priority.

Explore the feasibility of additional north-south connections across the 6th Avenue Freeway.
1. Priority should be placed west of Knox Court, where existing crossings are few and far between. Specific areas to be studied should include the area at/near 3rd Avenue and Bayaud Avenue.

Coordination with the CDOT I-25 Valley Highway and Burnham Yards projects is key and should push for additional crossings wherever possible to help better connect the West Area to neighborhoods east of the river and highway.

A. Tejon Street (See also recommendations for new bikeways and recommendations for upgrades to existing bikeways) – Implement the neighborhood bikeway from Cedar south to Florida Avenue, as proposed by Denver Moves Bikes.
B. 1st Avenue/Alcott Street – Implement a neighborhood bikeway per Denver moves along 1st Avenue/Alcott Street between Federal Boulevard and Cedar Avenue.
C. Cedar Avenue/Byers Place – Implement a neighborhood bikeway (per Denver Moves) between Alcott and Lipan Street.
D. Lipian Street – Implement a shared use path (per Denver Moves) from Cedar to Alameda Avenue where it connects with the proposed bike lane into Athmar Park; Ensure adequate connection to the South Platte River Trail north of Byers.
VALVERDE RECOMMENDATIONS

See Policy M4. Study routes planned in Denver Moves: Bicycles for facility type upgrades and alternative route realignments and reconfigurations.

A. Bryant Street (see also recommendations for new bikeways) – Study the feasibility of upgrading the existing and proposed bike lanes to a higher comfort bicycle facility between 8th Avenue and 2nd Avenue to better manage the interface between cyclists and truck traffic in this industrial area while providing a critical north/south connection. This corridor has the opportunity to act as a pedestrian and bicycle north/south backbone internal to the neighborhood between Valverde, Sun Valley, and the Stadium District, providing an alternative to Federal Boulevard.

B. 1st Avenue – Enhance the Federal Boulevard shared use pathway that provides the 1st Avenue crossing at Federal Boulevard. Enhancements should include adequate wayfinding to inform bicyclists of how to stay on the 1st Avenue bicycle facility.

C. 2nd Avenue
   1. Study the feasibility of upgrading the current bike lanes to a higher comfort bicycle facility between Lowell Boulevard and Tejon Street
   2. Enhance the Federal Boulevard shared use pathway that provides the 2nd Avenue crossing at Federal Boulevard. Enhancements should include adequate wayfinding to inform bicyclists of how to stay on the 2nd Avenue bicycle facility.
   3. Study the feasibility of a shared, car-free, or enhanced pedestrian-first design on 2nd Avenue between Lowell Boulevard and Knox Court to provide safe connections for this missing segment of the Weir Gulch Trail.

D. Tejon Street – Study the feasibility of upgrading the current buffered bike lanes to a higher comfort bicycle facility between 2nd Avenue and Bayaud Avenue.

See Policy M5. Install new bikeways not previously identified in Denver Moves: Bicycles.

A. Tejon Street – Complete the bicycle network by implementing a bicycle facility from Bayaud Avenue to Cedar Avenue. The type of bicycle facility should be studied for desired continuity with the bicycle facility to the north (recommended protected bike lane), or to the south (proposed neighborhood bikeway).

B. Bryant Street (see quality of life section) – Implement a bicycle facility connection from 2nd Avenue to 1st Avenue/Alcott Street.

C. Clay Street – Implement a high comfort facility along Clay Street from 2nd Avenue down south to Virginia Avenue proposed neighborhood bikeway or Kentucky Avenue proposed buffered bike lane.

D. Bayaud Avenue – Provide high comfort facilities along Bayaud Avenue from Weir Gulch to Tejon Street (where existing bike lanes begin); Coordinate with DHA to ensure a bicycle/pedestrian connection at the north end of the Columbine Homes property when the property redevelops to connect the Bayaud Avenue bicycle facilities.

E. 4th/5th Avenues – Study the feasibility of high comfort bikeway along 4th/5th Avenue providing an east-west connection from Barnum Park to the neighborhoods, and past Sheridan Boulevard crossing at 5th Avenue existing light.

F. Lipan Street/South Platte River Drive – Study connecting the missing link along South Platte River Drive from Bayaud Avenue to Cedar to connect to the proposed shared use path along Lipan Street.
See Policy M6. Install new sidewalks along priority corridors following Denver’s citywide prioritization guidance.

