

APPROVAL DATE HERE



GLOBEVILLE

NEIGHBORHOOD PLAN



City Council Review Draft
November 20, 2014

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SPECIAL THANKS TO THE MEMBERS OF THE GLOBEVILLE NEIGHBORHOOD PLAN STEERING COMMITTEE:

A dedicated volunteer committee of Globeville residents, business owners, and neighborhood advocates.

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Michael B. Hancock
Mayor



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Dear Globeville Residents:

I'm thrilled to celebrate with you the completion of the Globeville Neighborhood Plan. This plan is a testament to our collective commitment toward creating a neighborhood that is strong, connected, healthy and unique.

For the past 125 years, the vibrant community of Globeville – a family friendly neighborhood exemplified by culture and pride – has made fundamental contributions to Denver. The Globeville Neighborhood Plan is a significant milestone that will build on the strength of the neighborhood and have a lasting positive impact on the residents of Globeville and the city as a whole. Through significant community outreach, your creative ideas and common sense recommendations are now part of a plan that will help Globeville continue to thrive.

The City and County of Denver has already begun working with community partners to address challenges you have identified. In Globeville, two transit stations will re-energize this cornerstone by increasing access to other parts of the city. In addition, we are investing in infrastructure to provide a safe, multimodal corridor on Brighton Boulevard. And the National Western Center master planning team is exploring the potential of the site and thinking creatively about the role the neighborhoods play in its future.

In 2013, I formed the North Denver Cornerstone Collaborative (NDCC) to strategically align six key planning efforts, including the National Western and the Globeville, Elyria and Swansea neighborhoods. These catalytic projects will not only better connect the neighborhoods and their residents to resources and opportunities, they will transform a gateway into our city and a cornerstone of our community. These projects play a major role in the advancement of Denver and its neighborhoods, and I am proud to have made the NDCC one of my top priorities.

I would like to thank Councilwoman Judy Montero for her dedication to advance North Denver and its residents. In addition, I appreciate the many neighbors, community organizations and business representatives who were instrumental in the planning process. Your involvement in creating a vision for your neighborhood is democracy in action.

Respectfully,

A handwritten signature in black ink, appearing to read "M. Hancock", with a long horizontal line extending to the right.

Michael B. Hancock
Mayor



Dear Denverites,

Globeville is a neighborhood full of strong people with tenacious spirits and deep roots in the community. Since 1889, Globeville has had its name and identity and has thrived and suffered with the strong presence of industry, including smelter, meat packing and large scale factories. Globeville has always been a tight knit community where people know each other well, and take care of each other. Immigrants from many different countries have called Globeville their home, yet regardless of differences they create a vibrant common neighborhood culture in the day to day life in Globeville's churches, shops and schools. I believe this Globeville culture will continue through the direction of this neighborhood plan, which is a product of time and effort of so many neighborhood leaders and efforts.

It's an exciting time in Globeville, with new rail stations coming in at 41st/Fox and 38th/Blake, rail will start to serve people in the neighborhood instead of just passing through with freight. With new and rehabilitated homes from Habitat for Humanity projects and new developments like TAXI, Globeville is getting new residents and new life. There are 6 catalytic projects in Mayor Hancock's North Denver Cornerstone Collaborative initiative, and the Globeville Neighborhood Plan will be the first of these to come to fruition. The master planning of the National Western Complex is also in process, directly East of Globeville, and opportunities abound. Yet change and progress must move forward with the health and wellbeing of the surrounding neighbors at their center. This is why the Globeville Plan is so critical for our city to have at this point in time.

I am honored to have fought alongside Globeville leaders to finally get this neighborhood plan started and finished. It has been so important to me to make sure that the plan not only discussed land use, but really adhered to values that include environmental and social justice, economic vitalization, cultural and historic relevancy and health. Without the lens of these values, you can't even start to talk about how land should be used in the neighborhood.

We have had great accomplishments already during this planning process, including a strong steering committee of leaders, new murals and neighborhood signs, and new bike paths and improvements to our parks and green space in the area. There is new housing, new economic development, and a new vision for the riverfront that is creating a dynamic way forward. We also have a Health Impact Assessment that informs the neighborhood plan and will be a tool for future residents and leaders to improve their community.

If you are reading this, I hope that you will listen carefully to this plan, and to the neighborhood residents; honor the stories of the past and help realize this plan for the future of Globeville.

It has been a great honor to serve the Globeville neighborhood residents,

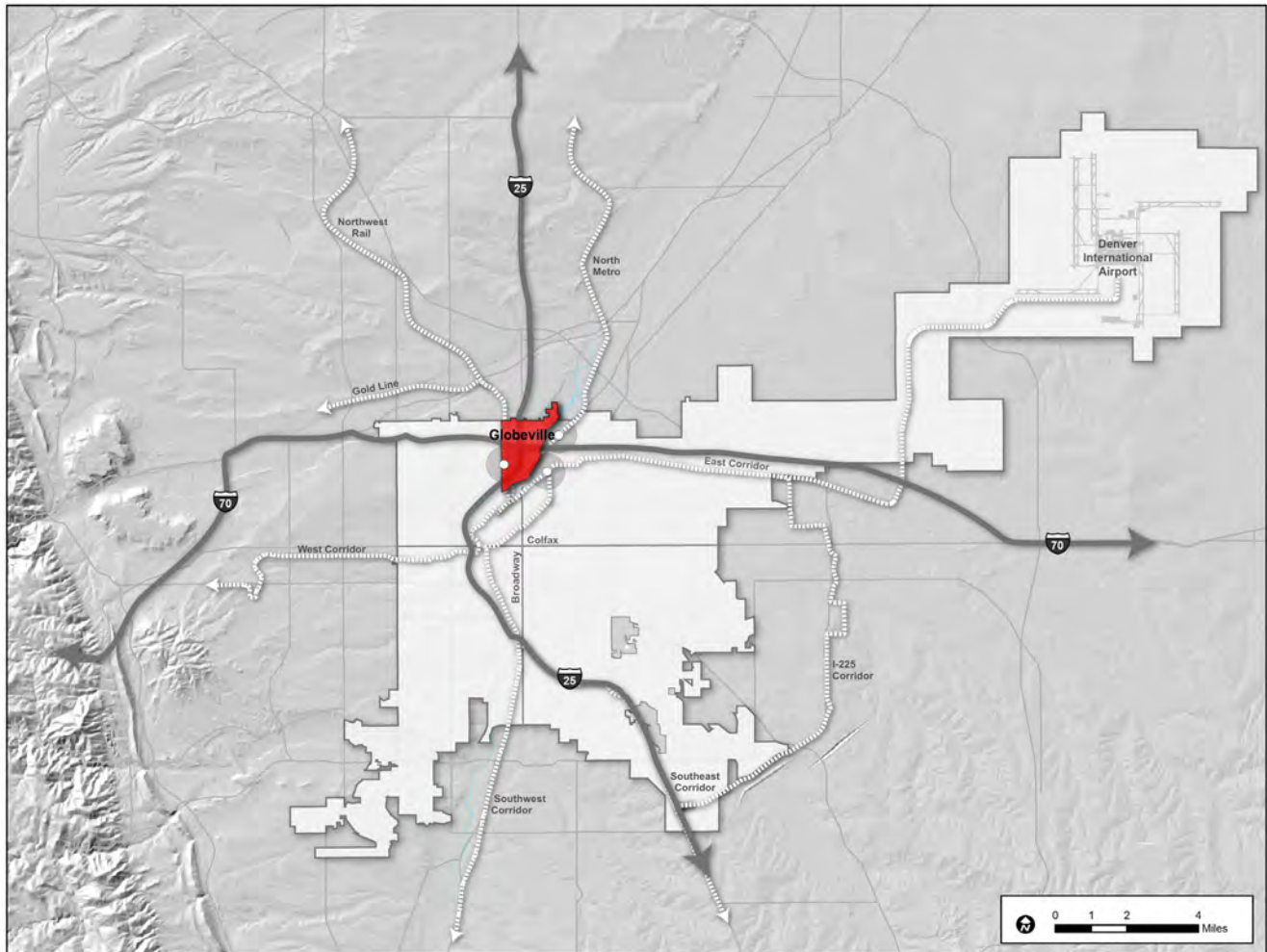
A handwritten signature in black ink that reads "Judy Montero". The signature is fluid and cursive, with a large, stylized 'J' and 'M'.

Councilwoman Judy H. Montero, Denver City Council District 9

Introduction

Globeville is located along the western bank of the South Platte River in North Central Denver. In addition to the river, major physical landmarks in the neighborhood include I-25 and I-70. Historically, the neighborhood was home to large industry, especially smelting and meat packing. In Globeville's early years, immigrants settled in the area and worked in the local industries. As time passed and the economic structure of Denver evolved, the industries in the neighborhood changed. Although the smelters are now gone and the meatpacking industry is much-diminished, a strong industrial presence remains today, as does an established residential community.

Strong community ties and civic pride bolster the neighborhood, even in the face of environmental, economic, educational, and infrastructure issues that cause challenges for quality of life. Many important changes are on the neighborhood's immediate horizon, including new commuter rail transit, the I-70 East project in nearby Elyria and Swansea, and an expanding vision for the National Western Stock Show just across the river to the east.



Planning Process



The public process for the *Globeville Neighborhood Plan* kicked off in June 2012. Over the course of the next two years, community members worked together with City staff to identify issues and opportunities, develop a vision, and create recommendations and strategies for achieving the vision. Public meetings and neighborhood steering committee meetings helped shape plan content throughout the planning process, as did ongoing interdepartmental coordination between Denver's departments of Community Planning and Development, Public Works, Environmental Health, Parks and Recreation, and the Office of Economic Development.

The planning process used a multi-tiered strategy for collecting public input to identify assets and issues and to inform the development of *Plan* concepts and recommendations:



■ **Globeville Neighborhood Plan Steering Committee.** The steering committee for the *Globeville Neighborhood Plan* met regularly to deal with the details of the plan development process. At key points in the process, joint meetings were held with the steering committee for the *Elyria and Swansea Neighborhoods Plan* to ensure that both planning efforts were effectively coordinated. At the beginning of the planning process, Globeville Steering Committee members successfully won a grant from the Denver Foundation that allowed all meetings to feature food, child care, and Spanish language interpretive services.

■ **Public Meetings.** The planning process featured a series of seven meetings to seek input and guidance from the general public:

- Kickoff Meeting and Listening Session- June 28, 2012
- Development of Vision and Guiding Principles- September 25, 2012
- A Strong Globeville- February 13, 2013
- A Connected Globeville- July 18, 2013
- A Healthy Globeville, Elyria, and Swansea (*Health Impact Assessment Joint Neighborhood Meeting*)- January 8, 2014
- A Unique Globeville- April 15, 2014
- Draft *Plan* Review- October 7, 2014

■ **Community Asset Mapping.** Councilwoman Judy Montero led a detailed effort to identify community assets in Globeville, Elyria, and Swansea. This effort included work sessions with City staff, local non-profits, faith-based institutions, and the general public.

■ **Individual Stakeholder Meetings.** One-on-one meetings were held with individual stakeholders or groups on an as-needed basis throughout the planning process.

■ **Targeted Community Outreach.** Special meetings were held on an as-needed basis to engage specific stakeholder groups:

- Youth Meeting- Issue and opportunity identification with youth at the



Street Kidz recreation center on January 28, 2013.

- Spanish Language Meeting- A meeting led in Spanish and interpreted into English on February 6, 2013.
- Industrial Stakeholders- engaged as part of an industrial lands study in December, 2013.
- *National Western Center Master Plan* Public Meetings- The Globeville planning team attended public meetings for the *National Western Center Master Plan* to engage participants in that process.
- **Oral History Project.** As a parallel effort to the ongoing planning effort in the neighborhood, Councilwoman Judy Montero led an oral history project. This project resulted in the creation of the 30 minute video *Globeville Elyria Swansea: Then and Now*, as well as a photo exhibit at the Denver Central Library that was on display in the spring and summer of 2014.
- **Health Impact Assessment.** A detailed *Health Impact Assessment, How Neighborhood Planning Affects Health in Globeville and Elyria Swansea, (HIA)* was conducted for the Globeville, Elyria, and Swansea neighborhoods parallel to and as a component of the neighborhood planning process. The resulting *HIA* recommendations have been integrated directly into this *Plan*.



