The Park Hill Golf Course Small Area Plan is the result of coordination between a variety of stakeholders including community and business leaders, elected officials, and members of the public who are invested in Northeast Park Hill and nearby neighborhoods. Without the tremendous level of community participation during the process, this plan would not have been possible. The following individuals are recognized for their dedication and overall contributions to this effort:

**City and County of Denver**

- At-Large - Deborah Ortega
- At-Large - Robin Kniech
- District 1 1 - Stacie Gilmore
- District 5 - Amanda Sawyer
- District 6 - Paul Kashmann
- District 7 - Jolon Clark
- District 8 - Christopher Herndon
- District 9 - Candi CdeBaca
- District 10 - Chris Hinds
- Mayor Michael B. Hancock

**Mayor's Office**

- Mayor Michael B. Hancock
- Shannon Gifford, Chief Projects Office

**Denver Planning Board**

- Joel Noble, Chair
- Jordan Block
- Mary Goddington
- Angelle F. Fother
- Fred Blick
- Gosia Kung
- Heidi Majerek
- Rachel Marion
- Mary Beth Susman
- Caitlin Quander

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- District 11 - Stacie Gilmore
- At-Large - Robin Knecht
- At-Large - Deborah Ortega

**Community Planning & Development**

- Laura Aldrete, Executive Director
- Sarah Snowalter
- Laura Swartz
- David Gaspers
- Courtney Leveringston
- Abe Barge
- Dendrie Osx
- Alexandra Foster
- Sung Won Han
- Christin Brandow

**Department of Housing Stability**

- Brita Fisher, Chief Housing Officer
- Brad Weing
- Polly Kyte

**Department Economic Development & Opportunity**

- Jen Morris, Executive Director
- Seneca Holmes
- Tund Nagel-Casebolt
- John-Michael Hill
- Elvis Rubia
- Kelsey Clark

**Department of Transportation and Infrastructure**

- Adam Phipps, Executive Director
- Jennifer Hillhouse
- Dana Hoffman
- Walter Scheib

**Steering Committee Facilitators**

- Dr. Dwinti Mosby Tyler
- Dr. Ryan Ross

**Denver Metro Community Impact**

- James Roy II
- Daniel Archuleta
- Ana Gadson

**Consultant Team**

- David Evans and Associates
- DIG Studio
- Arland Land Use Economics
- RRC Associates

**ACKNOWLEDGEMENTS**

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Dear Community,

Since the 1980s, the nonprofit Clayton Early Learning had been responsible for the 18-hole private golf course it owned (operated by a third party), in a neighborhood that has often lacked basic amenities like grocery stores, transit options and publicly-accessible open space. In 2016, Clayton determined it must strengthen its financial position to continue providing quality early-childhood education to Denver families. Clayton’s sale of the golf course site in 2019 spurred numerous ideas, conversations, debates, meetings and news stories about the future of the Park Hill Golf Course.

I am proud of the Park Hill Golf Course Small Area Plan.

This plan takes a collaborative, inclusive, value-creating approach to reimagining the site, to advance equity and meet a host of community needs. For those seeking more publicly-owned, green and active open space in District 8, the plan recommends significant acreage of new, public parkland and open space. For those concerned about longtime residents being involuntarily displaced, there are affordable housing provisions with priority for existing residents. For those seeking to address a longtime food desert, the plan recommends space for grocery and fresh food choices, along with space and support for small, locally-owned businesses.

I’m grateful to the more than 1,000 residents who participated in this plan in some way. From in-person and virtual community meetings, to paper and online surveys, to conversations with community navigators — you showed up. There was space at the table for differing opinions, and those differing opinions resulted in a plan that incorporates a wide variety of the community’s interests, values and desires.

It’s rare to have the opportunity to reimagine 155 acres of underused private land in the heart of our city, and to have the chance to apply the community’s wishes to what happens next. I am proud of the District 8 neighbors and Denver city planners who worked together in good faith, crafting a plan that meets the moment in a thoughtful, equitable and sustainable way.
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# 1. INTRODUCTION

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1.1. BACKGROUND

1.1.1. INTRODUCTION

The Park Hill Golf Course property is a significant feature of the Northeast Park Hill neighborhood. The land was originally inhabited by Native Arapaho people. Local businessman George W. Clayton left most of his estate, including Park Hill Golf Course land to the City of Denver in 1899.

With the City serving as the Trustee of the Clayton Trust, initial uses included an air field and dairy farm before becoming a city-operated golf course in the 1930’s. The residential neighborhoods near the course began to fill in after World War II with commercial areas on Dahlia and Holly Streets providing nearby goods and services. As the area evolved into an established African-American neighborhood in the later half of the century, the golf course club house became a constant and integral part of the Northeast Park Hill community.

In 1984, the Clayton Foundation (later Clayton Early Learning) was incorporated and appointed to serve as trustee, removing any rights to the property by the city. The Clayton Foundation brought in a private operator to maintain the golf course activities. In the 1990’s the city agreed to pay the trust $2 million to acquire a conservation easement on the property limiting the use to a regulation-length 18-hole public golf course with a daily fee. The golf course ceased operations when it was sold in 2019. The city began a visioning process in early 2021 to determine if the neighborhood desired other community serving uses on the site.

In the November 2021 election, voters decided how conservation easements can be partially or fully released in Denver. Any release of Park Hill Golf Course easement must be approved by City Council and a majority of Denver voters in a municipal election.

The purpose of this process is to create a clear community-driven plan for the site that will outline how the site would be used if a future election resulted in a partial or full release of the easement.
1.1.2. CONTEXT

The Park Hill Golf Course property is located in northeast Denver, approximately three miles east of downtown Denver, the region’s largest urban center, and 12 miles west of Denver International Airport.

The property anchors the western edge of Northeast Park Hill, one of Denver’s largest neighborhoods. Much of the nearby residential areas were built during the post World War II era and are in the urban edge neighborhood context that acts as a transition between urban and suburban areas and reflects the shift from Denver’s earlier streetcar neighborhoods to a more auto-oriented development pattern.

Denver neighborhoods in the urban edge context are characterized by predominantly low-scale residential with commercial and mixed-use development located along main corridors.

Areas north of 38th Avenue in Northeast Park Hill are generally considered manufacturing and other light industrial uses which retain a significant job base. The industrial area benefits from proximity to I-70 and was built-up when the former Stapleton Airport was located directly east of the neighborhood.

Adjacent neighborhoods include the Elyria and Swansea and Clayton neighborhoods to the west, the North Park Hill neighborhood to the south and the Central Park neighborhood to the east. These neighborhoods are generally in either urban and urban edge neighborhood contexts.

The site is bound roughly by Smith Road to the north, Colorado Boulevard to the west, East 35th Avenue to the south, and North Dahlia Street to the east.

Across Smith Road to the north, uses are predominantly industrial. The intersection of East 40th Avenue and Colorado Boulevard is the northwest corner of the site and contains commercial and multi-level residential uses. Colorado Boulevard, west of the site, acts as a significant barrier due to a high volume of existing traffic.

The intersection of East 35th Ave. and Colorado Boulevard is the southwest corner of the site and is the location of two gas stations. Traveling east along East 35th Avenue, there are also townhomes and single-unit homes.

The southeast corner of the site is adjacent to a single-unit residential development, which borders Dexter Street and Dahlia Street. Industrial uses begin at the intersection of East 38th Avenue and Dahlia Street and continue north past the site extent. A historic airplane hangar is located east of the site within the public right-of-way between Dahlia Street and Eudora Way.
**POPULATION**

- 1 Mile: 23,835
- Northeast Park Hill: 9,876
- Denver: 715,878

**MEDIAN HOUSEHOLD INCOME**

- 1 Mile: $58,165
- Northeast Park Hill: $56,699
- Denver: $72,661

**HOUSING TENURE**

- 1 Mile: Owners 59.3%, Renters 40.7%
- Northeast Park Hill: Owners 51.5%, Renters 48.5%
- Denver: Owners 54.1%, Renters 45.9%

- Data Sources: 1 Mile (2020 ESRI Business Analyst), NEPH & Denver (2020 5-year ACS)

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**RACE / ETHNICITY**

- 1 Mile:
  - White: 31.8%
  - Black / African American: 28.2%
  - Hispanic or Latino: 26.2%
  - Other Race: 6.3%
  - Multiple Races: 3.2%

- Northeast Park Hill:
  - White: 35.7%
  - Black / African American: 25.6%
  - Hispanic or Latino: 39.0%
  - Other Race: 5.0%
  - Multiple Races: 6.3%

- Denver:
  - White: 29.5%
  - Black / African American: 8.8%
  - Hispanic or Latino: 54.2%
  - Other Race: 0.4%
  - Multiple Races: 0.3%

- Data Sources: 1 Mile (2020 ESRI Business Analyst), NEPH & Denver (2020 5-year ACS)
There are six vision elements that serve as the basis of Denver’s Comprehensive Plan 2040. These vision elements below articulate a sustainable, comprehensive vision for the city, and are linked to a set of broad, long-term goals. Each recommendation and strategy within this Park Hill Golf Course small area plan also contributes to the goals of Comprehensive Plan 2040.

In 2040, Denver is an equitable, inclusive community with a high quality of life for all residents, regardless of income level, race, ethnicity, gender, ability or age.

In 2040, Denver’s neighborhoods are complete, unique and reflective of our diverse history.

In 2040, Denver is connected by safe, high-quality, multimodal transportation options.

In 2040, Denver is a global city with a robust economy that reflects the diversity of our community.

In 2040, Denver is a thriving, sustainable city connected to nature and resilient to climate change.