**VALVERDE RECOMMENDATIONS**

**VA-M6**

See Policy M6. Install new sidewalks along priority corridors following Denver’s citywide prioritization guidance.

**VA-M7**

See Policy M7. Improve the pedestrian realm by improving the quality, safety, width, and comfort of pedestrian facilities following Denver’s citywide prioritization guidelines for sidewalks.

**VA-M8**

See Policy M8. Install new safe, comfortable, and accessible pedestrian and bicycle crossings.

**A.** Decatur Street/Bryant Street – Complete the sidewalk network where missing to improve pedestrian mobility in this industrial area.

**B.** Bayaud Avenue – Improve the quality of the pedestrian environment by completing the sidewalk network where missing.

**A.** Bayaud Avenue

**B.** Decatur Street/Bryant Street

**Improve the width, safety and comfort of existing sidewalks following the citywide prioritization for sidewalks with additional priority (focus) for the following corridors identified as pedestrian priority corridors through this West Area Plan:**

**A.** Bayaud Avenue

**B.** Decatur Street/Bryant Street

Majority of the sidewalks in Valverde are less than 5 ft. Priority improvement areas, including streets that provide through connections will help address safety concerns where the greatest needs exist in the community.

Appropriate spacing between pedestrian and bicycle crossings is key to providing a comfortable walking and biking network and encouraging safe crossing behavior. Many of the pedestrian crashes are concentrated along arterial streets and streets that accommodate for various modes, including truck traffic. Crossing improvements along these streets is important to encourage more pedestrian safety and comfort.

**A.** Study the feasibility of a pedestrian and bicycle facility crossing the South Platte River and I-25 near Bayaud Avenue.

**B.** Continue to study connection to the trail from the east side of the river along I-25 to the westside of the river, thus eliminating the need for the 3rd Ave bridge.

**C.** Add wayfinding to direct bicyclists from 2nd Avenue/Tejon Street to the South Platte River Trail via the 3rd Avenue bridge.

**D.** Study the feasibility of a pedestrian and bicycle connection with public space and a pocket park along Bryant Street to connect to 1st Avenue/Alcott Street (see also quality of life).

**E.** Coordinate with DHA to ensure a bicycle/pedestrian connection at the north end of the Columbine Homes property when the property redevelops to connect the Bayaud Avenue bicycle facilities.
VALVERDE RECOMMENDATIONS

See Policy M9. Install safety improvements to improve, repair or complete existing crossings.

Appropriate spacing between pedestrian and bicycle crossings is key to providing a comfortable walking and biking network and encouraging safe crossing behavior. Many of the pedestrian crashes are concentrated along arterial streets and streets that accommodate for various modes, including truck traffic. Crossing improvements along these streets is important to encourage more pedestrian safety and comfort.

Priority intersections for Valverde:

A. Federal Boulevard
   1. 2nd Avenue due to a high comfort bikeway.
   2. 1st Avenue due to a high comfort bikeway.
   3. Bayaud Avenue due to a planned transformative corridor with pedestrian and bike priority.
   4. Alameda Avenue due to a planned transformative corridor with pedestrian and transit priority.

B. Alameda Avenue
   1. Clay Street due to a high comfort bikeway.
   2. South Platte River Trail due to an enhanced trail system.

C. Bayaud Avenue and Tejon Street due to a high comfort bikeway.

See Policy M10. Improve the quality and comfort of trail facilities, improve the safety of crossings, and improve trail access.

The South Platte River Trail serves as an important transportation and recreational amenity, providing connections to surrounding neighborhoods and parks. However, access to the South Platte River Trail is very difficult because of the limited, direct east-west connections to the river. In addition, the connectivity and quality of the South Platte Trail is very poor as it runs through Valverde. Increasing access to and improving the pedestrian experience along the trails will provide more transportation and recreational options for residents.