COORDINATION WITH CONCURRENT PLANNING EFFORTS

Throughout the planning process, there were several related efforts underway within or adjacent to the study area. The planning team coordinated with each of these efforts to help ensure consistency:

- *Elyria and Swansea Neighborhoods Plan* (Denver Community Planning and Development)
- *Health Impact Assessment* (Denver Department of Environmental Health, City Council District 9, and North Denver Cornerstone Collaborative)
- *National Western Center Master Plan* (National Western Stock Show and City of Denver)
- *Brighton Boulevard Corridor Study* (Denver Public Works)
- *I-70 Supplemental Draft Environmental Impact Statement* (Colorado Department of Transportation)
- Gold Corridor Sustainable Communities Initiative (Denver Regional Council of Governments)
- *Globeville Utah Junction Outfall Systems Plan* (Denver Public Works)

Planning Context

Denver Comprehensive Plan and Supplements. The *Denver Comprehensive Plan 2000* provides the vision for the entire city. Citywide and small area plans are adopted as supplements *Comprehensive Plan 2000* to provide additional direction for certain topics or areas.

This section explains the applicability and relationship of existing citywide and small area plans to the *Globeville Neighborhood Plan* (2014).

- **Citywide Plans:** The following citywide *Plans* offer a higher level framework than the *Globeville Neighborhood Plan* (2014) to guide and influence decisions that affect the future of the city. They are used as a foundation for the more specific vision, recommendations and strategies contained in the *Globeville Neighborhood Plan*:
 - *Denver Comprehensive Plan 2000*
 - *Denver Bicycle Master Plan* (2001)
 - *Blueprint Denver: An Integrated Land Use and Transportation Plan* (2002)
 - *Denver Parks and Recreation Game Plan* (2002)
 - *Pedestrian Master Plan* (2004)
- **Small Area Plans:** Small area plans set specific visions, recommendations, and strategies for an area. Within the boundary of the Globeville statistical neighborhood, there are three existing small area *Plans*. This *Globeville Neighborhood Plan* (2014) relates to and affects these small area *Plans* as follows:
 - **Globeville Neighborhood Plan (1989 – readopted in 2000):** This *Globeville Neighborhood Plan* (2014) supersedes and rescinds the *Globeville Neighborhood Plan* (1989 – readopted in 2000). As such, the *Globeville Neighborhood Plan* (1989 – readopted in 2000) will no longer be used to inform decisions that affect this area of the city.
 - **River North Plan (2003):** This *Globeville Neighborhood Plan* (2014) overlaps with a portion of the boundaries of the *River North Plan* (2003). The area of overlap is generally the area between the consolidated rail lines and the South Platte River. Within the area of overlap, this *Globeville Neighborhood Plan* (2014) supersedes the *River North Plan* (2003). As such, the *River North Plan* will no longer be used to inform decisions that affect the area of overlap.
 - **41st and Fox Station Area Plan (2009):** This *Globeville Neighborhood Plan* (2014) overlaps with the boundaries of the *41st and Fox Station Area Plan* generally east of the railroad tracks, west of I-25, and south of I-70. This *Globeville Neighborhood Plan* (2014) reinforces the recommendations of the *41st and Fox Station Area Plan* with respect to the *Station Area Plan*'s boundaries. As such, within the area of overlap, both *Plans* should be used to inform decisions that affect this area of the city.
- **Implementation Plans.** City agencies prepare implementation plans to guide their policies and work programs. Although these plans are not adopted as supplements to *Comprehensive Plan 2000*, they provide important guidance to the City and its agencies for implementing *Comprehensive Plan 2000* and its supplements.
 - *Greenprint Denver* (2006)
 - *Strategic Transportation Plan* (2008)
 - *Sanitary Sewer Master Plan* (2009)
 - *Strategic Parking Plan* (2010)
 - *Denver Moves* (2011)
 - *Storm Drainage Master Plan* (2014)

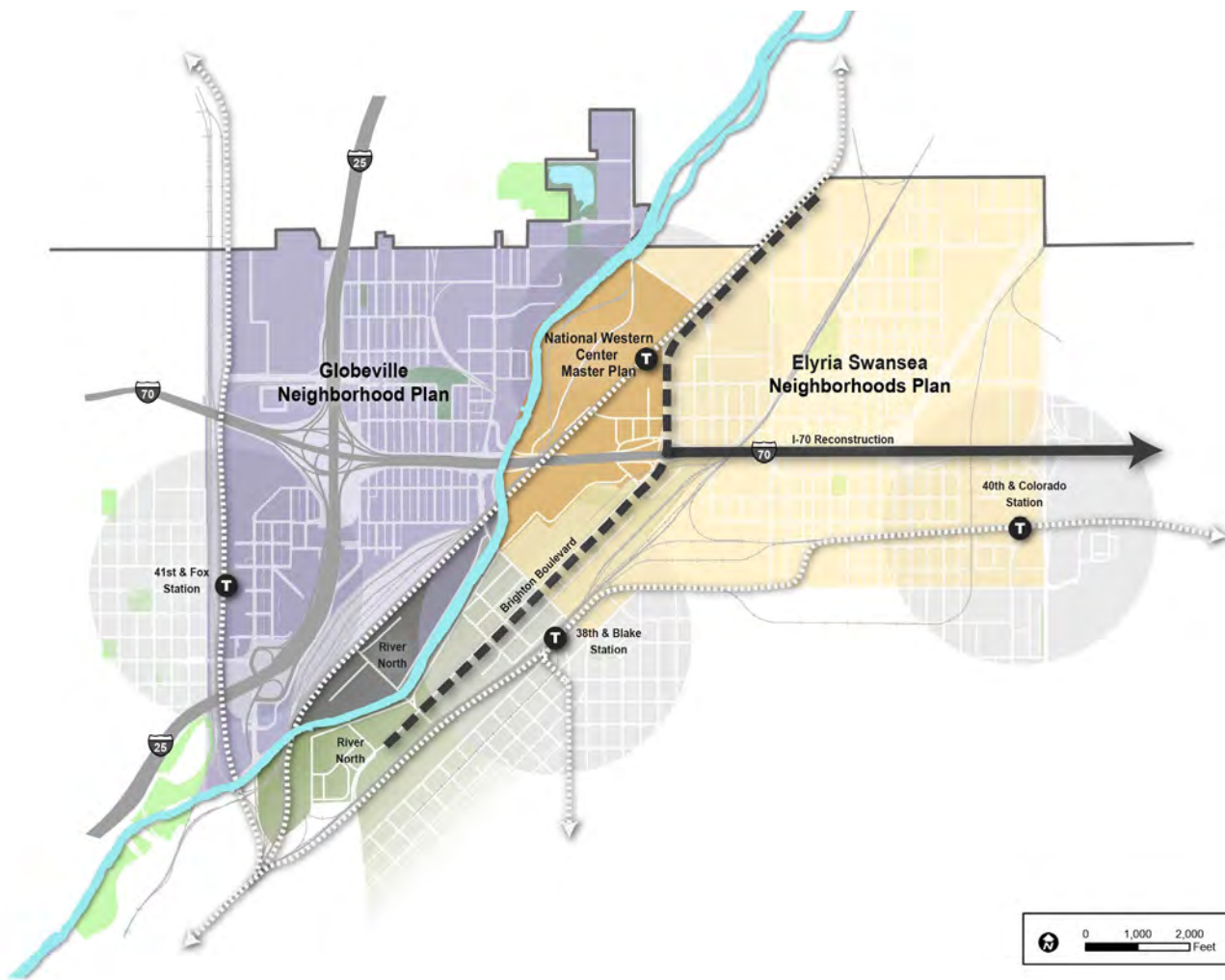
Planning Area Overview - North Denver

THE ROLE OF THE GLOBEVILLE NEIGHBORHOOD PLAN WITHIN THE NORTH DENVER CORNERSTONE COLLABORATIVE

Denver has several major redevelopment and infrastructure projects taking place that provide a connection from Denver Union Station to Denver International Airport. Named the Corridor of Opportunity, the nearly 23-mile stretch is one of the most compelling commercial investment opportunities in the world, with thousands of developable acres. Within the Corridor of Opportunity is a vibrant community consisting of the Globeville, Elyria, and Swansea neighborhoods that have a rich history of making fundamental contributions to the city. Currently, there are six different redevelopment projects in this cornerstone that provide a unique and historic opportunity to rebuild a connected community and energize a gateway to downtown Denver.

“What we build today will create Denver’s tomorrow. Signature development projects will strengthen our economy, create jobs and improve neighborhoods.”

Mayor Michael B. Hancock



Planning Area Overview - North Denver

In early 2013, Mayor Michael B. Hancock recognized the need to align all of these efforts under one coordinated vision as part of creating a world-class city. The resulting North Denver Cornerstone Collaborative (NDCC) is a coordinated effort to ensure integrated planning and deliberate connections among the converging projects that are taking place. Each of the six projects is unique and plays a significant role in rebuilding our neighborhoods.

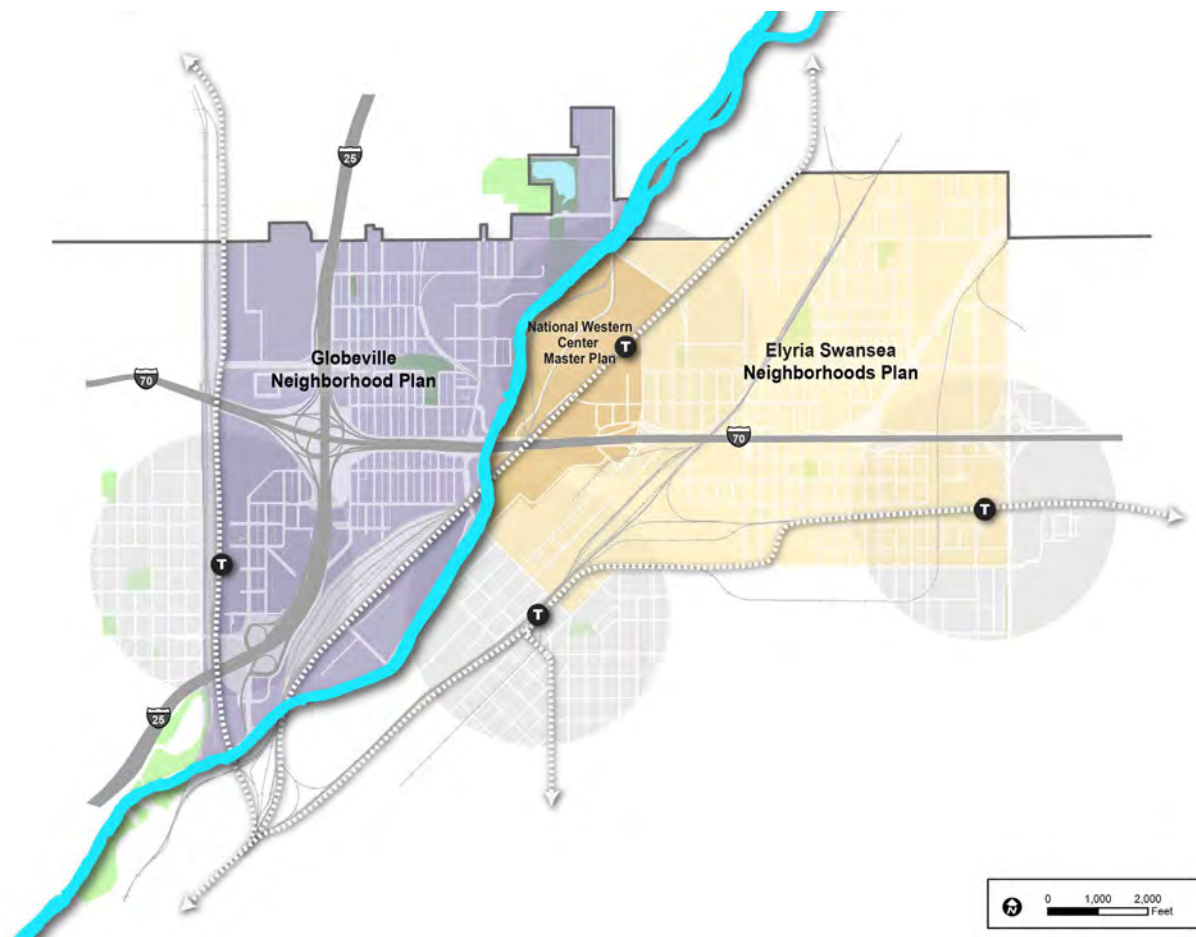
- **Globeville and Elyria and Swansea Neighborhood Plans.** The NDCC is helping to ensure that the *Globeville Neighborhood Plan* and the *Elyria and Swansea Neighborhood Plan* are aligned with each other and that the future *Plans* support the needs of a diverse and historic community. Globeville's neighborhood planning process was initiated the year prior to the creation of the NDCC and is one of the first NDCC projects to be completed.
- **National Western Center.** In partnership with the National Western Association, Colorado State University, Museum of Nature and Science, History Colorado, and the City and County of Denver, this project is focused on creating a year round destination centered on education, economic development, tourism, and entertainment. As a first step, a comprehensive *National Western Center Master Plan* was in development concurrent with the planning processes for the *Globeville Neighborhood Plan* and the *Elyria and Swansea Neighborhoods Plan*.
- **Brighton Boulevard Corridor Redevelopment.** The NDCC is overseeing the effective public infrastructure improvement to the Boulevard and continuing the momentum of reinvestment that is beginning to emerge and energize this gateway to downtown Denver from I-70.
- **River North.** This project is focused on reclaiming the South Platte River via greenway and transportation improvements and identifying sustainable development opportunities along the riverfront.
- **Interstate 70 Reconstruction.** Collaborating with the Colorado Department of Transportation and area stakeholders is a key component to ensuring that smart improvements are made to I-70 between Colorado and Brighton Boulevards that will help reconnect Denver neighborhoods.
- **Regional Transportation District Station Development.** Working with the Regional Transportation District (RTD) and City and County of Denver agencies to coordinate the planning and implementation of the new East, North, and Gold Rail Lines is essential to creating connected neighborhoods. These lines will connect downtown to the National Western Stock Show and Denver International Airport with several stations in the Globeville, Elyria, and Swansea neighborhoods.