In 2040, Denver is a city of safe, accessible and healthy communities.

1.2.1. OVERVIEW

Comprehensive Plan 2040 is the vision for Denver and its people. It reflects the voice of thousands of residents and is the guiding document for shaping the city we will become over the next 20 years. This holistic vision, composed of six vision elements, is the foundation for planning in Denver. It knits together a set of long-term, integrated goals and provides a common language to connect the plans, policies and programs of multiple city departments.

Blueprint Denver, the city’s land use and transportation plan, guides where new jobs and homes should go, how our transportation system will improve, how to strengthen our neighborhoods and where and how we invest in our communities with new infrastructure and amenities. An adopted supplement to Comprehensive Plan 2040, Blueprint Denver is the framework for the city’s land use and transportation decisions, establishing citywide policies and specific strategies to achieve the vision for an inclusive city in 2040.

Game Plan for a Healthy City is Denver’s long-term plan to build, grow and maintain a resilient and equitable park system that supports healthy people and environment. Similar to Blueprint Denver, Game Plan is an adopted supplement to Comprehensive Plan 2040 and provides guidance and helps inform new parks and recreation development, policies and priorities for our parks and recreation system.

Citywide plans are typically visionary in nature, outlining tangible goals generally applicable to each area of the City. These plans serve as a solid foundation for thinking about the concepts and recommendations outlined in the Park Hill Golf Course Small Area Plan.

1.2. EXISTING PLANS
**1.2.2. EQUITY PLANNING**

**HOW DO WE MEASURE EQUITY?**

Equity means everyone, regardless of who they are or where they are from, has the opportunity to thrive. 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. These three concepts are defined in Blueprint Denver, and the metrics that contribute to each concept are explained in Appendix C of that plan. Incorporating these three concepts into the planning process helps define and prioritize recommendations by highlighting equity-based needs in particular areas.

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. The specific measures of Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity provide a framework to measure equity; in some cases, they may indicate areas where further research and analysis is needed.

**EQUITY AND PROCESS**

The community engagement process for the Park Hill Golf Course Small Area Plan included intentional and specific outreach to communities historically underrepresented in city planning processes. This input was essential in developing equity-focused recommendations in the plan.

**EQUITY AND IMPLEMENTATION**

For the Park Hill Golf Course Small Area Plan, the three equity concepts have influenced the planning process, the recommendations, and the prioritization of recommendations for implementation.

Ongoing involvement and input from residents and businesses will be essential to ensuring successful implementation and equitable outcomes. Supporting community organizing and leadership efforts to ensure long-term engagement from under-resourced communities will be an ongoing focus.

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**Improving Access to Opportunity**

Areas with limited access to opportunity lack key components of a complete neighborhood and often exhibit low quality-of-life outcomes—including life expectancy, educational attainment and income level—compared to the city as a whole.

The site’s average score is 2.56 out of a range between 1 to 5, with low scores in child obesity and life expectancy.

1. **Neighborhood Equity Index:**
   - A. Social determinants of health
     - Percentage of high school graduates or the equivalent for those 25 years of age or older
     - Percentage of families below 100% of the federal poverty line
   - B. Access to fresh food: percent of residents within 1/4 mile (10 minute walk) to a full-service grocery store
   - C. Access to parks: percent of living units within 1/4 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 to each local center, local corridor, community corridor and regional center from the future places map by:**
   - A. walkshed (1/2 mile)
   - B. bikeshed (2-mile)
   - C. driveshed (5-mile)

3. **Access to Quality Transit:**
   - Households within 1/2 mile of high-capacity transit or 1/4 mile from the frequent transit network
Reducing Vulnerability to Displacement

1. Neighborhood Equity Index:
   - Median household income
     - Median household income in the study area is lower than Denver’s median household income in 2020.

2. Percentage of Renters:
   - Percentage of renters in Northeast Park Hill is higher than Denver’s percentage of renter-occupied units in 2020.

3. Percentage of population with less than college degree:
   - Percentage of residents with less than a bachelor’s degree is less than Denver as a whole.

Expanding Housing & Jobs Diversity

1. Housing Diversity:
   - Percentage of middle-density housing (2-19 units)
   - Home size diversity
   - Housing costs
   - Amount of affordable (income restricted) housing units

A diverse range of housing options—including a mix of rental and for-sale options—is key to ensuring that neighborhoods have a complete network of resources where families and households of all types and incomes can choose to live. For Housing Diversity, the Park Hill Golf Course site’s average score is 2 out of 5, with the area scoring low on diversity of bedroom count, owners to renters and housing costs.

2. Jobs Diversity:
   - Jobs density
   - Jobs sector mix

Access to a range of quality jobs enables people of different incomes and education levels to find employment and wealth-building opportunities. The study area had an average of 5.91 total jobs per acre. Most of those available jobs were in the manufacturing sector, though there were also options for jobs in the retail and innovation sectors. Job Diversity in the site area is dissimilar to the City’s overall job mix, with fewer retail options and more manufacturing jobs compared to the city as a whole.
ADOPTED CITYWIDE PLANS

DENVER COMPREHENSIVE PLAN 2040
Guiding document that represents the vision and long-term goals for Denver and its people, which is used to inform important policies and decisions

BLUEPRINT DENVER
Citywide plan that provides the foundation for policies and recommendations related to land use, transportation, design, and growth

GAME PLAN FOR A HEALTHY CITY
Citywide plan that provides guidance on parks and recreational amenities

ADOPTED SMALL AREA PLANS

NEIGHBORHOOD PLANS
Provides detailed guidance for one or more neighborhoods, typically as part of the Neighborhood Planning Initiative.

MASTER PLANS
Provides detailed guidance for areas smaller than a neighborhood including potential redevelopment areas such as the Stadium District, Loretto Heights and Park Hill Golf Course.

1.3. HOW TO USE THIS PLAN

1.3.1. LEVELS OF PLAN GUIDANCE
Small area plans provide a level of analysis, detail, and guidance on issues affecting local areas that citywide plans cannot. The plans typically focus on neighborhoods, station areas, corridors and other geographic areas. They engage neighborhood stakeholders in identifying a future vision for the area and provide recommendations and strategies for achieving that vision. The Park Hill Golf Course Small Area Plan outlines options for the future use of the site if there are ever changes to the conservation easement currently in place on the property.

Like all small area plans, the Park Hill Golf Course Small Area Plan serves as a supplement to Comprehensive Plan 2040 and advances citywide visions and values by providing specific guidance for the Park Hill Golf Course property. The plan will help guide change and ensure it reflects community priorities.

1.3.2. PLAN INTENT
This plan establishes a community-guided vision for the Park Hill Golf Course that shall be consulted to inform the future use of the site now that it has been sold and no longer operates as a golf course. Future sections of this plan present options for the site, which layout the preferred type and location of amenities as developed by community members through the City-led planning process, using community workshops, surveys, discussions with the public through Community Navigators, and the guidance of a Community Steering Committee.

This plan provides guidance and communicates the preference of the community for the future of the site. This plan does not rezone the property and it does not have the power to change the existing conservation easement.

Future actions such as rezoning the property from OS-B (Open Space Recreation District) to zone districts that implement the plan’s articulated guidance, full or partial release of the existing conservation easement, infrastructure planning and improvements and other public–private partnerships will require specific actions on the part of the city, property owners and various stakeholders, including City Council and Denver voters.
# 2. PROCESS

## 2.1. Process Overview
- 2.1.1. Approach (pg. 18)
- 2.1.2. Community Engagement Summary (pg. 18)

## 2.2. Visioning
- 2.2.1. Visioning Overview (pg. 20)
- 2.2.2. Eight Shared Priorities (pg. 21)
- 2.2.3. Community Voice (pg. 22)

## 2.3. Planning
- 2.3.1. Planning Overview (pg. 24)
2.1. Process Overview

2.1.1. APPROACH
Starting in January 2021, a visioning process started by listening to what residents had to say about the future of the golf course property. Initial community engagement efforts during the visioning process focused on the basic question of whether the community wanted to keep the site solely a golf course, or if not, what else the community desired. The visioning process resulted in the identification of eight shared priorities. Once this prevailing vision was identified, a “planning phase” began in 2022, with engagement focused on how the site could meet the shared priorities. Public input was gathered throughout the entire visioning and planning process, primarily by community navigators, mailed and online surveys, a community steering committee and public workshops and open houses.

2.1.2. COMMUNITY ENGAGEMENT SUMMARY

Community Navigators
Denver Metro Community Impact (DMCI), a non-profit based in Northeast Park Hill, led the Community Navigators outreach. Navigators are community members who serve as neutral facilitators - encouraging participation among underrepresented populations, including seniors, youth, Latinos/LatinX, African-Americans, and renters in the Northeast Park Hill, Elyria Swansea, and Clayton neighborhoods.

Community Steering Committee
Members of the Steering Committee, chosen through a volunteer application process, represent the diverse populations surrounding the site. Residents, renters, local business owners, advocates and civic leaders brought a wide range of voices and ideas to the process. Committee meetings occurred 15 times between February 2021 and September 2022 facilitated by Dr. Ryan Ross. Work sessions, individual meetings with the facilitator, and in-person site visits added more touchpoints for the committee. Dr. Dwinta Mosby Tyler conducted racial equity training at the first meeting to facilitate a shared understanding of using an equity lens in decision making during this process. In subsequent meetings, the Steering Committee reviewed technical studies, parallel engagement efforts and discussed key topics. In October 2021, the steering committee developed a vision summary, documented by Dr. Ross. This document summarized their process, perspectives and recommendations regarding future considerations. As plan concepts and recommendations were developed, the committee also provided guidance and input.