A. South Platte River Trail
   1. Recognizing the history and importance of the South Platte River to First Nations and Indigenous peoples, re-imagine the relationship of the South Platte River and the trail to the Valverde neighborhood by implementing green spaces for gathering, additional access points, and recreational areas or resting areas.
   2. Improve access to the trail along the Valverde and Sun Valley neighborhoods by improving the physical environment and implementing wayfinding.
      » West Bayaud Avenue Connection: Study the feasibility of a new trail from Bayaud to Phil Milstein Park that meets the regional trail standard and a new bike/pedestrian bridge south of the railroad crossing.
   3. Improve neighborhood visibility and placemaking along the western edge of the trail to let users know which neighborhood they are going through
   4. Develop a multi-disciplinary plan to guide the future of the river including its environmental, stormwater, water quality, flood mitigation, recreation and urban design components.
      » Explore opportunities to widen the trail to accommodate more users comfortably.
      » Study the feasibility of improving the existing South Platte River trail in order to improve the experience, provide additional capacity, and meet regional trail standards.
   5. Implement vehicle deterrents to trail access points
   6. Identified in the DRCOG Long Range Fiscally Constrained Plan as a candidate for federal funding for improvements.
See Policy M11. Install bicycle and pedestrian wayfinding along the right-of-way to improve access to the trails and along bicycle and pedestrian networks.

See Policies M12 and M13. Advance planning and implementation of enhanced transit along key West Area corridors, and enhance transit stops and stations throughout the West Area.

See Policy M14. Study the feasibility of improving transit service in and through the West Area to provide residents with higher-frequency service that better meets their needs and facilitates increased transit usage.

**Background**

Limited wayfinding exists in the area today to help connect the various transportation facilities that exist in Valverde. Incorporating wayfinding, as future trails, bike lanes, and sidewalks are introduced, will help pedestrians navigate through the neighborhood.

Valverde has the second lowest transit score out of all West neighborhoods with only one transit line running through the neighborhood. The vast majority of Valverde residents drive to work. Continued improvements that aim to create a more complete transit system will provide more options to travel in and out of the neighborhood without a car.

**Strategies**

**A.** 2nd Avenue - Implement wayfinding along Federal Boulevard shared use path to inform bicyclists of how to stay on the 2nd Avenue bicycle facility.

**B.** Bryant Street – Implement wayfinding that connects the bicycle facility along Bryant Street to 1st Avenue/Alcott Street.

**C.** Bayaud Avenue – Implement wayfinding to guide users to Weir Gulch Trail and the South Platte River Trail.

**A.** Advance the implementation of High Capacity Transit (Full Bus Rapid Transit) along West Colfax Avenue and Federal Boulevard.

**B.** Advance the implementation of Medium Capacity Transit (rapid bus to full Bus Rapid Transit) along Alameda Avenue.

**C.** Study the feasibility of implementing mobility hubs at key transit stops to provide rider amenities and improve connections.

1. Regional Mobility Hub candidate locations include Federal Boulevard and 2nd Avenue, Federal Boulevard and Alameda Avenue, and Alameda Avenue between Yuma Street and Tejon Street.

2. Local Mobility Hub candidate locations include Alameda Avenue and Navajo Street.

**A.** Evaluate improvements to the Platte Valley FlexRide (formerly known as Route 33) to provide more frequent, reliable, valuable, and predictable connections for residents and businesses in Sun Valley and Valverde and better connect them to regional and local transit services provided at Alameda Station and Decatur Federal Station.

1. Denver Moves: Transit calls for 15-minute frequencies along portions of this existing route.
See Policy Q3: Address the health impacts of noise and air pollution for development and re-development adjacent to 6th Avenue and Interstate Highway 25 (I-25), and the South Platte Regional Trail.

Green infrastructure can provide environmental, economic and quality-of-life benefits, as well as help improve water and air quality, reduce flood risks and heat island effects, absorb local carbon emissions, increase physical activity, improve mental wellbeing, reduce stress, lower traffic speeds, and improve property values. The Valverde neighborhood is made up of a small portion of residential and the majority of the neighborhood is mainly industrial. In addition, the neighborhood is adjacent to Interstate Highway 25 (I-25) which causes increased levels of carbon emissions and decreases overall health of the community. Adding more urban tree canopy in high urban heat areas of the neighborhood can help to decrease carbon footprint as one option. Minimizing driving by setting concrete reduction goals and walking, biking, carpooling, and using public transit as much as possible is another solution to help fight the high rates of carbon emissions for Valverde. Switching to renewable energy options through utilities is another solution to help increase quality of life for residents.

See POLICY Q4: As proposed in the One Water Plan, implement a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River’s environmental, ecological, and recreational needs.