Planning Area Overview - North Denver

HOW THE GLOBEVILLE NEIGHBORHOOD PLAN RELATES TO THE ELYRIA AND SWANSEA NEIGHBORHOODS PLAN AND THE NATIONAL WESTERN CENTER MASTER PLAN

As stated previously, the content of the *Globeville Neighborhood Plan* was coordinated with numerous other plans, studies, and projects. Of these, detailed and ongoing coordination was especially critical between this *Plan* and the concurrent *Elyria and Swansea Neighborhoods Plan* and the *National Western Center Master Plan*. The importance of this coordination stems from the fact that all three planning efforts have a shared boundary along the South Platte River, and all three emphasize the importance of enhanced connections between their respective planning areas in order to realize the goals of each specific planning effort.

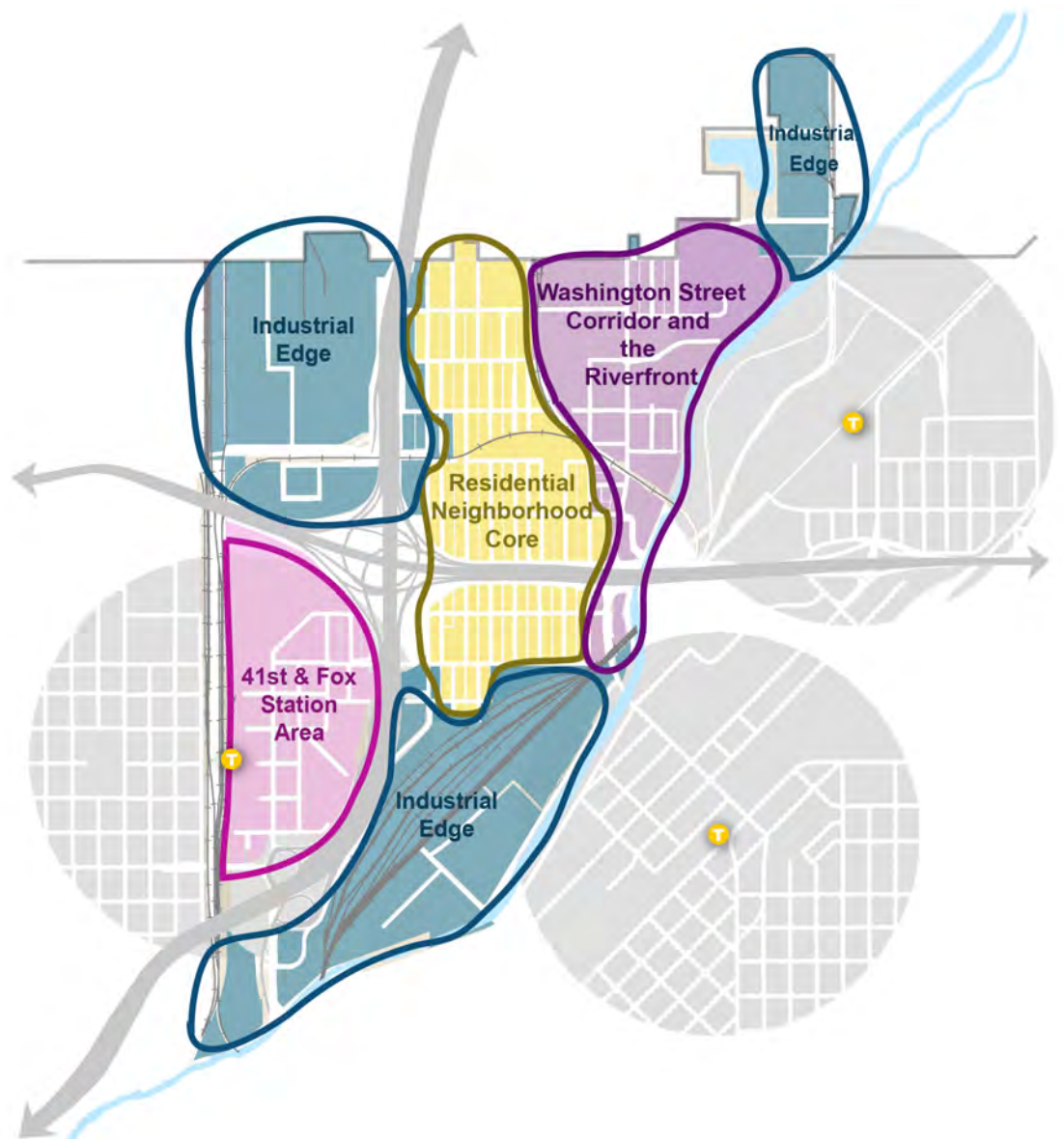
The role of the neighborhood *Plans* is to establish the vision for their respective neighborhoods and to identify recommended implementation actions to achieve their visions. The neighborhood *Plans* have been closely coordinated to ensure that they are complimentary and do not provide conflicting or contradictory guidance. The *National Western Center Master Plan* is responsive to the guidance of the surrounding neighborhood *Plans*, and its role is to help implement the vision that is set by those *Plans*.



Study Area Overview - Globeville

The future success of the Globeville neighborhood as a whole depends, in part, on the inter-related health of the various component areas within the neighborhood, referred to in this plan as “Character Areas.” Each of these Areas has its own distinct characteristics as a result of differences in land use, connectivity, development patterns, opportunities, and other factors. A key goal is to maintain and enhance the distinct identity of each Character Area while improving the transitions and connections between them. This *Plan* identifies four distinct Character Areas within Globeville:

- Residential Neighborhood Core
- Washington Street Corridor and the Riverfront
- 41st and Fox Station Area
- Industrial Edges



How to Use this Plan

This *Plan* establishes near-term aspirations for Globeville as well as a long-range vision and guiding principles for the development and future of the neighborhood. The elements of this *Plan* will direct the community toward achieving the vision for a unique, strong, connected, and healthy Globeville.

Public agencies and private entities will use this *Plan* in coming years for many purposes and actions that will affect the form and function of Globeville. The *Plan* provides City-adopted policy direction to guide decision-making related to development opportunities, transportation, partnerships, and many others. Many of the recommendations will require multiple steps over several years by a variety of participants.

The *Plan* provides a sound policy basis for a thriving Globeville. The *Plan* is intended to give the latitude needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years.

The *Plan* structure has three major components in addition to this introduction:

- The Guiding Principle chapters provide content that generally applies to the entire *Plan* area and provides the background to support the recommendations for a Unique, Strong, Connected, and Healthy Globeville.
- The Character Areas chapter presents four subareas within Globeville: Residential Neighborhood Core, Washington Street Corridor and the Riverfront, 41st and Fox Station Area, and Industrial Edges. Each Character Area is described in greater detail and has its own specific recommendations. Some of the recommended projects are identified as “transformative,” meaning that their implementation would be catalytic in transforming the area and achieving major components of the *Plan*’s vision over the next 20 years.
- The Moving Forward chapter describes *Plan* implementation activities, priorities, and potential funding sources.

As with the *Comprehensive Plan 2000* and its supplements, *Plan* recommendations provide guidance. Future implementation actions such as official map amendments, text amendments to the *Denver Zoning Code*, capital improvements, and public-private partnerships will require specific actions on the part of the City and County of Denver.

What do You Like About Globeville?



What People Like about Globeville and What They Want to Change.

At the beginning of the planning process, City staff engaged the community in a conversation aimed at identifying the key issues within the neighborhood. These key issues are presented as responses from the community to two questions:

1. What do you like about your neighborhood?
2. What would you like to change?



What people like about Globeville:

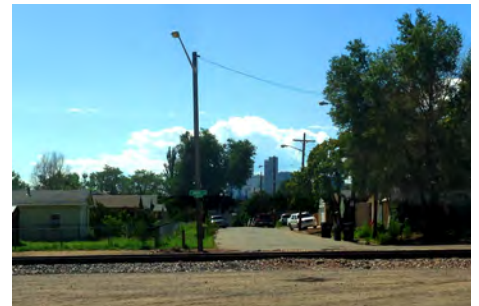
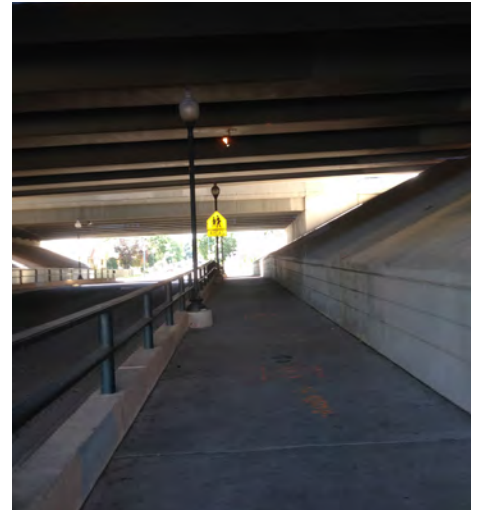
- People who live in the neighborhood
- Multi-generational
- People here have been here for a long time
- Stable neighborhood with high home ownership
- Affordable home ownership opportunities
- “Sweet community” – the way people treat one another
- Habitat for Humanity is working in the neighborhood
- Proximity to downtown
- Housing diversity and character of existing housing
- Calmness – lots of quiet streets
- Globeville is an old neighborhood that helped build Denver
- River trail and potential development along the river
- The neighborhood already has some great assets and amenities: churches, parks, playgrounds, local businesses
- Things are already improving
- Infrastructure improvements that have been made
- Opportunity to bring our history forward into a sustainable world



What Would You Want to Change?

What people would like to change about Globeville:

- Need for Globeville, Elyria, and Swansea to coordinate and have a bigger voice
- Connect on the neighborhood's terms, not just reacting to other projects
- Highways and railroads are barriers that make Globeville like an island
- It's hard to get around. There are a lot of dead-end streets
- Incomplete curb, gutter, and sidewalk network
- I want installation, improvement and maintenance of sidewalks, including on Washington Street
- I want better access, including landscaping, to the South Platte River Trail
- Absentee landowners
- Lack of code enforcement – overgrown weeds and junk cars
- Lack of access to jobs, the library, and education
- Lack of healthy food options within Globeville
- Alleys need to be cleaned up – maintenance, garbage, lighting
- I want benches and waste cans at bus stops, and improved transit frequency
- I want a sidewalk around the perimeter of Argo Park and through the park at 48th Avenue between Logan Street and Pearl Street
- Environmental issues: contaminated industrial sites, air and waterborne pollution, soil contamination, and odors
- Noise from interstates and freight trains
- Need more basic services: grocery store, pharmacy, local restaurants, civic uses
- Globeville built Denver, now Denver needs to build up Globeville



Guiding Principles

Using the conversation about what people like about Globeville and what they would like to change as a starting point, City staff worked with the community to develop guiding principles for the planning effort. The guiding principles are intended to be the measuring stick for *Plan* recommendations: each *Plan* recommendation or concept within the *Plan* must contribute to achieving at least one of the guiding principles. The four guiding principles are:



- **A Unique Globeville.** Globeville is a neighborhood unlike any other in Denver. The combination of its rich historical context, vibrant residential community, and the industrial landscape set it apart from the rest of the city, and even from most neighborhoods around the country. Being unique also means transforming challenges into opportunities and reimagining elements that may divide the neighborhood into elements that will unite the neighborhood.