Survey
In March-April 2021, a survey was mailed to households within one-mile of the Park Hill Golf Course property and was also available online, open to anyone, regardless of proximity to the Park Hill Golf Course. All survey responses were collected, analyzed and reported by an independent research firm and provided in the survey report. The mailed survey results are both statistically valid and significant. The survey report and an interactive survey response dashboard were published on the project’s webpage in June 2021. These resources remain available.

Community Workshops and Open Houses
Four community meetings (March 2021, August 2021, March 2022) were held virtually and one was held in person (June 2022) with an online equivalent to provide an additional venue for the community to weigh-in on the future of the site.

Online Comments
During the entirety of the Visioning and Plan Process, a link to an online comment card was on the Park Hill Golf Course project website, allowing individuals to submit comments to the project management team at any time. This provided an opportunity for community members to weight in on their schedule, without the requirement of attending a public workshop, open house or waiting for public comment portion of the community steering committee meeting agenda. Over the course of the visioning and planning process, approximately 315 people weighed in via email or through an online comment card.
2.2. VISIONING

2.2.1. VISIONING OVERVIEW

The Park Hill Golf Course Area visioning began in January 2021 in order to facilitate community conversations around the future of the Park Hill Golf Course property.

By engaging residents in a visioning process, the city sought to achieve the following:

- Determine whether there is community support for continuing to use the land as a golf course, and if not, begin to identify other types of land uses people would like to see at this location, including park and open space
- Prioritize outreach and engagement among the neighbors who would be most impacted by the future use of this property
- Understand where there are similarities and shared community priorities for the site
- Help determine the possible direction and next steps for the site

Early in the process, the city assessed existing conditions of the area, including demographics, traffic conditions, sidewalk infrastructure, bike lanes, public transportation access, the local economy and market, existing parks, open spaces, recreational and environmental aspects. These existing conditions studies were presented publicly in March 2021. See the appendix for results.

2.2.2. COMMUNITY VOICE

“[T]here’s not enough housing for people that live in the area so they have to [leave]. And yeah, they might’ve grown up here, but can’t stay here because, like I said, houses being built that are expensive and so they have to move because they can’t be anywhere else.”

“I would like to see that everyone benefits from this... so people of color don’t feel excluded. I can appreciate this platform and how we’re able to connect with one another black, white, brown, green, whatever.”

“I think that one thing Park Hill is starving for is a food market.”

“I think not only having a mix of affordability for homes, but having an affordability for business opportunities as well, because that’s one of the biggest barriers for small business owners, is the cost of rent.”

“I’m starting to see people who have never, ever had the ability to step up, now have a seat at the table, which is good. They’re changing up who we’re all looking for in terms of who’s making decisions. So this is monumental, just with this collaborative right here.”

“I just feel like anything that has to do with getting rid of all of the trees and the grass and replacing it with concrete is just problematic at this point because we’re living in these little tiny apartments that are cooped up and boxed all together too much already. And so I feel like it needs to be something that gives back to the community and gives back to the environment as well.”

“Denver should create some pressure on people who are trying to come into the community and be accountable for it. So if you’re going to purchase a home here, it’s not going to be an Airbnb, it’s going to be your residence. And if you’re going to build affordable housing, it’s going to be affordable for this demographic and this income base level or this tax bracket.”

“And that would be a great opportunity just to really have the kids out there enjoying each other. And that’s going to bring kids. Kids naturally just can just play with each other. Right. And that’s going to bring the parents there. And then the parents are going to be talking and you’re just going to have a great community setting.”
2.2.3. EIGHT SHARED PRIORITIES

Throughout the Visioning Process, the City collected community insights. Different opinions and ideas surfaced, but common trends emerged.

Across all forms of input, there was little support for retaining a golf course as the exclusive use of the site. Of those surveyed, only 7 percent indicated a preference for retaining a golf course as the exclusive use of the Park Hill Golf Course site.

The importance of parks and open space was mentioned frequently during the visioning process. Comments generally centered on the health and environmental benefits of parks and open spaces, and many specifically mentioned preserving existing trees and increasing the number of trees in the area.

While many comments stressed the importance of increasing open space, many others mentioned the importance of development and urged the city to consider community needs and discuss desires for housing, community-serving retail, recreational opportunities, and places to gather. This desire for the site to serve as a venue for future community connections was common across differing viewpoints.

The city understands that the conservation easement remains in place. The purpose of this effort is to create a clear community-driven plan for the Park Hill Golf Course site that will outline how the site would be used if a future election resulted in a partial or full release of the easement.

PREVAILING VISION SHARED PRIORITIES & KEY PLAN RECOMMENDATIONS

- **Create a new, significantly-sized park and community gathering spaces**
  - Key Recommendation: Quality of Life Infrastructure Policy 1 - Strategies 1, 2 and 4
- **Stand up an oversight committee to guide future planning and development**
  - Key Recommendation: Land Use and Building Form - Design Quality Policy 2 - Strategies 1, 2, 3, 4 and 5
- **Preserve and expand the tree canopy to combat urban heat island effects in this area**
  - Key Recommendation: Quality of Life Infrastructure Policy 4 - Strategies 1, 2, 3, 4 and 5
- **Add youth and recreational sports opportunities**
  - Key Recommendation: Quality of Life Infrastructure Policy 2 - Strategies 1, 2 and 3
- **Include a variety of affordable (income-restricted) housing options, including for-sale units**
  - Key Recommendation: Land Use and Built Form - Housing Policy 1 - Strategies 1, 2, 3, 4, 5 and 6
- **Address food insecurity by including space for grocery and fresh food choices**
  - Key Recommendation: Quality of Life Infrastructure Policy 10 - Strategies 1, 2, 3
- **Create space for small local businesses and businesses owned by people of color**
  - Key Recommendation: Land Use and Built Form - Economic Policy 1 - Strategies 1, 2, 3, and 4
- **Employ strategies to mitigate involuntary displacement**
  - Key Recommendation: Land Use and Built Form - Housing Policy 2 - Strategies 1, 2 and 3
2.3. PLANNING

2.3.1 PLANNING OVERVIEW

The planning process builds upon the work done during the visioning process and everything heard from the community by exploring tools for accomplishing the eight shared priorities.

Creating a significantly-sized park and other community-gathering places that bring together the area’s diverse communities was seen as critical by many community members. A future park at this scale requires a thoughtful park planning process that typically begins with a park planning framework, which includes:

- Approximate size and location
- Character of the park and overall open space network
- Access and connectivity to existing and future neighborhoods
- Amenities and functions to be included

Building upon what the city heard during the visioning process, the planning process started with a “parks first” approach. Community engagement in early 2022 focused on exploring three different concepts for how park space could function on the Park Hill Golf Course site.

After the general needs of the park was determined, the planning process then included discussion of strategies to achieve the remaining community priorities from the visioning process then included discussions of strategies to achieve the remaining community priorities from the visioning process. This included discussions of how to meet community needs related to affordable housing, small local business and businesses owned by people of color, food insecurity, mobility, and mitigating involuntary displacement of both residents and businesses. This work also included developing an understanding of the trade-offs inherent to delivering a robust mix of uses on site. For example, to achieve both a large park and open spaces and a significant amount of affordable housing, some buildings would need to be built taller, not wider.

IN SPRING 2022, THE STEERING COMMITTEE AND BROADER COMMUNITY EVALUATED THREE “PARKS FIRST” CONCEPTS ACCORDING TO HOW WELL THEY MET THE SHARED PRIORITY OF CREATING A NEW, LARGE PARK AND COMMUNITY GATHERING SPACES.
3. RECOMMENDATIONS

3.1. Complete Neighborhoods ............................................. pg. 28

3.2. Quality-of-Life Infrastructure ........................................ pg. 30
   3.2.1. Overview (pg. 30)
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3.3. Land Use and Built Form ............................................. pg. 40
   3.3.1. Neighborhood Context (pg. 40)
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3.4. Mobility ................................................................. pg. 58
   3.4.1. Street types (pg. 58)
   3.4.2. Modal Priority (pg. 60)
   3.4.3. Infrastructure Improvements (pg. 62)
   3.4.4. Mobility Recommendations (pg. 64)
Land use and built form enhance the character and quality of neighborhoods, guiding how the Park Hill Golf Course site will evolve over time. The land use recommendations describe the appropriate locations and intensities for housing, shopping, working, and playing. The built form recommendations describe how new and existing buildings should look so they preserve and enhance each neighborhood’s character. These elements set the foundation upon which the other topics in this plan—Mobility, Quality of Life Infrastructure, Housing and Economy—build. The appropriate mix of uses and character-enhancing architecture and urban design help all residents have access to the goods, services, and amenities necessary to thrive.

All residents, especially those who are more dependent on transit and walking, should have access to quality, affordable multimodal options. Promoting affordable housing near transit helps advance equity and access to opportunity. Complete neighborhoods where jobs, daily services and recreation are easily accessible encourage walking, rolling, biking and mass transit options. This enables residents to accomplish everyday tasks more efficiently while decreasing single-occupancy vehicle trips. As Denver’s population growth continues, the need for mobility options also grows. Encouraging trips to be made through walking, rolling, biking and mass transit can help to ease pressure on mobility infrastructure.

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 by supporting healthy lifestyles and mitigating chronic diseases such as diabetes, heart disease and obesity. Quality-of-life infrastructure supports the need for individuals to connect with nature, community, access healthy food systems and enjoy a clean environment.
3.2. QUALITY OF LIFE

3.2.1. OVERVIEW

Conditions in the natural environment impact residents’ health and comfort. Air and water quality, as well as other climate 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.