Green infrastructure is a critical tool that supports several West area community goals, such as enhanced community livability and improved resiliency. The community expressed interest in exploring allocating street right-of-way to various forms of greening as well as incentivizing flood prone areas to better accommodate flood waters and the implementation of green infrastructure systems, such as permeable pavers, bulb-outs, and bioswales. Green infrastructure can be employed to develop green streets and alleys in the area to increase pervious surfaces, improve air quality, increase access to green and open space, and reduce human health hazards related to poor water quality and flooding.

See POLICY Q9: Protect, preserve, and expand the urban forest tree canopy in all redevelopment efforts and increase tree canopy coverage within public rights-of-way.

Tree canopy in the West area is notably missing along major transportation and industrial corridors and residential streets within the Valverde neighborhood. A healthy tree canopy along sidewalks and within the public right-of-way reduces the discomfort for pedestrians, increases climate resiliency, and provides equity in looking at other neighborhoods in the city that are more complete with tree canopy.
See Policy Q11: Enhance existing facilities and programming at community parks, open spaces, and recreation facilities. Increase accessibility and incorporate universal design principles, including community-desired, culturally relevant design elements.

The Valverde neighborhood will house the new Youth Empowerment Center that will be located in the former Denver PAL building that is adjacent to South Platte River Drive and West Bayaud Avenue. Valverde Park is to the south of the facility and includes multiple fields for baseball/softball games to be held. The Youth Empowerment Center will be managed by the City’s Office of Children Affairs that are aiming to design youth-centered programs, recruit and engage youth, and design trauma-informed services that remain relevant to young people. While this is a tremendous gain for the Valverde neighborhood, it is important to acknowledge that better and safer connections to these community-serving uses from a mobility standpoint should be prioritized given the existing and active railroad right-of-way that cuts through the Valverde neighborhood diagonally, making it unsafe for pedestrians to get to these locations.

See Policy Q13: Enhance and improve access to existing regional trails, waterways, and the South Platte River.

The South Platte River is a major environmental component of the West area. Rivers help people and nature in many ways. Rivers naturally filter and store water, reduce the impacts of floods, preserve some of the most important ecosystems on the planet, enable native plants and animals to thrive, preserve the cultures of communities who once lived by the river, provide amazing adventures, recreation and wildlife viewing, and contain rock and geologic formations that help us understand the evolution of our planet. As proposed in the One Water Plan, this is a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River’s environmental, ecological, and recreational needs. Prioritization of external partnerships is another component at the forefront of these efforts.

See Policy Q14: Build a more inclusive, healthier, and complete community food environment.

Non-traditional models can increase access to fresh, healthy foods, particularly for populations that may not otherwise have access to fresh food. Additionally, affordable housing developers and institutions like churches, schools and hospitals are increasingly incorporating amenities related to food access. The Community Co-Op at 1st is an excellent resource to the Barnum neighborhoods for increased access to fresh and healthy cooked meals, groceries, educational opportunities, and volunteer programs to learn how to compost and garden.

See Policy Q19: Improve access to fresh and healthy food and nutrition through improved physical connections and multimodal networks. Prioritize access to nutritious food, goods, and services

West area stakeholders identified improved bike, pedestrian, and transit access to grocery stores as one of their top priorities. Providing pedestrian, bike, and transit routes to grocery stores that are universally accessible, well-marked, safe, comfortable, and convenient is an important component to food access.
See Policy Q20: Maintain energy efficient street lighting for increased safety and comfort. Prioritize gathering spaces, parks, trails, transit facilities, commercial corridors, and centers.

Participants in the public process cited crime as a major issue in the area. Many cities have implemented the practice of reducing crime through urban and environmental design. These strategies include street lighting, maintenance, public art, and street level activation, must be community-led to ensure they are implemented in a manner that is culturally appropriate and respectful of existing communities and residents. Additionally, they must be reinforced with strategies listed in the Economy section of this plan. The goal of these strategies is to foster social interaction, create a sense of community, and improve safety and well-being. Active public spaces and public art were identified as the top priorities for creating welcoming and inclusive environments.

See Policy Q22: Encourage and incentivize the inclusion of public art and culturally significant design elements in development projects, urban designs and landscapes that celebrate West Denver history, culture, instills a sense of community pride, and ownership.