The Vision for Unique: A neighborhood rich with destinations that celebrates its history and uniqueness and overcomes challenges to create a brighter future.



- **A Strong Globeville.** Participants in the planning process came to define “Strong” as a combination of inter-related qualities. It means having a neighborhood where the land uses are laid out in a rational way that meets the needs of residents, businesses, and industry. It means meeting the community’s storm drainage needs. It means having access to a vibrant system of parks within the neighborhood, quality jobs, affordable and diverse housing options, a variety of services, and education.

The Vision for Strong: Globeville is a neighborhood where diverse land uses are present and are located such that the needs of residents, businesses, and industry are met equitably. The neighborhood has a complete and accessible system of parks that encourages physical activity, social interaction, and environmental responsibility. Residential and employment opportunities are diverse and accessible with services in place to support the wellbeing of the local population.

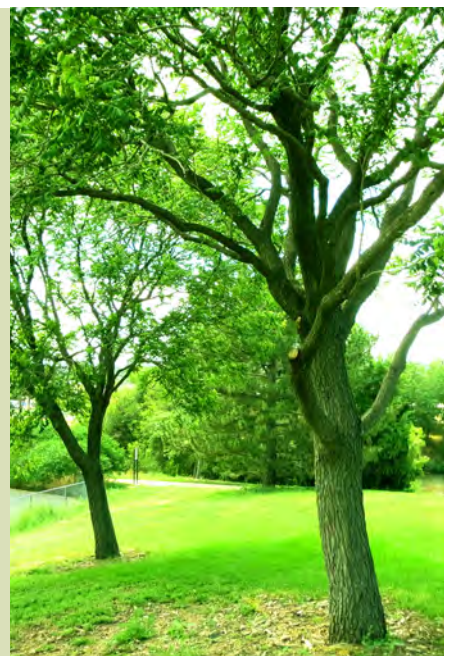
■ **A Connected Globeville.** Being connected means identifying strategies for providing safe, multi-modal, sustainable connections within the neighborhood, to adjacent neighborhoods, and to the region. It means accommodating all transportation modes within the neighborhood while balancing the unique needs of each so they can navigate effectively and safely.

The Vision for Connected: A mobility network that provides a full array of transportation choices and balances the needs of pedestrians, bicyclists, drivers, trucks, rail, and transit.



■ **A Healthy Globeville.** In recent years, there has been a growing understanding of the connection between how communities are designed and the impact they have on human health. Well-designed neighborhoods can improve health, and poorly-designed communities can harm health.

The Vision for Healthy: Globeville is a healthy and safe neighborhood where residents, workers, and visitors alike experience mental and physical wellbeing as a result of good environmental quality, a well-connected multi-modal street network, and convenient access to goods and services.



THE VISION FOR GLOBEVILLE:

Globeville is a Unique, Strong, Connected and Healthy Neighborhood.

A. A **UNIQUE** GLOBEVILLE



1. Showcase the History of Globeville

2. Embrace Globeville's Unique Physical Attributes

3. Reinforce and Enhance Globeville's Unique Sense of Place

B. A **STRONG** GLOBEVILLE



1. A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry

2. Effective Storm Drainage and Water Quality Management

3. An Integrated, Complete, and Diverse Park System

4. Improve Access to Jobs, Housing, Neighborhood Services, and Education

Character Areas

RESIDENTIAL NEIGHBORHOOD CORE



VISION: Maintain the single family residential character of the neighborhood core while improving internal circulation and enhancing 45th Avenue as a neighborhood-serving main street.

TRANSFORMATIVE PROJECT:

- Historic 45th Avenue Main Street

WASHINGTON STREET AND THE RIVERFRONT



VISION: The area is transformed into a mixed-use riverfront destination area that capitalizes on its adjacency to the South Platte River, a revitalized Washington Street, reinvented green space, and direct connections across the river to the National Western Center.

TRANSFORMATIVE PROJECTS:

- Improve Washington Street
- Enhance the Street Grid in the Riverfront Area
- Connect to the National Western Center

C. A CONNECTED GLOBEVILLE



D. A HEALTHY GLOBEVILLE



41ST AND FOX STATION AREA



VISION: The 41st and Fox Station will develop over the coming decades into the focal point of a diverse, transit-supportive, and environmentally sustainable urban center. Many new residents and businesses will be drawn to the convenient location close to downtown and near some of Denver’s most vibrant urban neighborhoods.

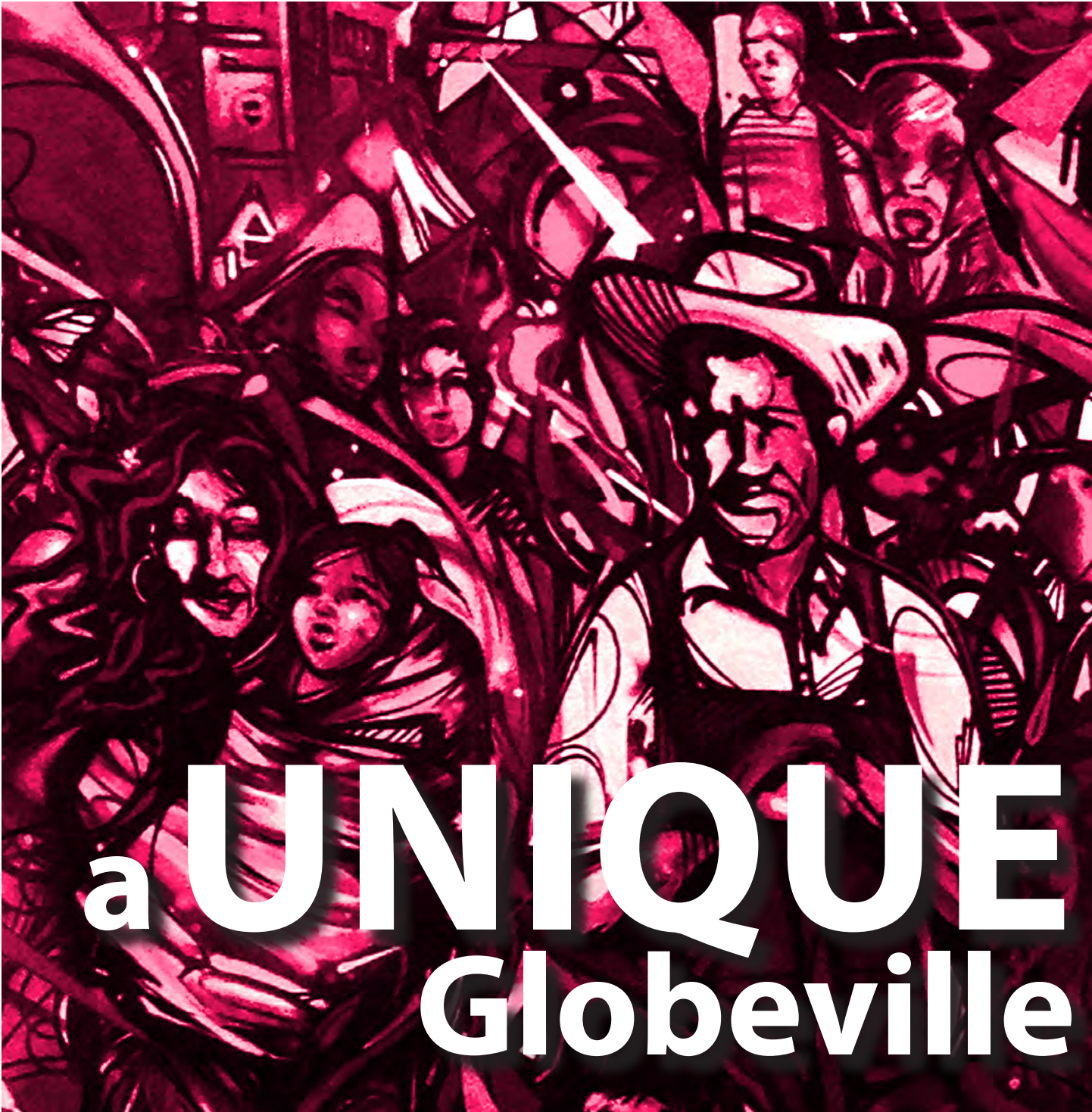
INDUSTRIAL EDGES



VISION: Maintain stable industrial and employment areas within Globeville while enhancing compatibility with nearby non-industrial uses.

TRANSFORMATIVE PROJECT:

- Redevelop the ASARCO Site



a **UNIQUE** Globeville

VISION: A neighborhood rich with destinations that celebrates its history and uniqueness and overcomes challenges to create a brighter future.

WHY IS UNIQUENESS IMPORTANT TO GLOBEVILLE?

Globeville is a neighborhood unlike any other in Denver. The combination of its rich historical context, vibrant residential community, and the industrial landscape set it apart from the rest of the city, and even from most neighborhoods around the country. Throughout the planning process, the community consistently expressed a strong desire to embrace its past while improving the conditions of the neighborhood, and in doing so, create neighborhood and regional destinations in areas that are currently underutilized. This *Plan* aims to maintain the current aspects of Globeville that make it unique while enhancing how it functions as a neighborhood.

THE HISTORY OF GLOBEVILLE

Globeville was incorporated as a town in 1891 and was annexed into the City and County of Denver in 1902. Originally called Holdenville, Globeville got its name when the Holden Smelter became the Globe Smelter. This large employment center established a residential village to the south, and Globeville was truly its own self-sufficient community. The stockyards, meat packing businesses, and smelters created a strong and bustling economic center, which enabled the vibrant and resilient residential neighborhood to flourish. In its early days, Globeville was made up mainly of eastern European immigrants. There was a strong Polish population, and many other people of varying ethnicities settled in Globeville, creating a melting pot community.

This culturally-rich, self-sufficient, and vibrant community faced challenges when the meatpacking industry became more automated. The local economy and the community around it began to decline. The physical landscape was also drastically altered when Interstates 25 and 70 were constructed through the neighborhood in the 1950s and 1960s. The community that once was so connected physically, socially, and economically became fragmented by the new infrastructure. While the interstates were important to the regional transportation network, their presence in Globeville has been a factor in stifling the neighborhood.

RECOMMENDATIONS:

1. SHOWCASE THE HISTORY OF GLOBEVILLE
2. EMBRACE GLOBEVILLE'S UNIQUE PHYSICAL ATTRIBUTES
3. REINFORCE AND ENHANCE GLOBEVILLE'S UNIQUE SENSE OF PLACE



KEY ISSUES AND OPPORTUNITIES:

Historical Assets. Many structures from the early days of Globeville still exist today. Historic churches, commercial buildings, and houses are sprinkled throughout Globeville and add charm to the neighborhood. Laradon Hall is the only locally-designated historic landmark structure in Globeville, although more buildings are listed on the National Register of Historic Places. It's likely that other individual buildings and possibly even districts within the neighborhood would be eligible for local designation.

A Strong Sense of Community. Residents of Globeville are proud of their community's history and describe the neighborhood as socially cohesive despite the presence of physical barriers. The current population is majority Latino, and the neighborhood has high rates of home ownership.

The Impact of Physical Barriers on the Built Environment. A significant number of physical barriers are located in Globeville. These barriers include freeway infrastructure as well as freight rail spurs, lines, and yards. In addition to interrupting the local street network and limiting mobility choices, these facilities can have

negative impacts on the attractiveness and quality of the built environment. Some of these facilities place blank walls throughout the neighborhood, while others create oddly-shaped "leftover" spaces that often sit vacant and unmaintained.

Unique Physical Attributes. Mostly a result of the interaction of various barriers with the local street grid and adjacent land, Globeville has a collection of unique physical features not commonly found in other neighborhoods:

- **Blank Walls and Terminated Views.** The interstates, freight rail, and large industrial sites disrupt the street network and create dead-end streets and terminated views. These termination points can be good locations for visual focal points such as murals, landscaping, ornamental planting beds, and sculptures.
- **The Mousetrap.** The I-25 and I-70 interchange, commonly known by locals as "the mousetrap," allows for the continuous flow of vehicles between I-70 and I-25. This large piece of infrastructure consumes nearly 60 acres of land in the middle of the neighborhood. With few exceptions, this area



“The Globeville, Elyria, and Swansea neighborhoods are some of the most culturally-rich, diverse, and historic areas in the City of Denver. For decades, people from these communities in the north part of town thrived because they were connected to each other; they could walk to community gathering places, schools, grocery stores, creameries, businesses and local jobs at the nearby packing houses. In essence, they were the shining example of the sustainable communities we are aiming to build today.”