PARKS & OPEN SPACE

Creating spaces for communities to gather, relax, play and celebrate culture is critical for building and strengthening communities. By providing fields, sport courts, play amenities and access to nature in neighborhoods with little access to such amenities, residents’ quality-of-life and health can be increased. Parks and open spaces provide opportunities for the community to exercise, make and display art, create and attend performances, share stories, and spend time with neighbors.

TREES

Especially in urban areas, trees provide much needed shade and reduce the overall temperature of an area, thereby minimizing urban heat island effects. Trees also increase air quality and help to absorb water after rain events, minimizing flooding. The benefits of trees are endless and protecting mature trees in place, transplanting healthy trees when feasible while providing new climate-appropriate street trees that will grow over time is important for the physical and mental health of all residents.

STEWARDSHIP

When residents of a given area can live, work, and play in the same neighborhood, that neighborhood is more likely to thrive and remain stable over time. To achieve this, there must be community stewardship where residents feel welcome and connected to the places around them. By providing opportunities for residents to see their history and culture and the needs of themselves and their neighbors reflected in the design of their neighborhoods, stewardship and pride in place can be established and maintained.
3.2.2 QUALITY-OF-LIFE RECOMMENDATIONS

Q1

Include a minimum 100 acres of parks and open spaces on the site to include a regional scale park, integrated regional detention area, and other parks and open spaces.

A. Establish 70-80 acres of contiguous park space that can support a spectrum of recreational activities and serve as a place of connection for the surrounding neighborhoods.

B. Initiate a park master plan process to include:
   - Providing athletic fields, courts and other active recreation amenities
   - Providing community gathering spaces such as picnic pavilions
   - Honoring the historic and cultural wealth of the community
   - Reflecting the current and future needs of the community
   - Creating a climate resilient landscape plan

C. Visually and physically integrate the future open space network to surrounding neighborhoods to the east, west, south, and north.

D. Improve the usability and aesthetic quality of the regional detention basin, which could range from softening the edge of the basin and incorporating additional recreational and habitat functions to integrating stormwater management into a broader multi-functional landscape. Seamless integration of the existing detention and water quality into the overall site could increase the usable park space by 25 acres.

E. Create a financial and operational model for design, construction, operations, and maintenance of the new regional park and integrated open spaces.

With a growing population, Denver needs new park space to meet existing and growing demands. A park at this scale also provides access to nature and natural areas and expands access to Denver’s healthy, outdoor lifestyle, key goals of Game Plan. Providing youth and recreational sports opportunities, a shared priority of the community, requires necessary acreage and supporting facilities that can be delivered in a regional-scale park.
3.2.2. QUALITY-OF-LIFE RECOMMENDATIONS

**Q2**

**Policy**

Include a variety of active recreational opportunities for the community.

**Regional park-scale amenities provide for a wide variety of recreational opportunities, enhancing access to Denver’s healthy, outdoor lifestyle as well as year-round opportunities for play and recreation. With high demand for field space and sport courts around the city, regional parks help close the gap on availability by housing fields and courts and other indoor and outdoor amenities, plus their supportive elements such as restrooms, picnic areas, and parking areas.**

**A.** Provide regional-scale indoor and outdoor recreation amenities, such as larger or multiple playgrounds, picnic areas, sport fields, courts, restrooms, event spaces, flexible passive space, natural open space, and trails.

**B.** Study the feasibility and location of a field house or similar regional-scale indoor athletic recreational amenity.

**C.** Explore incorporating aquatic amenities like a pool and/or splash pad into the site.

**Q3**

**Policy**

Create a contiguous, integrated park and open space network, linking the regional park, stormwater detention facility, greenways, and open spaces within the adjacent development.

**Community input throughout the process noted the importance of park gateways and the creation of equitable view corridors from the park to the west. Proposed access to the park from Colorado Boulevard, 35th Ave. and 40th Ave. is facilitated through a series of greenways leading to the regional park area, which help to open the views from the park toward the west.**

**A.** Strive to achieve strong urban design outcomes in the adjacent development blocks on the western portion of the property by enhancing the public realm and create usable connections to the open space network. See Quality of Life Policy 4 (Q4) regarding creating a western gateway and Design Quality Policy 4 (D4) for related strategies.

**B.** Investigate opportunities for improving the usability and aesthetic quality of the detention basin, which could range from softening the edge of detention basin and incorporating additional recreational and habitat functions, to integrating stormwater management into a broader multifunctional landscape. See Quality of Life Policy 5 for additional recommendations related to the integration of the detention basin.

**C.** Link the new regional-scale park to surrounding neighborhoods. See Quality of Life Policy 2 and 4 for more information.
3.2.2. QUALITY-OF-LIFE RECOMMENDATIONS

Q4

Create a western gateway for the future regional park with significant and meaningful frontage along Colorado Blvd.

Denver’s regional parks are known and loved by the community, and are designed to guide visitors to them. Many of Denver’s neighborhoods are named after their largest, often regional, park. These parks typically have frontage along several key roadways, which provide a green relief along busy roads as well as a welcoming entry into the parks from nearby and adjacent neighborhoods. Locating park frontage and greenway(s) along Colorado Blvd. helps restore the elements of this designated parkway while also providing key visual and physical connections to the regional park for residents and visitors coming from outside of the immediate neighborhood.

A. Ensure the regional park frontage along Colorado Blvd. provides ample physical and visual connection to the Clayton neighborhood and that there is a comfortable connection to a safe and accessible, signalized road crossing.

B. Open up views to and from the park.

C. Link the future regional park to Colorado Blvd. and neighborhoods to the west. This could be accomplished by:

- Locating one or more greenways that extend and connect the regional park to Colorado Blvd. to open up views into and from the park and ensure that it is a welcoming space for everyone.
- Encouraging active adjacent uses along the greenways to promote an engaging and safe environment.
- Locating gateway elements such as artwork, signage, or a signature feature along Colorado Blvd. to signal the presence of the park to the east.

Q5

Thoughtfully and holistically address the stormwater management needs of the site.

Completed in 2020, a 25 acre stormwater detention basin was constructed at the northeast corner of the Park Hill Golf Course property as part of the Platte to Park Hill regional stormwater management project. Community input throughout the process asked for exploration of integration of recreational opportunities that could be compatible with the primary function of stormwater detention, which is a common practice across the city. The 25 acre stormwater detention basin should contribute to the site’s overall open space, but not count towards the 70-80 acre park and open space recommendation.

A. Study the existing detention basin and surrounding open space for opportunities to soften the edge of the detention basin and incorporate recreational functions and natural habitat.

B. Investigate options for addressing the stormwater management needs of the site holistically and integrating into multifunctional space. This could include green infrastructure in the right-of-way.

C. Prioritize trees in the design of green infrastructure facilities on private property.

Q6

Leverage and build upon Denver’s legacy of parkways and boulevards.

Denver’s legacy of designated parkways and boulevards is a significant component of the city’s identity and history. Intended as grand tree-lined avenues, these wide landscaped streets with park-like settings share certain unifying features but are individually distinct. Colorado Blvd. is a designated parkway that has lost its integrity as a parkway due to actions like street widening, loss of tree canopy, and lack of a consistent building setback. With Park Hill Golf Course redevelopment, we have an opportunity to restore the integrity to this street and consider a more modern interpretation of a parkway moving forward.

A. Restore the parkway character to Colorado Blvd. between 35th Ave. and 40th Ave. with a 12’ minimum tree lawn with a 12’ sidewalk, and a consistent building setback from the property line.
3.2.2. QUALITY-OF-LIFE RECOMMENDATIONS

**Q7**

**Protect and expand the tree canopy on the site.**

Changing climate conditions and future development pose a significant threat to Denver’s urban tree canopy. Trees are critical to human and environmental health, providing shade, filtering pollutants from the air, absorbing stormwater, and creating greener neighborhoods. Where possible, preserving existing healthy trees ensure these benefits are realized today, while also tying together the existing and new neighborhoods. New trees should be carefully selected and sited to supplement and enhance the existing canopy and to be resilient for Denver’s climate future.

A. Increase the tree canopy of the overall site, exceeding Denver Parks and Recreation’s Game Plan goal of 20% tree canopy coverage.
B. Incorporate existing healthy trees into new park and development by preserving in place or transplanting to the maximum extent feasible.
C. Create groves and belts of trees along streets, in and around parking areas, and in landscaped areas that are located near buildings to help establish and support the urban tree canopy.
D. Plant street trees in new rights-of-way to integrate the tree canopy with surrounding neighborhoods while improving the pedestrian experience and community health.
E. Promote and support healthy tree growth in community center place types by incorporating technology such as structural cells.

**Q8**

**Create a model for long-term park stewardship.**

To maintain a high level of operations and maintenance, as well as potential new programs at the park, long-term park stewardship must be considered. New and different models of partnership and financial support could help meet the challenge of finite resources and high demands on the new park. Volunteer opportunities through DPRQ enhance a sense of park ownership, pride, and connection to the park and among the community, helping to connect existing and new residents around a new, beloved space.

A. Develop organizational and financial support for the ongoing maintenance and stewardship of the new park and amenities. Cultivate a sense of park ownership, pride, and connection among community.

**Q9**

**Help mitigate the health impacts of noise and air pollution for new development close to higher traffic volume corridors like Colorado Blvd.**

Landscaping can be used as an effective noise reduction strategy, acting as a natural sound barrier. Sound is absorbed by all parts of the plant and climate appropriate evergreen trees and shrubs provide year round ecosystem services and noise mitigation.