Work with community groups and coordinate with local BIDs and Registered Neighborhood Organizations to increase awareness of existing arts-specific funding opportunities, such as the “P.S. You Are Here” grant, which can be used to beautify elements of infrastructure such as utility boxes, bus stops, and dumpsters. Further engage community members in public art projects and gather feedback for priority topics and areas, such as intersections or underutilized lots.

See Policy Q23: Support ongoing funding for Denver Animal Protection (DAP) “Pets for Life” and similar programs that provide access to information, education, and veterinary healthcare services for pet owners at low to no cost.

The Denver Animal Shelter provides animal care and protection services for all of Denver County. Denver Animal Protection fosters the human-animal bond by protecting the safety and welfare of Denver’s animals and people. They are committed to providing humane care to companion animals, reuniting lost pets with their owners, adopting pets to loving homes, enforcing Denver County animal ordinances, as well as educating the public about animals – their needs and our critical role as a community resource. The animal shelter in Valverde is an open-admission shelter that is home to more than 6,000 lost and abandoned pets each year.

See Policy Q26: Recognize culture and history through city improvements, public art and park design and naming to create a sense of place for the community.

Social interaction and a sense of community belonging have been shown to improve individual well-being and mental health. Ongoing changes in the neighborhood can erode knowledge of the area’s history and sense of place. The physical and social fabric of West neighborhoods should lend themselves to a culture of positive relationships and connections among neighbors, engagement, and social interaction. To the extent possible, the City should support civic organizations and informal networks that make people feel connected to their neighbors and to the history of their neighborhood.

The Youth Empower Center (YEC) is a shared vision of Denver’s young people and community-based organizations, which will offer a unique and safe space for youth and their families to access support services ranging from workforce development, vocational and entrepreneurial training, education, mental health, recreational activities, wrap-around services and youth violence prevention.

A Youth Empowerment Center would include services for families and/or caregivers with the bulk of available services intended to serve youth between the ages of 12 – 24.

The Youth Empowerment Center model addresses protective factors the city aims to build, recognizing that safe community spaces and protective community environments are at the core of that effort. For that reason, the Office of Children Affairs (OCA) has developed a process that is youth informed, community- led and City supported to design programs, recruit and engage youth, and design trauma- informed services that remain relevant to young people.

Through this partnership model, we will achieve:

- Stronger representation of the young people and families we aim to serve;
- Gain trust from young people who see authentic, youth-centered services being delivered in their communities;
- The strengthening of caring adult relationships.
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5 IMPLEMENTATION

5.1 IMPLEMENTATION
The West Area Plan sets forth the community’s vision for the area and includes recommendations to achieve it. To make that vision reality, the plan recommendations must be implemented. This section will describe the types of implementation tools available, identify the recommendations that are priorities for implementation, and explain how implementation efforts will be monitored and tracked. Successfully implementing this plan will require the combined efforts of the city, external organizations, and the community.

Implementation activities generally fall into three categories: regulatory changes, public investment, and partnerships. Each fills a different role, but all are necessary to successfully achieve the vision.

5.1.1 Regulatory
Most community development comes from private investment. The City can ensure private investment advances community goals by adopting or amending appropriate regulations. Typical examples include Denver Zoning Code text and map amendments, requirements for infrastructure improvements associated with development projects, and Parks and Recreation rules regarding the provision of parks and open space. Developing these regulations based on the guidance of this plan will involve additional community engagement. Regulatory implementation priorities include:

- Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to be more consistent with the scale of existing homes and promote natural affordability within Preservation Incentive and Missing Middle Housing Areas (Policy L6)
- Ensure affordable housing is available everywhere by implementing strategies that promote a diversity of affordable housing options within all neighborhoods and new development (See Policy E2).
- Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct future growth along high-capacity transit corridors and centers, and ensure future development results in complete neighborhoods and quality of life enhancements for all residents (See Policy L3).
- Expand diversity of housing types and affordability to support households of different sizes, ages, and incomes in all neighborhoods. (See Policy E3).
- Promote regenerative development practices in infrastructure improvements that address sustainability and resiliency. Focus on district and neighborhood scales. (See Policy Q7).