- Councilwoman Judy Montero in the opening narrative of the Globeville, Elyria, Swansea Legacy Project.

is impassible using the local street network, making it difficult to travel from one part of Globeville to another.

- **Oddly-Shaped, Left-Over Spaces.** Another impact of regional transportation infrastructure is the “leftover spaces” that were created when the infrastructure was introduced. These properties tend to have an irregular shape, are generally small in size, and are typically undevelopable either due to their shape and size or because of other factors such as limited access, slope, or adjacency to transportation operations.
- **Alley-Streets.** A few streets in Globeville, including Clark Place and portions of Leaf Court, blend the characteristics of City streets and alleys. These alley-streets tend to be narrower than City streets, but wider than alleys. They have street signs and sidewalks like City streets, but are fronted by garages and rear property lines like alleys. Few, if any, structures on these blocks face the alley-street.

A Harsh Edge Between Industrial and Residential Uses. Globeville grew up in the industrial age, when houses were built adjacent to industry for easy access to

jobs, and industry was located along railroads and the river. Globeville’s landscape is still representative of this industrial heritage, and there are many examples within the neighborhood where residential uses are located directly across a street or alley from industrial uses. The result is a harsh edge between stable industrial uses and stable residential uses.

Art and Culture. Globeville is a creative and artistic community with large murals located at the Argo Park Swimming Pool and at points of access under the I-70 viaduct. Old Globeville Days is an annual festival celebrating the neighborhood’s culture with food and music.

RECOMMENDATION 1: Showcase the History of Globeville



A1. PRESERVE GLOBEVILLE'S IDENTITY AND UNIQUE CHARACTER.

- **Historic Resources Survey.** Conduct a survey to identify character-defining buildings throughout the neighborhood. Use the results of this study to evaluate character-defining buildings for their suitability for designation as Denver landmark structures or as part of a larger Denver landmark historic district.
- **Adaptive Reuse.** Promote the adaptive reuse of existing buildings, especially character-defining buildings.



A2. PROMOTE THE USE OF INTERPRETIVE SIGNS AND HISTORICAL MARKERS.

As redevelopment occurs, use the cleanup of contaminated sites and adaptive reuse of buildings as opportunities to provide signage telling the story of the property and what used to be there. Plaques, historical markers, and educational signage are appropriate ways to convey this information.

A3. RESPECT THE INDUSTRIAL HISTORY.

As new buildings are constructed in industrial areas or as older industrial buildings are adaptively reused, look for opportunities to reflect the neighborhood's industrial heritage in the architectural and site design choices that are made for these projects.



Interpretive signs, historical markers, plaques, and other types of signs can be used to help tell the story of a place and define its unique qualities.

RECOMMENDATION 1: Showcase the History of Globeville



Globeville has always been geographically separated from much of the rest of Denver. Prior to modern transportation, this separation meant that neighborhood-serving retail needed to be located within the neighborhood.



The smokestack of the Globe smelter.



Globeville has several churches sprinkled throughout the neighborhood's residential core.

RECOMMENDATION 2: Embrace Globeville's Unique Physical Attributes



A4. BEAUTIFY TERMINATING VIEWS.

Terminating views are opportunities for focal points, which can showcase unique murals, landscaping, sculptures, and even community message boards. The premier opportunity for this strategy within Globeville is the long, blank concrete wall of I-70 along 46th Avenue.

A.5 TRANSFORM “LEFTOVER” AREAS INTO NEIGHBORHOOD ASSETS.

Turn forgotten areas such as leftover right-of way, small abandoned spaces, oddly shaped, or otherwise undevelopable sites into neighborhood assets.

- **Rails to Trails.** If, at a future date, any of the various rail lines or rail spurs within the neighborhood are abandoned, explore the feasibility of converting the railroad right-of-way into off-street pedestrian and bicycle trails.
- **Pocket Parks.** Where leftover spaces exist, such as at the curve near the mousetrap where Broadway and 46th Avenue meet, explore the feasibility of transforming these areas into pocket parks.
- **Convey to Adjacent Owners.** Where creating public spaces like trails or parks is infeasible or inadvisable, explore conveying leftover land to adjacent property owners to establish a caretaker for the property and possibly to make it developable by combining it with adjacent land.



A6. EXPLORE THE OPPORTUNITIES OF THE MOUSETRAP.

Other cities are taking control of the wasted landscapes surrounding large infrastructure. Study potential modifications to the mousetrap to celebrate its uniqueness and, where possible, to create benefits to Globeville.

- Explore the potential to create pedestrian and bicycle access through the mousetrap using bridges, tunnels, and the leftover land within the facility.
- Plant trees to beautify the space and to filter particulates from the air.
- Explore underutilized land on the edges of the mousetrap that could be enhanced to create additional greenspace or other community-serving amenities.
- Beautify the existing concrete pillars and infrastructure potentially through installation of deliberate night-time lighting design.



These examples from other cities illustrate how relatively modest, low-cost improvements can beautify and transform spaces that would otherwise be wasted and unused. The large infrastructure that is prevalent in Globeville means that opportunities to create places from underutilized space are also prevalent.

A7. ENHANCE ALLEY-STREETS.

Explore partnerships with organizations to implement an alley beautification program in Globeville. Where alley-streets exist, the additional width could be used to showcase sustainable streetscape design utilizing green infrastructure and stormwater management techniques. Alternatively, alleys could become neighborhood gathering places and destination areas by showcasing community art, adaptive reuse of materials, or other unique qualities.

RECOMMENDATION 2: Embrace Globeville's Unique Physical Attributes



The I-25 and I-70 interchange, better known as “the mousetrap,” consumes about 60 acres of land in the middle of Globeville (see images to the left). In 1933 (top left) the residential streets of Globeville formed a continuous network. In the 1956 aerial (middle left) the interchange is shown as it existed prior to the construction of I-70. Garden Place Academy is highlighted in all three images to provide a point of reference.

RECOMMENDATION 3: Reinforce and Enhance Globeville’s Unique Sense of Place.

An Integrated Strategy for Improving Residential and Industrial Compatibility.

Currently, Globeville’s residential core is adjacent to industrial uses, while most goods, services, and cultural destinations are located outside of the neighborhood and often far away. This *Plan’s* land use strategies (see Strong Chapter) strive to buffer the residential core of the neighborhood from industrial impacts, while also introducing mixed-use development at key locations within Globeville. The urban design recommendations presented in the Unique Chapter are intended to compliment this land use strategy and further enhance industrial and residential compatibility.

A8. SOFTEN THE EDGE BETWEEN INDUSTRIAL AND RESIDENTIAL USES.

Maintain the presence of industry within the neighborhood while implementing design-based strategies to make it more compatible with adjacent residential uses.

- **Improve Compatibility through Urban Design.** To enhance compatibility, consider establishing additional urban design requirements on new development or redevelopment along streets where industrial and residential uses have a shared edge:
 - Avoid creating long, blank, unarticulated walls and surfaces.
 - Ensure that industrial uses are rear-loaded, wherever possible.
 - For industrial uses with an office or retail component, locate non-industrial uses at the street edge with industrial uses to the rear of the structure.
 - Design the street-facing facades of industrial buildings to be compatible with the pedestrian scale of adjacent non-industrial uses.
 - Explore and support opportunities for shared truck access that serves multiple businesses, such as through shared easements and parking areas. This can help to limit truck traffic to a single point of access that serves multiple industrial users.
- **Design Review Guidelines and Process.** Consider establishing design guidelines and an associated review process as a tool for achieving the design objectives listed above.

A9. CREATE A FAÇADE IMPROVEMENT PROGRAM FOR INDUSTRIAL PROPERTIES.

For existing industrial buildings that are not being redeveloped, incentivize updating the buildings with new facades.

- Offer grants or low-interest loans for business owners to update their building facades.
- Consider allowing the funds to also be used to install new landscaping.
- Strive to create a pedestrian scale in the new façade.
- Emphasize the use of high quality, human-scaled materials, such as masonry.

RECOMMENDATION 3: Reinforce and Enhance Globeville’s Unique Sense of Place.

A10. CULTIVATE ART, CREATIVITY, AND CULTURE.

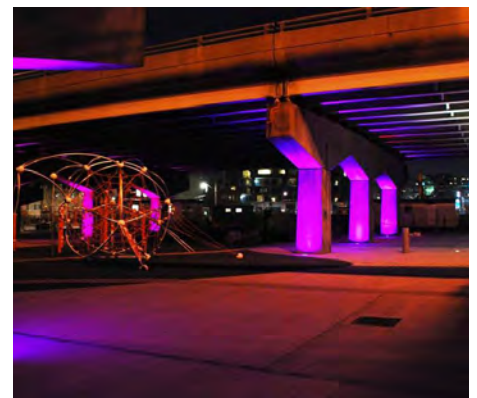
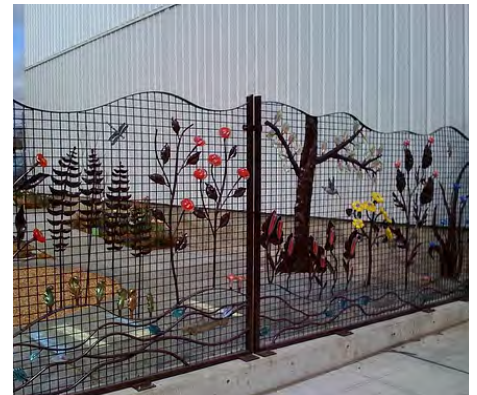
Foster community expression, ownership, and pride through a combination of complementary strategies:

- **Support Public Art.** Public Art serves as a tool for economic revitalization and helps contribute to a community’s identity. When used correctly, public art can help foster neighborhood pride and bring people together. Also, public art can attract people to a community who bring a broad array of talents and experiences. Ideally, public art should help bring the community together while honoring the neighborhood’s past.
- **Integrate Art into Daily Life.** Encourage unconventional expression of art and creativity in the public realm. Strive to beautify common objects in daily life, such as bus shelters and fences.
- **Support Community Events and Celebrations.** Public festivals, such as Old Globeville Days, bring the community together while raising the neighborhood’s profile to the greater Denver region. Support the continuation of existing cultural events, and look for opportunities to establish more.

A11. CREATE UNIQUE NEIGHBORHOOD DESTINATION AREAS.

Reinforce and strengthen existing areas and take advantage of opportunities to create new places. This plan promotes the creation of several new or enhanced neighborhood destination areas. The Character Areas and Transformative Projects Chapter offer specific details and recommendations for each area.

- Key Areas to Strengthen and Enhance:
 - Residential Neighborhood Core
 - Historic 45th Avenue Main Street
 - Industrial Edges
- Key Areas to Transform and Create New Places:
 - Washington Street Corridor
 - New Riverfront Destination Area
 - 41st and Fox Station Area



Examples of art integrated into daily life include bus stops as art, intersection art, creative fencing materials, and lighting design for concrete infrastructure.



a STRONG Globeville

VISION: Globeville is a neighborhood where diverse land uses are present and are located such that the needs of residents, businesses, and industry are met equitably. The neighborhood has a complete and accessible system of parks that encourages physical activity, social interaction, and environmental responsibility. Residential and employment opportunities are diverse and accessible with services in place to support the wellbeing of the local population.

WHY IS A STRONG COMMUNITY IMPORTANT TO GLOBEVILLE?

In the early stages of the planning process, one of the guiding principles that emerged from neighborhood discussions was the desire for a Strong Community. Participants in the planning process came to define “Strong” as a combination of inter-related qualities. It means having a neighborhood where the land uses are laid out in a rational way that meets the needs of residents, businesses, and industry. It means meeting the community’s storm drainage needs. It means having access to a vibrant system of parks within the neighborhood, and also having access to quality jobs, affordable and diverse housing options, and a variety of services.