Electric vehicles (EV) have been shown to significantly reduce air pollution and are quieter compared to traditional gasoline vehicles. Greater access to public EV charging stations and EV car share with lower public charging rates can help support residents with a range of incomes living in a variety of housing types.

A. Include substantial, water-efficient landscaping in the new development to help reduce air pollution and noise.
B. Consider the inclusion of electric vehicle car share and electric vehicle charging infrastructure on both public and private property, to support low emission electric vehicle usage and reduction in air pollution.

**Q10**

**Address food insecurity by including space for grocery and fresh food choices.**

The Northeast Park Hill neighborhood does not currently have a full-service grocery store and has limited access to healthy food. Recruiting a grocery store is a critical element of creating a complete food environment in Northeast Park Hill and the surrounding neighborhoods.

A. Encourage and help recruit an affordable grocery retailer to locate at or near the corner of 35th Ave. and Colorado Blvd.
B. Ensure physical connections to any future grocery store, if implemented, are accessible, safe and convenient for residents of surrounding neighborhoods.
C. Partner with community organizations (for example, Denver Urban Gardens) to identify appropriate location(s) for community gardens.
D. Leverage funds such as CHFA’s Healthy Housing Loan Program and/or Denver Housing Authority’s Healthy Living Initiative to incorporate food access and programming (e.g. pop-up food pantries and nutrition or cooking classes) into affordable housing developments.
E. Incorporate community-based solutions to improve access to affordable, healthy food such as local indoor and outdoor markets, community gardens, surplus food sharing programs, federal food assistance programs, and food pantries.
### 3.3. LAND USE AND BUILT FORM

#### 3.3.1. NEIGHBORHOOD CONTEXT

Found in Blueprint Denver and articulated in the Denver Zoning Code, Neighborhood Contexts reflect established land patterns such as lot and block sizes, building heights and densities. For the Park Hill Golf Course site, future neighborhood contexts reflect expectations for how new development should respond to the surrounding existing patterns and sets guidelines for development and transportation options available. For complete context descriptions, please refer to Blueprint Denver, Chapters 4 and 5.

**DISTRICTS**

Districts are areas with a specifically designed purpose, such as regional parks or industrial areas (in this case a regional park). Although they have a strong primary purpose, these places can offer a diverse range of amenities and complementary services to support the district’s primary function.

**GENERAL URBAN**

General Urban consists of higher-density development like larger multi-story residential buildings. This context serves as a transition between the urban center and district context.

**URBAN CENTER**

Urban Center features a high mix of uses where the highest densities are planned on the Park Hill Golf Course site. This context includes multi-story, mixed-use building forms located close to streets that have excellent transit access and diverse mobility options.

The neighborhood context map to the right reflects the existing future context of the surrounding neighborhoods and the Park Hill Golf Course site. The map is intended to provide general future context guidance only for the area within Park Hill Golf Course site boundaries.
Community Centers are mixed-use places typically oriented around a shared space or set of spaces. There is a good mix of office, commercial and residential uses. People often go to centers to engage in social activities and entertainment, such as shopping and dining. Community Centers in the urban center context, heights can be up to 12 stories and in the general urban context building heights can be up to 8 stories. In both contexts, heights should transition within the center’s footprint to the surrounding residential areas.

In Residential Areas, the predominant use is residential. This includes other uses needed for a complete neighborhood such as parks, recreation and nodes of commercial/retail uses. Residential high-medium: These places have predominantly multi-unit buildings located closer to centers. While the focus is residential, neighborhood serving uses may be found, especially along Colorado Blvd., E. 40th, 38th and 35th Ave. (arterial and collector streets) and intersections.

Regional parks provide large scale public open space, recreation and event locations. These parks have a major impact on the character of the city, provide aesthetic enhancement and ecosystem services reducing pollution and mitigating effects of climate change. Opportunities for supporting uses and activities like food and beverage establishments, performance spaces and sports facilities (e.g. field houses) are appropriate.

The places map to the right reflects the existing future places of the surrounding neighborhoods and the Park Hill Golf Course site. The map is intended to provide general future places guidance only for the area within Park Hill Golf Course site boundaries.
3.3.3. BUILDING HEIGHTS

The height recommendations here are to be used along with the place designations and other guidance in this plan to determine appropriate zone districts. While Blueprint Denver’s place categories provide general parameters around height, the future maximum building heights map provides additional guidance. Building heights on the Park Hill Golf Course site will vary, with the tallest buildings concentrated at the corner of Colorado Blvd. and E. 40th Ave., with the intent to taper down in height moving east towards the park and south.

RESIDENTIAL AREAS

- Up to 12 stories
- Up to 8 stories
- Up to 5 stories
- Up to 4 stories

REGIONAL PARK DISTRICT

In the open space public parks district, building heights may vary to accommodate a range of recreational uses like a field house or outdoor amphitheater.

Note: The map shows maximum building heights and no additional height incentive will apply to this site.
Direct growth along high-capacity transit corridors and future centers.

Areas designated on the future places map as community centers and residential high-medium places will experience more intense development and accommodate more future growth across Denver. They hold the greatest opportunities to support transit and serve as vibrant, active places where people can live, work, and play.

A. Support existing transit investments at the 40th and Colorado station and future investments in bus rapid transit along Colorado Blvd. by encouraging transit-supportive uses (like mixed-use) and higher building intensities within the Park Hill Golf Course site.

L2

Arrange development height and intensity to respond to surrounding neighborhoods and relate to the future regional-scale park.

The siting and design of the tallest buildings on the Park Hill Golf Course site away from nearby lower intensity residential areas lessens their impact on existing neighborhoods and respects their character. Locating lower scale new development closest to the new park edge ensures greater physical and visual access to open space for all users.

A. Transition building height and intensity from highest in the northwest of the site, which is closest to the 40th and Colorado rail station, to lowest at the south and east, which is closest to existing neighborhoods and to the future regional-scale park. See Policy 1 Strategy A under Design Quality (LUBF-D1) for design strategies to relate new buildings to existing neighborhoods and open up views.

B. Locate one or more open space corridors that provide a connection between the future regional-scale park and Colorado Blvd. See Strategies A and B of Policy 4 under Quality of Life Infrastructure (Q4) for additional information about the desired character of those connections.

L3

Establish a neighborhood main street to provide a community focal point.

Northeast Park Hill seeks a safe, inviting gathering place where community members can come together to enjoy shared experiences and celebrate their culture and history. A new neighborhood main street that includes small locally-owned businesses and businesses owned by people of color that serve the community will create a sense of inclusion and ownership from the existing neighborhood with the new development. See Policy 2 under Design Quality (D4) for recommendations related to main street design.

A. Locate a new main street perpendicular to Colorado Blvd. at E. 38th St. to provide a focal point for neighborhood activities and create an active connection between Colorado Blvd. and the future regional-scale park.

B. Design future community main streets to provide an active gathering space for residents. See Policy 4 under Design Quality (LUBF-D4) for more information on the design of neighborhood main streets.

C. Incorporate streets trees, streetside stormwater planters, and other green infrastructure elements consistent with the Main Street street typology to provide comfortable environments that encourage people to gather.
3.3.5. LAND USE & BUILT FORM - DESIGN QUALITY RECOMMENDATIONS

**D1** Tie surrounding neighborhoods together with cohesive design that reflects existing neighborhood scale and design traditions while creating a new destination for residents and visitors.

Blueprint Denver describes a citywide goal to ensure that new construction creates great places while respecting the existing character of Denver’s neighborhoods. This goal is especially important in Northeast Park Hill where many residents want new development to respond to the scale and design of existing streets and buildings in surrounding neighborhoods. Given community feedback and desired outcomes of increased affordable housing, active uses and leveraging transit investment, taller buildings are appropriate. However, larger and taller buildings can incorporate design techniques that help create a human scale at the sidewalk and a cohesive transition to lower-scale neighborhoods.

A. Reduce the visual scale of larger or taller buildings to better relate to the primarily 1-4 story scale of surrounding neighborhoods, open up views and preserve sunlight on streets/sidewalks. Specific strategies could include:
- Upper-story building setbacks to break down the scale of taller buildings, where allowed
- Varying building height and spacing so that the area does not appear as wall of buildings along Colorado Blvd.
- Designing larger buildings as a combination of more modest building components that create a smaller-scale rhythm along the sidewalk edge

See Policy 4 under Design Quality (LUBF-D4) for implementation recommendations.

B. Promote cohesive design by incorporating design elements and details seen in surrounding neighborhoods. Such elements could include:
- Climate appropriate street trees and plantings that integrate with surrounding neighborhoods.
- Pitched roofs to reflect housing in surrounding neighborhoods.
- Front porches or stoops on housing units located at the ground level.
- Consider the inclusion of high quality natural materials found throughout Park Hill like brick, where appropriate.

**D2** Encourage high quality streets and public places that include and reflect the diverse cultural heritages of surrounding neighborhoods.

High quality streets and public places advance Blueprint Denver’s citywide goal to foster exceptional urban design and to preserve and create authentic places that thoughtfully integrate streets, public space and private property. Embracing the cultural heritage of Northeast Park Hill can help promote compatible design that responds to an evolving community. Implementing this policy will require the participation of longtime neighborhood residents to inform future designs, contribute art or simply use new community gathering spaces to meet neighbors and share ideas.

A. Create opportunities for residents to participate in development of the neighborhood, which could include creating a design review board with positions reserved for residents of surrounding neighborhoods. See Policy 4 Strategy B under Design Quality (LUBF-D4) for more information on a design review board using design standards and guidelines.