5.1.2 Public Investment
To ensure community members have access to all the amenities that make a complete neighborhood, the City must provide infrastructure and public facilities that complement private investment. Examples include public investment in affordable housing, street reconstruction, bicycle lane installations, new transit routes, park improvements, or new or expanded recreation centers. The City, or other governmental entities, typically take the lead in designing, constructing and funding these projects and may use a variety of public funding mechanisms or partnerships with the private sector. New streets, utilities, open space and other major public infrastructure associated with new development are typically led and funded by private developers or through public-private partnerships (see Partnerships below). Some strategies may require detailed studies and further assessment to identify appropriate solutions that must consider existing and projected mobility demands. These studies will inform future needs and capacities and also determine project costs and funding eligibility. Public investment implementation priorities include:

- Strengthen the economic vitality of corridors to create opportunities for small-business development to stabilize small businesses at risk of involuntary displacement and provide community-serving retail (See Policy E4).
- Adding more housing near bus rapid transit stops on Colfax Avenue using zoning, tax credits, tax increment financing, partnerships and direct investment of city, state, and federal funds. (see Policies L3 and E3)
- Stabilize residents at risk of involuntary displacement (See Policy E6).
- Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key corridors to balance use for safe and accessible walking, biking, rolling and transit mobility options (See Policy M1).
- Foster and support green infrastructure that incorporates both the natural environment and engineered systems in public and private developments to provide clean water, conserve ecosystem functionality, and provide a wide array of benefits to people and wildlife (See Policy Q6).
- Create a system of connected green streets and alleys that unite open spaces, reduce pollution, improve stormwater, beautify neighborhoods, and reduce urban heat island effects (See Policy Q8).
- Establish new balanced corridor connections to increase local connectivity (See Policy M2).
- Install new sidewalks along priority corridors following Denver’s citywide prioritization guidance (See Policy M6).

### 5.1.3 Partnerships

Where neither the city nor the private sector can alone achieve the vision, partnerships offer an opportunity to work together to advance community goals. Many partnerships focus on services, with the city working alongside an outside organization to provide for community needs. Other partnerships can provide infrastructure through public-private financing arrangements. There are many different potential partners identified for specific recommendations throughout the plan to accomplish many different goals. Partnership priorities include:

- Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct future growth along high-capacity transit corridors and centers, and ensure future development results in complete neighborhoods and quality of life enhancements for all residents (See Policy L3).
- Recognize culture and history through city improvements, public art and park design and naming to create a sense of place for the community (See Policy Q26).
- Support the strong sense of place that is West Denver. Seek opportunities that promote communal pride by supporting the elements that define the neighborhoods – including businesses that contribute to and participate in local events, organizations that provide goods, services and programs that benefit the community in the short and long-term (See Policy Q25).

### 5.1.4 PRIORITIES

Over the 20-year life of this plan, the city will evolve, recommendations will be implemented, and circumstances will change. All of these will impact which recommendations are the highest priorities for the City to focus on. An appendix will identify the current top priorities and will be updated regularly to reflect the changing situation.
5.1.5 SUMMARY OF UPDATES TO BLUEPRINT DENVER
The West Area Plan is adopted as a supplement to Comprehensive Plan 2040 and updates Blueprint Denver. This plan advances the vision of Comprehensive Plan 2040 and is consistent with Blueprint’s overall approach including topics, maps, legend categories, and system hierarchies. This plan takes a closer and more detailed look at West and is intended to refine Blueprint Denver’s guidance for this part of the city. Where this plan addresses topics also addressed by Blueprint, Blueprint’s maps should be updated to be consistent with this plan, including the following maps:
- Neighborhood Context (Section 2.1.2)
- Future Places (Section 2.1.3)
- Growth Strategy (Section 2.1.6)
- Street Types (Section 2.3.2)
- Mobility Chapter (Modal Priorities) (Section 2.3)

5.1.6 PROGRESS METRICS
Each topic within the Area Wide Recommendations section has associated performance measures to evaluate whether this plan is having the desired impact in achieving the community’s vision. In addition to measuring the outcomes from the plan, it is also important to track how the recommendations of this plan are implemented. To determine how much progress the City is making in implementing this plan, the number of individual projects the plan calls for under each topic will be tracked. See the numbers to the right for the number of implementation projects that the plan’s recommendations call for to be completed over the life of the plan.
- Land Use and Built Form Projects
- Economy & Housing Projects
- Mobility Projects
- Quality of Life Projects