This chapter addresses each of the components of a Strong Community:

- Land Use
- Storm Drainage and Water Quality
- Parks
- Jobs
- Housing
- Services
- Education

RECOMMENDATIONS:

- 1. A LAND USE PLAN THAT BALANCES THE NEEDS OF RESIDENTS, COMMERCE, AND INDUSTRY**
- 2. EFFECTIVE STORM DRAINAGE AND WATER QUALITY MANAGEMENT**
- 3. AN INTEGRATED, COMPLETE, AND DIVERSE PARK SYSTEM**
- 4. IMPROVE ACCESS TO JOBS, HOUSING, NEIGHBORHOOD SERVICES, AND EDUCATION**



Globeville Townhomes

KEY ISSUES AND OPPORTUNITIES

- **Diverse Land Use.** Globeville is a neighborhood with diverse land uses spanning the range from single family homes to commercial businesses and industry. These different land uses exist in close proximity to each other within the neighborhood, a condition that necessitates a strong land use plan to ensure that the needs of residents, commerce, and industry are met in an equitable, balanced way.
- **The System of Parks is a Mix of Successful and Underutilized Spaces.** A wide variety of parks and recreational facilities are located within Globeville including Heron Pond, Denver’s first designated natural area, and Stapleton Recreation Center, which provides a variety of recreational services. Globeville’s park facilities range significantly in type and purpose and are a major asset for the neighborhood. While Argo Park and the Stapleton Recreation Center are successful community spaces, other open space facilities, including Northside Park, Heron Pond, and the South Platte River Trail remain underutilized by Globeville residents. By addressing the factors contributing to this underutilization, such as physical disconnection, park design, and adjacent land use, safety concerns can be addressed, and the facilities can better-serve the neighborhood.
- **Difficult and Non-Intuitive Entry Points to the South Platte River Trail.** The South Platte River Trail is a regional amenity that is located within Globeville, yet entry points to the trail can be hard to find and difficult to access.
- **Stormwater Needs.** The Globeville neighborhood is located within the Globeville-Utah Junction Basin. Drainage in the basin is predominately west to east with outfalls at the South Platte River. Drainage and flooding problems in the Globeville–Utah Junction watershed are primarily caused by undersized infrastructure and a lack of drainage infrastructure. The existing drainage systems are typically undersized for a two-year storm event.
- **High Rate of Home Ownership.** The single family housing stock in Globeville is relatively affordable compared to many other Denver neighborhoods and to the city as a whole. This lower price point means that home ownership is attainable for lower income households, and as a result, Globeville’s home ownership rate is higher than the Denver average even though its household incomes are lower. A continued supply of affordable housing is necessary for the neighborhood to continue its trend of high



Argo Park



Holy Transfiguration of Christ Church

home ownership rates in the future. The variety of housing options and housing types are limited within the neighborhood with single family homes being the most prominent and other housing types being relatively uncommon.

- **Limited Employment Opportunities.** The presence of industry means that there are many jobs located in Globeville, yet residents report that they lack the necessary skills, resources, or education to compete for these jobs. The community has expressed a desire for more diverse industry, including high tech and clean tech, as well as retail, administrative, hospitality, and other jobs.
- **Lack of Neighborhood Services.** While there are a number of well-established community-serving institutions within the neighborhood, including churches and recreation centers, Globeville lacks access to many basic neighborhood services. Part of the problem is that many important services do not exist within the neighborhood or nearby, such as mental health services or a full-service grocery store. Another challenge is that limited mobility options can make it difficult for residents to access existing services, possibly leading to their underutilization.
- **Educational Needs and Opportunities.** Globeville

is home to an elementary school, Garden Place Academy, but educational opportunities for older residents are limited. In addition to supporting the existing school, there is a need to create educational pathways for all ages. There is also a unique opportunity to collaborate with Colorado State University through establishing educational programs in the area in partnership with the National Western Center.

RECOMMENDATION 1: A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry



Single Family Residential



Urban Residential



Mixed Use

AREAS OF CHANGE AND AREAS OF STABILITY

Blueprint Denver, the City's integrated land use and transportation plan, introduced the concept of Areas of Change and Areas of Stability. The purpose of Areas of Change is to channel growth where it is desirable and would be the most beneficial. The purpose of Areas of Stability is to maintain the character of an area while also accommodating a more limited amount of new development and redevelopment. Areas of Change are identified on the *Globeville Neighborhood Plan's* Concept Land Use and Areas of Change Map. Any areas not identified as an Area of Change on that map should be construed to be an Area of Stability.

CONCEPT LAND USE DESIGNATIONS

Blueprint Denver establishes concept land use designations that describe the particular character and scale that is desired in the future. The *Globeville Neighborhood Plan* uses these categories as the foundation for its recommended Concept Land Use and Areas of Change Map. Two additional concept land use designations, Industrial Mixed Use and Single Family with Accessory Dwelling Unit, have been added to reflect land use strategies that are specific to Globeville. The *Blueprint Denver* Concept Land Use Map will be amended as needed based on this plan.

- **Single Family with Accessory Dwelling Unit (ADU):** Single family homes are the predominant residential type in these areas. An Accessory dwelling unit is an additional residential unit that is located on the same lot as a single family home. Accessory dwelling units enable aging in place, multi-generational houses, and additional income through rentals and may be within the main house (e.g. basement apartment) or within a separate accessory structure.
- **Urban Residential:** Urban residential areas are higher density and primarily residential but may include complementary commercial uses. A mixture of housing types is present, including single family houses, townhouses, small multifamily apartments, and sometimes mid to high-rise residential structures.
- **Mixed Use:** These areas have both a sizable employment base as well as a variety of mid to high-density housing options. Intensity is higher in mixed-use areas than in predominantly residential areas. Land uses may be, but are not necessarily, mixed in each building, development, or block. Pedestrian access is important within these areas, with residential and non-residential uses always within short walking distance of one another.
- **Transit-Oriented Development (TOD):** Transit-oriented developments have land uses with a direct correlation to the function of a mass transit system. These development sites are typically located within a half mile walking distance of a transit station. Transit-oriented developments

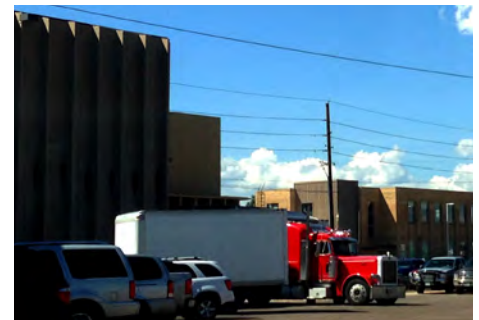
RECOMMENDATION 1: A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry

provide housing, services, and employment opportunities for a diverse population in a configuration that facilitates pedestrian and transit access. Within Globeville, TOD is located in the 41st and Fox Station Area.

- **Industrial Mixed Use:** These are mixed-use areas with light industrial uses that are compatible with residential uses, such as light manufacturing and smaller warehouses. These areas have both a sizable employment base as well as a variety of mid-density housing options. Land uses may be, but are not necessarily, mixed in each building, development, or block. Pedestrian access is important within these areas, with residential and non-residential uses always within walking distance of one another.
- **Industrial:** These are active industrial areas that typically require access to major arterials or interstates. Heavy rail facilities also are often adjacent to industrial areas. Streets in these areas must be able to accommodate heavy trucks. Special attention to design, screening, and buffering is necessary where industrial areas abut areas that include residential uses.
- **Employment:** Employment areas contain office, warehousing, light industrial, light manufacturing, and high tech uses such as information technology. Sometimes big-box retail is found in these areas. These areas are distinguished from mixed-use centers in that they have few residences and typically have more extensive commercial and some industrial activity. Employment areas require access to major arterials or interstates. Those areas with manufacturing and warehousing uses must be able to accommodate extensive truck traffic and rail in some instances. Due to these special transportation requirements, attention to design, screening, and buffering is necessary along the street edge and where employment areas abut other districts that include residential uses.
- **Campus:** A campus is a special area that typically is dominated by a single, large institutional user. Universities, medical centers, and large research facilities are examples. Campuses are usually large, contiguous areas that contain a variety of buildings and uses geared toward a primary purpose. In addition to institutional uses, some large companies organize their headquarters as a campus. Often specialized retail will locate near or within these areas to meet the needs of those on campus. If present, residential tends to be limited to dormitory-type facilities.
- **Park:** Parks and open spaces range from active neighborhood and community parks with recreation fields and centers to larger preserves of natural open areas that provide space for wildlife habitat. A “greenway” is a linear park or open space developed along a stream, canal, or other natural or man-made feature. They enhance nearby neighborhoods by providing park space and frequently off-street bicycle paths. Local examples include the Platte River Greenway, Argo Park, Northside Park, and Heron Pond.