B. Create outdoor community gathering spaces, particularly on the future neighborhood main street (e.g. 38th Ave.) and E. 35th Ave.

C. Encourage local artists to create installations and performances that reflect the culture and history of the neighborhood.
3.3.5. LAND USE & BUILT FORM - DESIGN QUALITY RECOMMENDATIONS

**D3**

Ensure that a neighborhood main street incorporates high-quality and vibrant urban design.

**BACKGROUND**

Pedestrian-friendly places rely on vibrant streets with active street-level uses. Northeast Park Hill’s new neighborhood main street, introduced in Policy L3, can become a safe and inviting gathering space with buildings and open spaces designed to support pedestrian activity. A mix of uses of uses, rather than just residential buildings, will be important to create a destination. Building design at the sidewalk edge should engage visitors by providing a connection between public streets and private shops, restaurants and other commercial activities - the design of the main street can make it a place to hang out end enjoy the diversity and vibrancy of the neighborhood.

**RECOMMENDATIONS**

- A. Promote design of a future neighborhood main street (i.e., future extension of E. 38th Ave.) that encourages an enjoyable experience through engaging and active uses, such as shops and restaurants located at the street level adjacent to sidewalks and open spaces.

- B. Ensure main street (e.g., future 38th Ave.) building designs have a strong connection between sidewalks, open spaces, and building activities, which could include design elements such as windows and specific first-floor building heights to engage storefronts.

- C. Encourage the application of a custom zoning tool like a design overlay to promote an active mix of uses at the street level.

**D4**

Implement design quality recommendations with tools that ensure that the area develops into a high-quality place that is well-integrated into surrounding neighborhoods.

**BACKGROUND**

The Denver Zoning Code has a variety of appropriate zone districts that can implement the context and places envisioned by the plan. Utilizing standard zone districts rather than a Planned Unit Development (PUD) on this site increases transparency, predictability and flexibility to respond to the communities needs and desires.

Blueprint Denver’s policy to ensure that neighborhoods have equal access to design quality tools (especially in less well-served neighborhoods) also supports consideration of additional tools such as zoning overlays and neighborhood participation in a design review board.

**RECOMMENDATIONS**

- A. Apply existing Denver Zoning Code residential, mixed-used and main street zone districts consistent with the recommended neighborhood context, future place and street types. Application of existing zoning tools could include:

  - Customized zoning solutions such as waivers to achieve maximum height recommendations
  - Customized zoning solutions such as a design overlay to achieve street level activation.
  - Design standards and guidelines administered by a design review board that would include neighborhood residents and could address topics like building mass/size, green infrastructure and other design considerations

- B. Consider additional regulatory tools to promote specific design outcomes such as buildings designed to incorporate variation in height/scale, open-up views from the regional park or integrate an active and engaging street frontage. Potential regulatory tools could include:

  - Customized zoning solutions such as a design overlay to achieve maximum height recommendations
  - Customized zoning solutions such as a design overlay to achieve street level activation.
  - Design standards and guidelines administered by a design review board that would include neighborhood residents and could address topics like building mass/size, green infrastructure and other design considerations

- C. Encourage thoughtful transitions between future park and open spaces and private development by ensuring that the relationship between the height of buildings and the width of the open spaces adjacent to them is appropriate.

**ZONING TOOLS FOR ACTIVE STREETS**

The zoning code includes building location, street level active use and transparency requirements (windows) to promote vibrant main street and mixed-use districts. These requirements prohibit a limited set of uses, such as parking and mini-storage, for a portion of the street level frontage.

For areas where additional street level activation is appropriate, the zoning code provides a design overlay district (the Active Centers and Corridors Design Overlay) that limits residential uses at the street level, promotes engaging street level design and prohibits drive through building forms.

In design review districts, development is also reviewed using discretionary design standards and guidelines to help ensure compatibility and/or to promote unique design objectives. In some areas, design review boards review new development using design standards and guidelines.

For the Park Hill Golf Course property, design standards and guidelines may provide additional standards above what is contained or could be achieved by standards in the Denver Zoning Code. In this case, the DSG’s could be administered privately and added as a private covenant restriction on a property to be used by a residents, property owners or a future design review board to ensure that new development is consistent with the design vision for the area.
3.3.6. LAND USE & BUILT FORM - HOUSING RECOMMENDATIONS

**Housing Concepts**

- **Income-Restricted Housing**
  Income-restricted housing is housing that has a covenant that requires rent or sales prices to be affordable for residents over an extended period of time. 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 policy H1 strategy B for recommendations related to income-restricted housing at the Park Hill Golf Course property. (Photo: Phoenix on the Fox, Income-Restricted Housing, South Park Hill, Denver)

- **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. Research shows that this form of housing is an effective way to end homelessness because it provides safe, stable homes with access to support from professionals who coordinate individualized services such as mental and physical health services, addiction treatment, job training and more. See policy H1 strategy A for recommendations related to supportive housing. (Photo: Sanderson Apartments, 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 and amenities, such as day cares and playgrounds that serve a variety of ages. See policy H1 strategy F for recommendations related to the inclusion family friendly housing types on the Park Hill Golf Course site. (Photo: Mariposa, Denver)

- **Missing Middle Housing**
  Missing middle refers to duplexes, fourplexes, rowhouses and similar neighborhood housing options that fall between large single unit homes and apartment or condo buildings. Missing middle also refers to units that are affordable to middle-income households. These housing types can help provide more affordable options for middle-income households and home ownership opportunities for households that currently rent. See Policy H1 strategy F for recommendations related to for sale opportunities for households with missing middle incomes. (Photo: Highlands Garden Village, Denver)

- **Senior Housing**
  Senior housing serves an aging population, ranging from age restricted housing (55 years and older) to independent living to skilled nursing to 24/7 assisted care and memory care. There is a stronger emphasis on safety, accessibility, adaptability, and longevity that many conventional housing choices lack. See Policy H1 Strategy D for recommendations related to senior housing for the Park Hill Golf Course property. (Photo: City Park West, Denver)

**Policy Recommendations**

Integrate a diversity of affordable housing types throughout the site to accommodate households of different ages, sizes and incomes.

Affordable housing types and options on the Park Hill Golf Course property should reflect those who live in the community and those who wish to return home to the neighborhood, and include quality options for vulnerable populations, aging in place and families.

- The number of income restricted homes should be included in an enforceable agreement as a percentage of overall homes created, and that percentage should dramatically exceed citywide requirements. All restricted units should be maintained as affordable for at least 99 years to ensure ongoing affordability.
  
  A. Incorporate affordable for-sale housing opportunities throughout the property, ensuring long-term affordability and wealth building opportunities for households with ‘missing middle’ incomes between 70 percent and 120 percent of AMI.

  B. Include permanent supportive housing on site, serving households with the lowest income and greatest needs at 0-30% of the Area Median Income (AMI).

  C. Integrate affordable (income restricted) rental housing units throughout the property, including at least two buildings supported by Low Income Housing Tax Credits, generally serving households between 30 percent and 80 percent of AMI.

  D. Integrate income-restricted units within market-rate housing developments creating mixed-income housing options.

  E. Include age-restricted senior rental housing on site, generally available to households age 55 and older and with incomes ranging from 30 percent-80 percent of AMI.

  F. Include a variety of affordable unit types throughout the site, specifically units that are conducive to families, like 3- and 4-bedroom units. Encourage buildings to have family-serving and supportive spaces like shared recreational rooms.

**What is Area Median Income (AMI)?**

Area Median Income (AMI) is a measure that helps determine whether a person or family is eligible to rent or buy an income-restricted apartment or house. AMI thresholds are adjusted by the number of people in a household and vary by location. This allows income-restricted housing programs to determine eligibility using income levels that make sense for that area.

For example, the average income for a two-person household in Denver in 2022 is $93,800 (before taxes). This would be referred to as 100% AMI in Denver. The 2022 income limits for Denver are available on the Department of Housing Stability’s webpage.
Stabilize residents in Northeast Park Hill at risk for involuntary displacement.

Within the 1 mile radius surrounding Park Hill Golf Course Property, 60 percent of renters and 40 percent of homeowners are cost burdened. About 2,000 renter households in the area are considered particularly vulnerable to displacement as they are severely cost-burdened (Park Hill Golf Course Market Study). Consistent with the goals of Comprehensive Plan 2040 and the Department of Housing Stability’s 5-Year Strategic Plan, this Plan recommends targeting resources to serve residents, both renters and homeowners, who are at risk of involuntary displacement.

A. Require at least 30 percent of all new affordable units created to be prioritized for households at-risk of displacement.

B. Encourage developer to add funding to existing programs, like MetroDPA for down payment assistance, to help residents within a mile of the Park Hill Golf Course site purchase a home and Temporary Rental and Utility Assistance (TRUA), to help residents void eviction or disconnection of critical utilities like electricity and water.

C. Help current residents stay in their homes by connecting them with, and potentially providing additional funding for, programs like the Denver Property Tax Relief Fund, foreclosure prevention assistance, weatherization, and other similar resources and programs.
3.3.7. LAND USE & BUILT FORM - ECONOMIC RECOMMENDATIONS

E1
Create affordable space for small, local businesses, with a specific focus on historically underserved populations.

Historically, the Dahlia Square and Holly Square shopping centers provided affordable commercial space in Northeast Park Hill to small local BIPOC businesses. These commercial areas have evolved to be home to other community uses leaving a void of opportunities for small local businesses to thrive within Northeast Park Hill. New development at the Park Hill Golf Course should meet the community need for commercial spaces that support small local businesses in a thriving mixed-use area.

A. Create a commercial land trust for small, local businesses that help provide affordable ownership opportunities with a specific focus on historically underserved communities.

B. Create connections to an affordable Park Hill neighborhood incubator space to support new small local business ideas and non-profits.

C. Help small local businesses establish a business association of their choosing (e.g., Business Improvement District, General Improvement District, or a non-regulatory coalition) to support and provide long-term sustainability.

E2
Employ strategies to mitigate involuntary displacement of neighborhood businesses.

Small local businesses need a supportive environment with the services and resources designed to promote long-term success. New developments at the Park Hill Golf Course should strive to be additive to the mix of existing neighborhood businesses and work with local partners to include existing businesses into its success.

A. Increase business outreach and improve access to technical and capital resources in order to help existing small local businesses stay and grow.

B. Create space for a community resource center to connect residents and businesses with services and information, offer educational programming, and celebrate local heritage.

C. Explore the establishment of legal, financial and technical support for existing and future small local businesses.

COMMERCIAL LAND TRUSTS

Commercial land Trusts (CLT) is a community-based initiative that works to provide perpetually affordable commercial ownership opportunities. A CLT acquires land and removes it from the for-profit real estate market. CLT's hold the land it owns “in trust” indefinitely for the benefit of the community, ensuring that the land will always remain affordable for small, local business owners.

Typically, a CLT provides a 99-year lease to the business, which includes a resale formula determining the building's sale price and the business owner's share of the building's increased value at the time of sale. This allows the initial investment made by subsidy to remain with the property, making it affordable.
3.4. MOBILITY

3.4.1. STREET TYPES

Denver’s street typology addresses how a street integrates with, and is sensitive to, its surrounding place. The priority networks for transit, pedestrians and bicycles must create continuous, unbroken networks and therefore will cross multiple places. Street types accommodate elements of the complete network, enabling a holistic multimodal network throughout the city. Different street types supplement the built environment by balancing access to buildings and comfortable public spaces in a given area with the movement of pedestrians, cyclists, and automobiles on the street.

**MAIN STREET**
Characterized by a mix of uses including retail, services and restaurants, as well as residential. Buildings are pedestrian-oriented, with little front setback, a continuous street wall, and high transparency. Street level uses are highly activated, including cafe seating in the right-of-way. Sidewalks are generally wider with fewer driveways to prioritize people walking or rolling. Design elements include consistent street trees, streetside planters, cafe seating (sometimes within the street), bump-out stormwater planters and ultra-urban green infrastructure facilities. This provides a buffer between people walking or rolling and traffic.

**MIXED-USE**
Varied mix of uses including retail, office, residential and restaurants. Buildings are pedestrian-oriented, typically multi-story, usually with high building coverage with a shallow front setback. A street wall is present, but may vary. Driveways are more frequent than in main streets but still limited to provide a friendly street for people walking or rolling and riding bicycles. Street trees within planting areas can include water quality features. Elevated planters contribute to streetscape. Some limited hardscaped areas with benches may occur. This area provides a buffer between people walking or rolling and traffic.

**RESIDENTIAL**
Primarily residential uses, but may also include schools, civic uses, parks, small retail nodes, and other similar uses. Buildings on residential streets usually have a modest setback. The depth of the setback varies by neighborhood context. Traffic calming is used to encourage slower speeds and promote safety for all users of the roadway. This includes medians, traffic circles and bulb-outs. Signalized crosswalks with high visibility markings provide ample crossing opportunities. Street trees within a lawn or planted area are used to separate people walking or rolling from traffic.

**LOCAL**
Local streets can vary in their land uses and are found in all neighborhood contexts; however most often characterized by residential uses. Local streets provide the lowest degree of through traffic but the highest degree of property access. Street trees within a lawn or planted area are generally used to separate people walking or rolling from traffic. Local streets are not shown on the street types map in this plan as the number and location may change based on future site development.
Park Hill Golf Course residents should be able to reach destinations on a complete network of multi-modal streets that prioritizes spaces for people walking or rolling, biking or taking transit. To encourage a mode shift toward more efficient travel modes within and near the Park Hill Golf Course site, recommendations should prioritize multimodal infrastructure.

Identifying modal priority streets is a key step to indicate where investment will occur to support people walking or rolling, biking or taking transit. All streets should be designed safely for the most vulnerable users, especially those in our community who are the youngest and oldest and those with disabilities.

Pedestrian priority streets provide amenities such as trees, attractive landscaping, cafe seating, benches, public art, recycling receptacles and bicycle parking. Pedestrian priority areas also have surrounding land uses that offer opportunities to enhance the pedestrian environment to create walkable, vibrant public spaces. This includes creating a wider pedestrian realm and prioritizing people walking and rolling over other modes in both design and operation of the street.

Bicycle priority streets include high-comfort bicycle facilities, including those where people riding bikes are separated from moving traffic by a physical barrier and busy intersections are designed to easily be crossed on a bike. These facilities encourage biking by increasing the comfort for those who may not otherwise choose to ride a bicycle on a city street.

Transit priority streets are those where transit will be prioritized over other modes when making decisions about how to design or operate the right-of-way.

By prioritizing the design or operation of a particular street to benefit transit, it will help transit to reach its potential to transport more people rapidly and reliably. Colorado Blvd. is designated as a high-capacity transit corridor, which would include future bus rapid transit (BRT).
3.4.3. INFRASTRUCTURE IMPROVEMENTS

Along with any future development must come a proportionate level of infrastructure improvements to accommodate safe, convenient and multimodal access to and from a given place. Upgrades such as intersection improvements, bus rapid transit lanes and stations, and integrated parks and open space ensure traffic is minimized by optimizing the flow of all modes of transportation.

Colorado Boulevard along the Park Hill Golf Course site is not currently pedestrian friendly due to close proximity to traffic, narrow sidewalks or nonexisting sidewalks, lack of crosswalks and minimal lighting. By restoring the parkway character to this segment of Colorado Blvd. and a parkway open space setback with trees and climate appropriate landscaping, wide pedestrian path, a future Bus Rapid Transit stop will be more inviting and accessible to the surrounding community and overall multimodal connectivity will be enhanced.

Intersections are key points of travel where many modes of transportation overlap. Therefore, to ensure safe and efficient travel, intersections need to be updated with traffic calming measures, signing timing improvements and enhanced curb ramps to ensure safe and comfortable crossing for those walking, biking and rolling.

The 303 ArtWay Heritage Trail is a future four mile pedestrian and bike loop connecting RTD’s 40th and Colorado station to key transit station destinations within Northeast Park Hill. The Heritage Trail is a community-driven project, with local stakeholders playing a major role in both the location and the design of the future urban path. 303 ArtWay will highlight the visionaries, artists, leaders and community activists who have brought so much life to this historic and diverse neighborhood, all while increasing safety and connectivity throughout the Northeast Park Hill community.
3.4.4. MOBILITY RECOMMENDATIONS

M1

Develop a street grid network that is connected, safe, and accessible.

A predictable street grid increases walkability and general accessibility throughout and around the site. By having multiple ways to access the property (e.g., Colorado Blvd., 35th Ave., 40th Ave., and N. Dahlia St.) it alleviates congestion, improves safety, and helps provide options for the community and surrounding neighborhoods to access future park amenities like sport fields and playgrounds.

- Improve both the 40th Ave. and Colorado Blvd. and the 35th Ave. and Colorado Blvd. intersections to mitigate future traffic impacts.
- On Colorado Blvd. at E. 38th Ave., create a signalized multimodal intersection to provide safe and convenient connections.
- Ensure new roadways are built aligning to the standard grid and do not include curvilinear streets. Creating new dead-end streets should be avoided.
- Ensure the site has adequate multimodal access to the surrounding street network along E. 40th Ave., E. 35th Ave., Colorado Blvd., and Dahlia St.
- Promote safety by aligning the offset intersection at Colorado Blvd & E 35th Ave.
- Remove the curve in the road where Albion St. transitions to 40th Ave. and replace with a square intersection that, if warranted, may include a traffic signal.
- Create a new north-south street connecting Albion St. on the north to Alsp St. to the south.
- Create a new multimodal street on Dahlia between E. 38th Ave and E. 39th Ave. that is safe, well lit and built with people walking and rolling in mind, functioning as a park gateway.

M2

Leverage Colorado Blvd. as a key transit corridor by prioritizing safety, accessibility, and transit operations.

Colorado Blvd. is identified as a near-term bus priority and medium-term Bus Rapid Transit (BRT) corridor by RTD and in the Denver Moves: Transit Plan. BRT is a premium transit service with upgraded buses, enhanced stations and dedicated transit lanes wherever possible designed to transport riders more efficiently and safely. Elements of BRT include recognizable branded buses, as well as low-floor and multi-door bus boarding features to make it easier and faster for all riders, especially those with disabilities, to get on and off. Station amenities may feature real-time passenger information, off-bus ticketing, as well as shelter, safety and accessibility improvements.