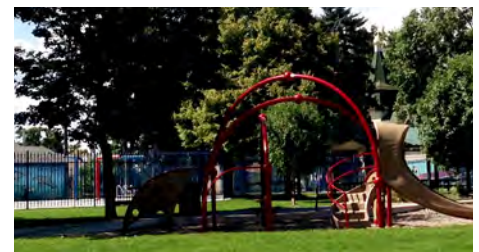
Industrial Mixed Use



Industrial



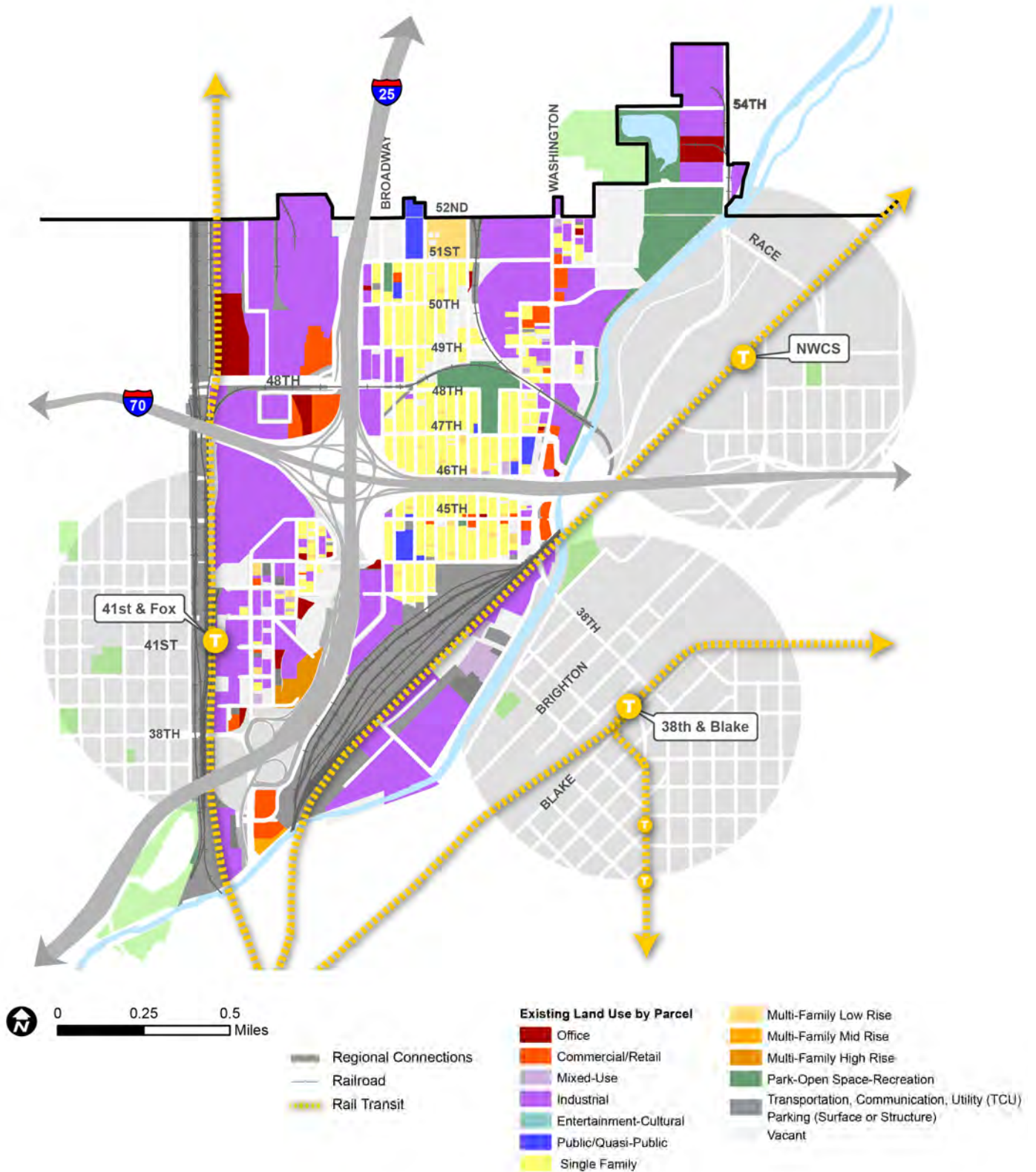
Campus/Institutional



Park

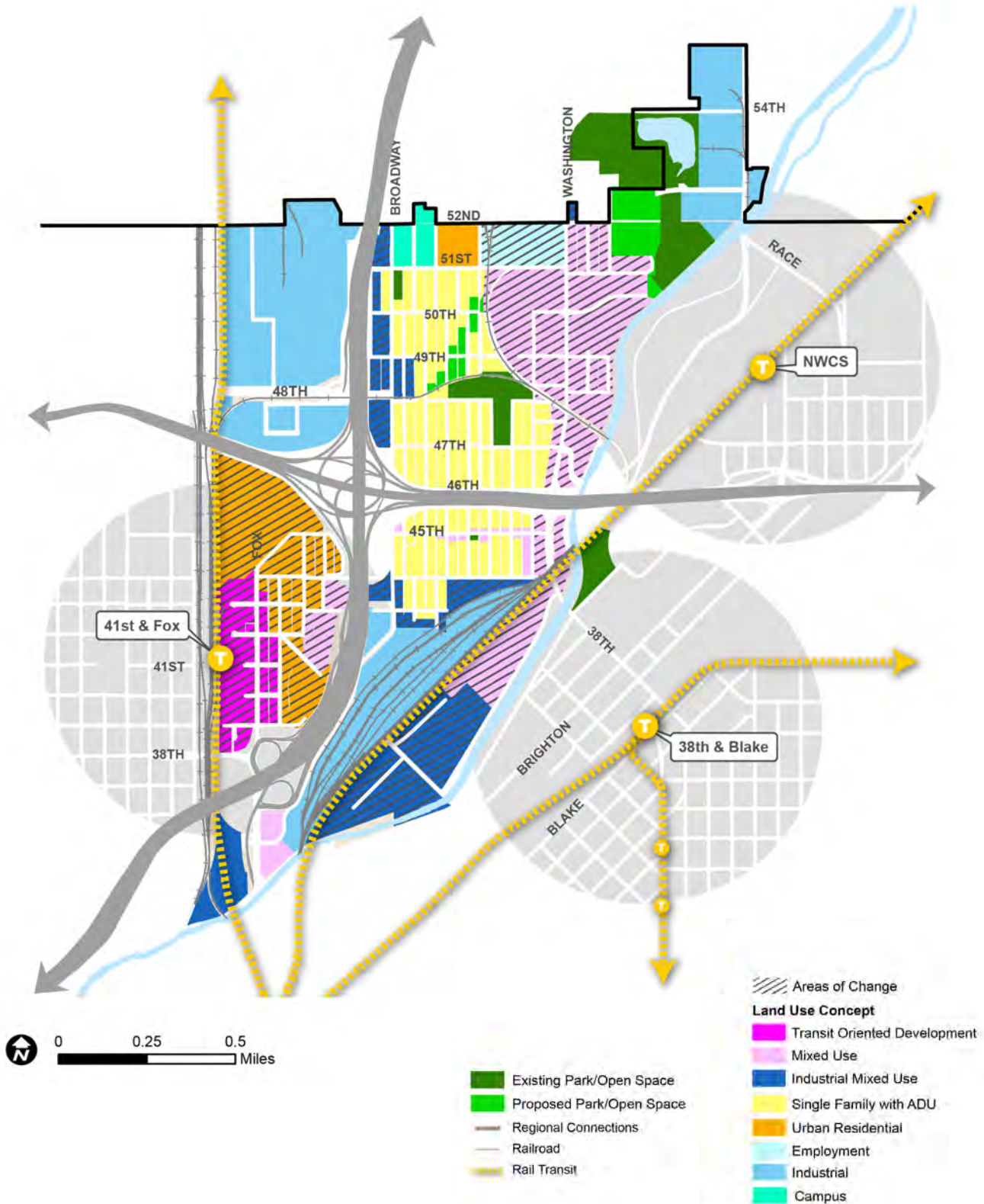
RECOMMENDATION 1: A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry

EXISTING LAND USE



RECOMMENDATION 1: A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry

CONCEPT LAND USE AND AREAS OF CHANGE



RECOMMENDATION 1: A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry

Concept Land Use and Building Height in the 41st and Fox Station Area Plan.

The concept land use and building height recommendations in this plan are intended to be fully consistent with the *41st and Fox Station Area Plan*. Should any inconsistencies be found, please refer to the adopted *Station Area Plan* for the official *Plan* guidance.

B1. MAINTAIN STABILITY IN THE RESIDENTIAL NEIGHBORHOOD CORE CHARACTER AREA.

In areas identified with Single Family with ADUs Concept Land Use:

- Maintain the current mix of low-scale residential building forms consisting predominantly of single unit dwellings with occasional duplexes or multi-unit structures.
- Allow accessory dwelling units to enable aging in place, additional income through rentals, and to increase the population density of the neighborhood without altering its character.
- Promote existing development patterns, including relatively small lots, shallow setbacks, and moderate building coverage, with parking and vehicle access in the rear and serviced by alleys.
- Encourage the use of streetscape elements that promote residential character, walking, and bicycle use, including detached sidewalks, pedestrian scale lighting, limited curb cuts, and tree lawns.

B2. MAINTAIN STABILITY IN INDUSTRIAL AREAS.

In areas identified as Industrial Concept Land Use:

- Allow general flexibility in siting and building form for new industrial uses while improving the attractiveness of the site design overall and along the street edge in particular.

B3. IMPROVE COMPATIBILITY BETWEEN INDUSTRIAL AND RESIDENTIAL USES.

Improve compatibility where these uses coexist in close proximity by using the following strategies:

- Reduce industrial use intensity when adjacent to residential. Ensure that industrial uses that most heavily impact residential areas, such as salvage yards, recycling centers, and automobile towing, observe separation and screening requirements as established by zoning.
- Use Industrial Mixed Use Concept Land Use as a buffer. Where industrial uses are immediately adjacent to residential uses, improve the transition through the use of Industrial Mixed Use Concept Land Use.
- Use urban design solutions to more effectively buffer industrial and residential uses (see recommendations A8 and A9 in the Unique Chapter).

RECOMMENDATION 1: A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry

B4. TRANSITION KEY PROPERTIES FROM INDUSTRIAL TO EMPLOYMENT.

Identify key large, underutilized industrial properties with access off of major through streets to transition to Employment Concept Land Use

- Allow new uses in employment areas to be generally flexible in siting and building form, however new development should help create a more attractive street edge, especially along Washington Street and 51st Avenue.
- Ensure that the uses that are allowed in employment areas are non-polluting and do not produce noxious odors, excessive noise, truck traffic, or light pollution.
- Work to attract labor-intensive industries that produce a large number of good-paying jobs relative to the size of the facility.

B5. REVITALIZE THROUGH MIXED-USE DEVELOPMENT.

In areas recommended for Mixed Use Concept Land Use, including portions of Washington Street, 45th Avenue, and the Riverfront:

- Site building forms at the street with parking and access in the rear or off the alley, where possible.
- Promote the use of design elements that link the building directly to the street environment, such as ground story activation, transparent window openings, and doorways at the street.
- Allow a mix of uses within the area and within individual buildings.
- Make use of streetscape elements that reinforce urban character and promote high levels of walking and bicycles use, such as wide sidewalks, bicycle racks, public trash cans, and tree wells.

B6. ESTABLISH MAXIMUM RECOMMENDED BUILDING HEIGHTS.

Establish maximum building heights consistent with the Maximum Recommended Building Heights map to accomplish the following objectives:

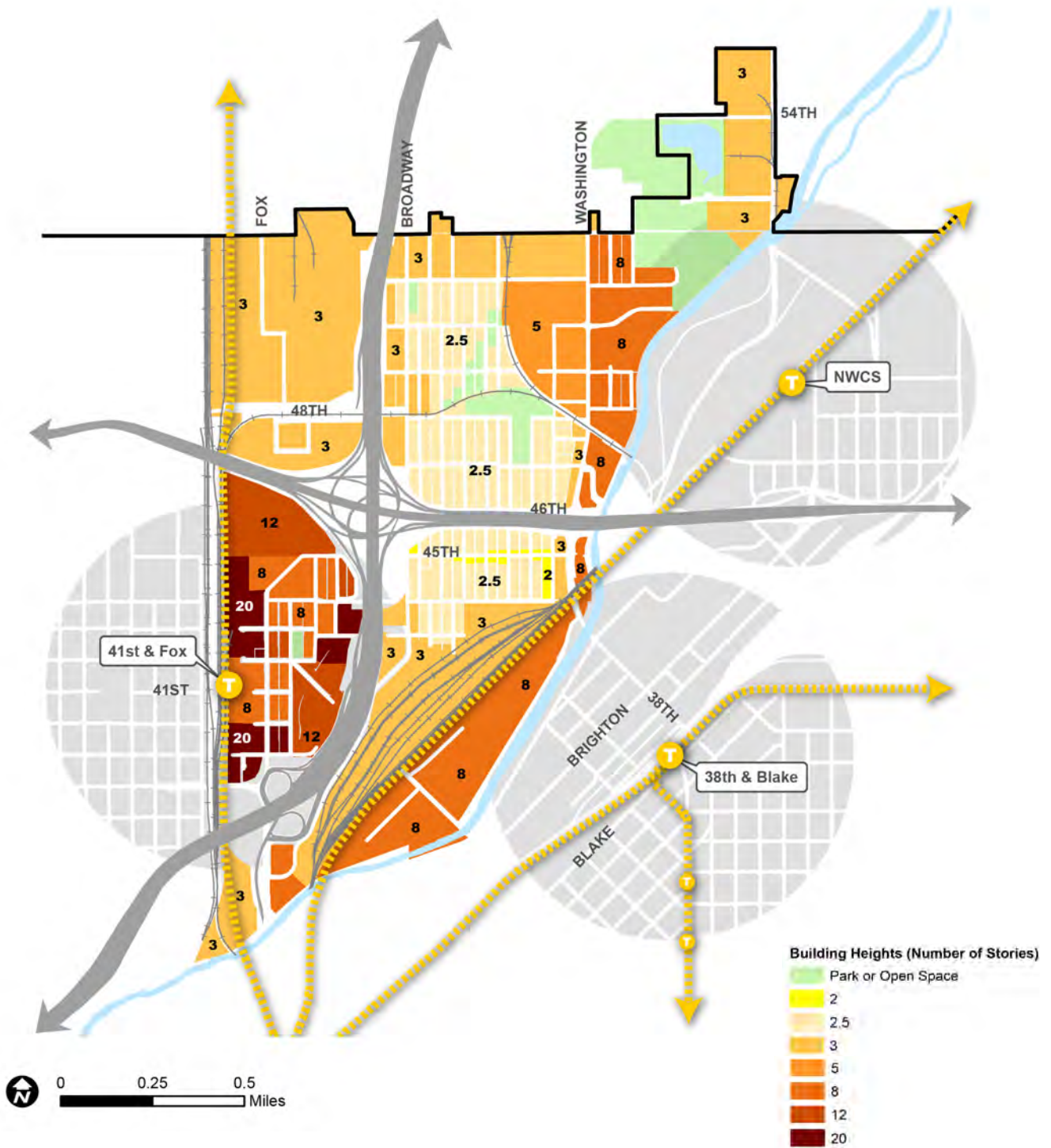
- Preserve the low-rise building heights characteristic of the single family character in Globeville's Residential Neighborhood Core Character Area.
- Accommodate mid-rise redevelopment generally east of Washington Street and along the riverfront.
- Accommodate mid-to-high rise redevelopment in the 41st and Fox Station Area consistent with the recommendations of the *41st and Fox Station Area Plan*.

The Relationship between Future Development and Infrastructure

Public utility upgrades may be necessary to meet the needs of future development recommended by this Plan. Substations and other potentially necessary infrastructure should be sited and designed to fit within the neighborhood context defined by this Plan, and should work to minimize visual impacts, subject to operational and other constraints.

RECOMMENDATION 1: A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry

MAXIMUM RECOMMENDED BUILDING HEIGHTS



RECOMMENDATION 1: A Land Use Plan that Balances the Needs of Residents, Commerce, and Industry

B7. STRATEGICALLY USE CITY COUNCIL OR COUNCILMEMBER-INITIATED REZONING TO IMPLEMENT THE LAND USE VISION.