- Improve transit operations along Colorado Blvd to support future Bus Rapid Transit. Improvements may include bus lanes and queue jumps and/or transit signal priority at key intersections such as Colorado & 45th.
- Enhance existing bus stops by installing and maintaining amenities such as boarding areas, seating, shelter, lighting, waste and recycling bins and transit information. All stops should accommodate future articulated buses.
- Explore feasibility of bus stop location adjustments at 40th Ave, with consideration to signal operations and future BRT alignment.
- Establish new bus stops and create a mobility hub (future BRT station) at 38th Ave and Colorado Blvd that includes bike parking, bike repair stands, micromobility corrals, boarding areas, seating, shelter, lighting, waste and recycling bins and transit information.
- Create a mobility hub at E. 38th Ave. and Colorado Blvd. (future BRT station) that includes bike parking and repair stands, micro-mobility (i.e., scooter) corrals, and a shelter with seating, lighting, trash/ recycling bins, and transit information.
- Provide facilities for people walking and rolling along Colorado Blvd. from E. 35th Ave. to E. 40th Ave., including a 12-foot minimum landscaped area separating Colorado Blvd. from a 12-foot minimum width multi-use path.
- Create a safe, high-quality experience for people walking and rolling with new, enhanced crossings of Colorado Blvd. at E. 35th, 38th, and 40th Avenues.
3.4.4. MOBILITY RECOMMENDATIONS

DAHLIA STREET CONNECTION: CONCEPT OVERVIEW

The Dahlia Street connection will address the current gap in Dahlia Street between 38th Ave and 39th Ave. The multimodal benefits of this connection include access to the east side of the regional park, a new bikeway, safe access for pedestrians, an additional route to the 40th & Colorado Station, and further connection of the City street grid as a whole.

The Dahlia Street design will include traffic calming elements that aim to limit through-traffic and heavy vehicle traffic, while also reducing vehicle speeds. Traffic calming tools that DOTI commonly uses include: intersection bulb-outs, pinch points, chicanes and diverters (all pictured below).

Bulb-outs at intersections decrease pedestrian crossing distances, slow vehicle turning speeds and improve sightlines.

Pinch points slow vehicle speeds mid-block, while also narrowing pedestrian crossing distances.

Chicanes slow down vehicle speeds by requiring them to follow a curved roadway.

Diverters re-route non-local traffic to other roadways while still letting bikes/pedestrians travel through.

Illustrative concept of a multimodal Dahlia Street connection

Note: this concept is for illustrative purposes only; the bicycle facility location (on-street protected bike lane vs. off-street shared use path) and other design elements will be determined during corridor design.

Precedent Images of Multimodal Corridors

Examples of multimodal corridors with similar characteristics to a future Dahlia Street: an on-street protected bike lane and pedestrian sidewalk (left), and an off-street shared use trail for both bicyclists and pedestrians (right).
3.4.4. MOBILITY RECOMMENDATIONS

Ensure safe, multimodal and sustainable connectivity throughout the site.

Denver’s modal hierarchy for its transportation system prioritizes people walking or using mobility devices first, because everyone does these things at some point during their trip, whether they are walking or using a mobility device to and from a parked vehicle, to the bus, or to get exercise. Bicycling and transit are prioritized next, because these modes move the largest amount of people in the smallest amount of roadway space. People walking, rolling, and bicycling are also the most vulnerable roadway users when it comes to risk of injury or death in the event of a crash. Therefore, space and protection for those walking, rolling, and biking will be prioritized above vehicle travel and storage space. Freight and goods movement are prioritized next, as the movement of goods is necessary to keep Denver’s thriving economy strong and growing. Finally, single occupancy motor vehicle trips are at the bottom of the modal hierarchy. These trips are the least efficient means of moving people, from a physical space perspective, and one of the largest contributors to air and water pollution. - Blueprint Denver/DOTI Complete Streets Design Guidelines.

A. Design new roadways internal to the site to meet Denver’s Complete Street Design Guidelines and Street Standards.
B. Ensure new minimum 6 foot sidewalks are built along E. 35th Ave and any other residential collector streets.
C. Create a new bike and pedestrian connection across the new regional park linking 38th Ave at Dahlia St. to 38th Ave. at Colorado Blvd. When located along a street, a protected bike lane is appropriate.
D. Establish 12 foot, multi-use paths to provide north-south and east-west connections every ⅓ mile, and connect paths to existing and future site-adjacent bike lanes.
E. Route the 303 Artway through the future regional park up Albion St. to Smith Rd. to connect to the 40th and Colorado transit station and to create an enjoyable path that highlights the area’s cultural history.
F. Install safe and secure bike parking (bike lockers, bike shelters, etc.) and new scooter and e-bike (micromobility) docking corrals throughout the development.
G. Explore the feasibility of a microtransit program (like a small-scale, on-demand public shuttle service) within the site and around the surrounding neighborhoods.
H. Identify freight and truck routes, and design streets to discourage freight traffic on roadways such as Dahlia St. south of 39th Ave.
I. Balance needs and determine sizing and location of loading zones as loading needs are identified.
J. Encourage electric vehicle charging infrastructure to be financially and geographically accessible, exceeding the minimum city requirements.

Incorporate Transportation Demand Management (TDM) strategies and policies to shift people’s travel behavior and meet city mobility and sustainability goals.

DOTI and CPD have adopted a new TDM regulation in June 2021 that make developers partners in furthering Denver’s mobility goals by providing residents and employees with choices in how they move about the city. The regulations require new developments to implement measures known as Transportation Demand Management (TDM) strategies that expand people’s travel options and create attractive alternatives to driving.

A. Identify mechanism(s) for revenue generation and administration that allow for implementation of sustainable TDM programming and educational strategies that provide residents with mobility choices for how they move around the city.
B. Prioritize subsidized transit passes and tenant subsidies for shared mobility options like e-bikes and scooters among the programmatic TDM strategies.
C. As a potential Transportation Demand Management strategy, explore encouraging future businesses to hire a percentage of employees that live in the area.
D. Implement TDM-supportive infrastructure including bus priority and stop improvements along Colorado and pedestrian/bicycle connectivity throughout site.
4. IMPLEMENTATION
4.1 Realizing the Vision

**TYPES OF IMPLEMENTATION**

The Park Hill Golf Course Area Plan sets forth the vision for the area and includes recommendations to achieve it. To make that vision a reality, the plan recommendations must be implemented. Some of these actions, like rezoning the property consistent with the future context and places map, will occur concurrently with plan adoption. Fully implementing this plan will require the combined efforts of multiple city agencies, external organizations, the property owner, future vertical developers and the community. Implementation activities generally fall into three categories: regulatory, investment and partnerships.

**Regulatory**

To implement the recommendations of this plan, new regulations will need to be created and applied to this area. Typical examples include Denver Zoning Code text and map amendments, DOTI requirements for infrastructure improvements associated with development projects, and Denver Parks and Recreation requirements regarding the Colorado Boulevard Parkway, open spaces and planting.

The Denver Zoning Code’s context and form-based approach provides the regulatory framework to implement many of the plan’s land use and design quality recommendations. An Official Map Amendment (rezoning) was initiated by the property owner concurrently with the Park Hill Golf Course Area Plan process. The Large Development Review process and related documents such as an Infrastructure Master Plan will coordinate other city requirements for site development.

In addition to a rezoning of the property, implementation of this plan will also require a development agreement between the city and the property owner to address responsibilities around infrastructure, project phasing and timing, affordable housing requirements, park and open space land dedication and other public improvements outlined in this plan.

Community Benefit Agreements (CBA) are agreements between a community organization or group and a developer or property owner. CBAs are an opportunity for neighbors to work together with development projects to make sure the communities priorities are reflected. The city is not involved in negotiating or enforcing this type of agreement. These agreements typically focus on a project’s social and economic impacts on the surrounding neighborhood and commonly include topics like local hiring requirements or community-serving businesses or spaces like grocery stores or daycare centers.

**Public Vote**

Before any building development on the site can occur, a full or partial release of the existing conservation easement must be approved by a vote of the people in a municipal election.

**Investment**

Implementing this plan means aligning resources and investments with plan goals, policies and strategies. It also includes creative financing tools involving the private sector. The lack of existing internal infrastructure like public spaces and streets necessitates the use of public financial tools to facilitate private development.

The City Charter and State Statute enable various types of districts to be created. Examples of special districts include Business Improvement Districts, Metropolitan Districts, Local Improvement or Maintenance Districts, and General Improvement Districts. The districts are classified as special because they are typically created by a localized group of citizens who want to achieve specific outcomes. In instances where there is a single, large property owner, like the Park Hill Golf Course, Metropolitan Districts are a common tool to help finance, design, construct, own, operate and/or maintain public improvements.

**Partnerships**

These are actions that rely on partnerships, often between the city and its partners such as property owners, community groups and other governmental agencies. Partnerships to advance the Park Hill Golf Course Area Plan include:

- Partnership between the city, community non profits and property owners to advance recommendations related to affordable housing, public art and culture, and mitigating involuntary displacement.
- Coordination between multiple city agencies (led by Denver Parks and Recreation) and community groups on a Park Master Plan process.
- Working with RTD, CDOT and DRCOG to implement improvements to Colorado Boulevard to facilitate Bus Rapid Transit.

**SUMMARY OF UPDATES TO BLUEPRINT DENVER**

The Park Hill Golf Course Area Plan is adopted as a supplement to Comprehensive Plan 2040 and updates Blueprint Denver’s context and place map based on the community’s vision for the property.

- Previously, Blueprint Denver identified the entire property’s context as Urban Edge. This plan updates the context to Urban Center, General Urban and District as shown on the future context map in Chapter 3.
- The property was categorized as “other parks and open spaces” in Blueprint Denver. This plan updates the future place designation to Community Center, Residential medium-high and Regional Park as shown on the future places map in Chapter 3.
- Blueprint Denver’s growth strategy map is a version of the future places map and this plan updates the growth strategy map to include areas of the property designated as community center on the future places map.
- **Blueprint Denver** shows N. Dahlia St. south of Smith Road and north of E. 35th Ave. as an industrial collector street type. This plan updates the future street type designation of N. Dahlia St. in this location to mixed-use collector.