City Council or Councilmember-initiated rezoning is a tool by which City Council or a member of City Council can propose a zone map amendment for a specific area at no cost to landowners. Specific situations where this strategy may be appropriate include:

- Where industrial properties are adjacent to stable residential uses and are proposed by this *Plan* to transition to Industrial Mixed Use Concept Land Use.
- The industrial area along Washington Street and eastward to the South Platte River that is proposed to transition to Mixed Use Concept Land Use.
- All areas designated on the Concept Land Use and Areas of Change Map as Single Family with ADUs that currently have residential zoning that does not allow ADUs.



HIA STRATEGIES RELATED TO THIS RECOMMENDATION:

D1. Improve Industrial and Residential Compatibility. Minimize negative environmental impacts on residential neighborhoods from industrial uses through methods such as a change in concept land use designation, zoning, buffering, or other means.

D5. Address the Odor Impacts of the Marijuana Industry. Mitigate the odors and emissions from marijuana grow facilities on residential neighborhoods through methods such as a change in concept land use designation, siting, buffering, or other means.

D20. Use Mixed-Use Development to Improve Access to Goods and Services. Promote mixed-use development to support a variety of commercial and retail businesses and services throughout the community and around new rail stations.

RECOMMENDATION 2: Effective Storm Drainage and Water Quality Management

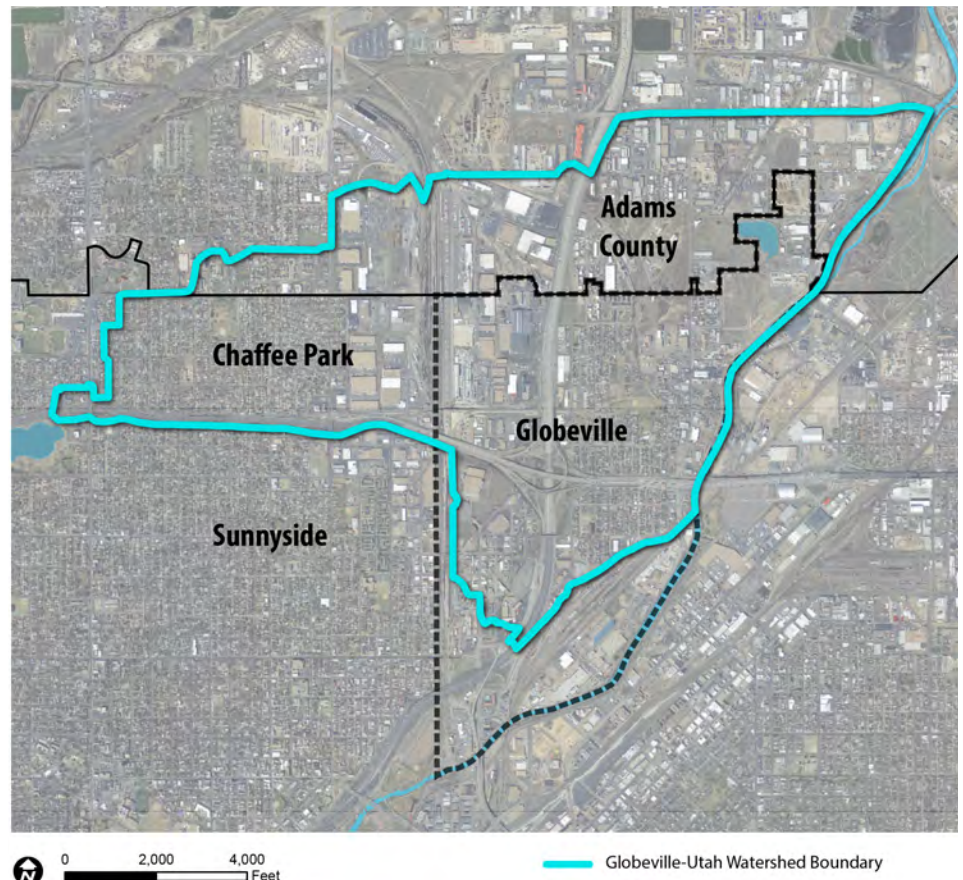


HIA STRATEGIES RELATED TO THIS RECOMMENDATION:

D7. Increase the Use of Low Impact Development and Green Infrastructure. Encourage developers to use low impact development and green infrastructure techniques in new development and redevelopment in the Globeville, Elyria, and Swansea neighborhoods to enhance water quality in each basin. Examples include use of bioretention (rain gardens), bioswales, or vegetated buffer strips to minimize directly connected impervious areas. Roadway and alley projects should include “green street” techniques such as stormwater planters, stormwater curb extensions, tree trenches, and permeable pavers.

D8. Incorporate Water Quality in Open Space Design. Implement recommendations from the *River North Greenway Master Plan* to improve water quality. Where possible, use existing park areas without affecting existing uses to incorporate water quality treatment features, such as wetlands, to restore wildlife habitat along the river or in Heron Pond.

MAP OF THE GLOBEVILLE-UTAH JUNCTION DRAINAGE BASIN.



Most of the Globeville neighborhood is located within the Globeville-Utah Junction Drainage Basin.

The project recommendations in this section are informed by two recent studies, the 2013 *Globeville-Utah Junction Outfall Systems Planning Study*, a detailed study by the Urban Drainage and Flood Control District focused on the watershed where the neighborhood of Globeville is located, and the City’s 2014 *Storm Drainage Master Plan*, a city-wide plan that is updated every five years that recommends specific storm drainage improvement projects. For more detailed information, please refer to those documents.

RECOMMENDATION 2: Effective Storm Drainage and Water Quality Management

B8. IDENTIFY FUNDING FOR STORM DRAINAGE IMPROVEMENTS.

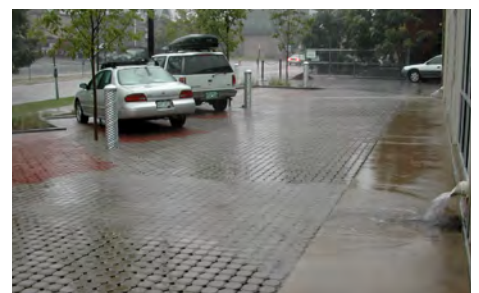
The 2014 *Storm Drainage Master Plan* identifies several storm drainage improvement projects for the Globeville-Utah Junction basin. These projects are not currently funded or programmed due to financial constraints, but have been proposed by the *Storm Drainage Master Plan* to better meet Denver's standard levels of storm protection and reduce flooding:

- 48th Avenue Outfall (3 projects)
- 51st Avenue Collection System
- I-70 Outfall
- 49th Avenue and Grant Street Detention Basin

B9. PROMOTE WATER QUALITY THROUGH BEST PRACTICES.

Water quality can be addressed through an array of sustainable technologies. Some of these can be implemented in public rights-of-way and others can be integrated with individual projects or developments.

- **Employ Green Infrastructure on Public Land and Rights-of-Way.** Publicly-owned land such as parks and streets present an opportunity to integrate water quality facilities with the overall design. Impervious surfaces, and streets in particular, are one of the largest contributors of pollutants in Denver's urban streams. However, streets also represent one of the greatest opportunities for the use of green infrastructure. As new street connections are made or existing streets are reconstructed, look for opportunities to incorporate green street strategies in the street design. Green street strategies include permeable pavers, streetside stormwater planters, curb extensions, tree trenches, and grass swales.
- **Promote the Use of Low Impact Design Strategies on Private Property.** Wherever possible, green infrastructure and low impact design strategies should be incorporated into private redevelopment projects in Globeville. This includes minimizing directly connected impervious areas and introducing rain gardens, filter strips, grass swales, and permeable pavers.



These images show examples of green infrastructure and low impact design strategies that have been implemented on both public and private land.

RECOMMENDATION 3: An Integrated, Complete, and Diverse Park System



The South Platte River Trail



Northside Park



Diagram showing a potential large, regional open space that is integrated with Heller Open Space, Heron Pond, and portions of Northside Park. New development fronts 51st Avenue, with the northern parcel adjacent to the open space being reserved for a community-serving use.

B10. EMBRACE THE SOUTH PLATTE RIVER.

By embracing the South Platte River, Globeville can maximize the benefits of many of its existing green space assets.

- **B10A. Create a Waterfront Destination.** Create a waterfront destination along the South Platte River that reflects the community and its unique character, provides a diversity of activities and events throughout the year, and is welcoming and safe.
- **B10B. An Activated Waterfront Plaza.** Consider creating a waterfront plaza amenity close to the South Platte River for year-round activities with opportunities for synergy with the proposed National Western Center. Ensure that the plaza is well-connected to nearby green space, the South Platte River Trail, and the local street network.
- **B10C. Integrate Regional, Sub-Regional, and On-Site Water Quality and Green Infrastructure.** To ensure that the South Platte River and amenities along the river are safe for the public and support habitat, water quality facilities should be incorporated into new parks.
- **B10D. Create a Regional Open Space Amenity.** Create a large, regional, and consolidated park amenity by integrating Heller Open Space, Heron Pond, portions of Northside Park, and a portion of new acreage known as 52nd Avenue and Emerson Street and re-designing the area primarily as a natural area with educational and passive recreational activities.
 - Respect and enhance the natural area designation with natural and native plantings and soft trails, etc.
 - Integrate stormwater management facilities with the park design.
 - Increase “eyes on the park” by surrounding it with a mixture of uses, including mixed-use development along the southern edge of the 52nd Avenue and Emerson Street site fronting 51st Avenue. Ensure that future development on this portion of the site benefits the neighborhood by restricting its sale to a community-serving user such as a senior housing provider, education or recreation center, or other uses to be defined with neighborhood input at a later date.
 - Connect this new regional open space amenity to the proposed Mixed Use Concept Land Use redevelopment area to the south.
 - Look for opportunities to create synergy and capitalize on proximity to the proposed National Western Center.
 - Enhance the routes to the park from Washington Street and the South Platte River.
 - Engage with the community in creating the specific integrated park design moving forward.
- **B10E. Enhance the South Platte River Trail Access Points.** Improve awareness of and accessibility to the South Platte River Trail through a

RECOMMENDATION 3: An Integrated, Complete, and Diverse Park System

combination of strategies:

- Provide clear and well-marked signage along streets that lead to the point of access.
- Consider providing identifiable gateway structures to indicate the point of access.
- Ensure that all trail access points are accessible to people of all ages and physical abilities.
- Incorporate surrounding land uses and site design to better announce and celebrate the trail access points.
- Create new publicly-accessible trail access points in conjunction with new development, or as opportunities arise.

B11. STRENGTHEN EXISTING PARK AND RECREATIONAL ASSETS.

Enhance existing parks and recreational facilities throughout Globeville to provide a vibrant system of parks and recreation centers, each with its own identity and service niche.

- **B11A. Argo Park.** This park is located in the center of Globeville and is highly valued by residents as a neighborhood destination and gathering place. Continue to explore enhancements to the park, including but not limited to:
 - Walking and biking paths to provide improved circulation around and through the park.
 - Organized events in addition to those already occurring such as Old Globeville Days.
 - A community message board for the public posting of events and flyers. This amenity would provide a new outlet for grassroots communication and further solidify Argo Park as the heart of the neighborhood.
 - Other amenities that may be deemed appropriate for the park subject to additional public input and discussion.
- **B11B. Stapleton Recreation Center and Broadway Park.** This is Globeville's City-run recreation center. The adjacent small park features a playground. Recommendations include, but are not limited to:
 - Consider changing the name of the Stapleton Recreation Center to a different name. The name "Stapleton Recreation Center" is confusing as the name "Stapleton" is now more commonly known as a new neighborhood in east Denver with some 17,000 residents.
 - Explore facilities planning and funding opportunities to improve and update the amenities and services that are provided at the Center.



Stapleton Recreation Center



Argo Park



HIA STRATEGIES RELATED TO THIS RECOMMENDATION:

D8. Incorporate Water Quality in Open Space Design. Implement recommendations from the *River North Greenway Master Plan* to improve water quality. Where possible, use existing park areas without affecting existing uses to incorporate water quality treatment features, such as wetlands, to restore wildlife habitat along the river or in Heron Pond.

D13. Connect to Greenspace. Improve connectivity to parks, trails and recreation, especially to the South Platte River trails and parks.

RECOMMENDATION 3: An Integrated, Complete, and Diverse Park System



Vision for Platte Farm Open Space



Platte Farm Open Space in its current state

- B11C. Globeville Recreation Center.** This City-owned facility located at 4496 Grant Street was originally constructed as a City recreation center, but in recent years, the facility has been run by non-profit organizations. At the time of this writing, the contract with Street Kidz has expired and the property is in need of a new administrator. Work to identify a new contractor for the facility to ensure its continued operation and service to the residents of the neighborhood.

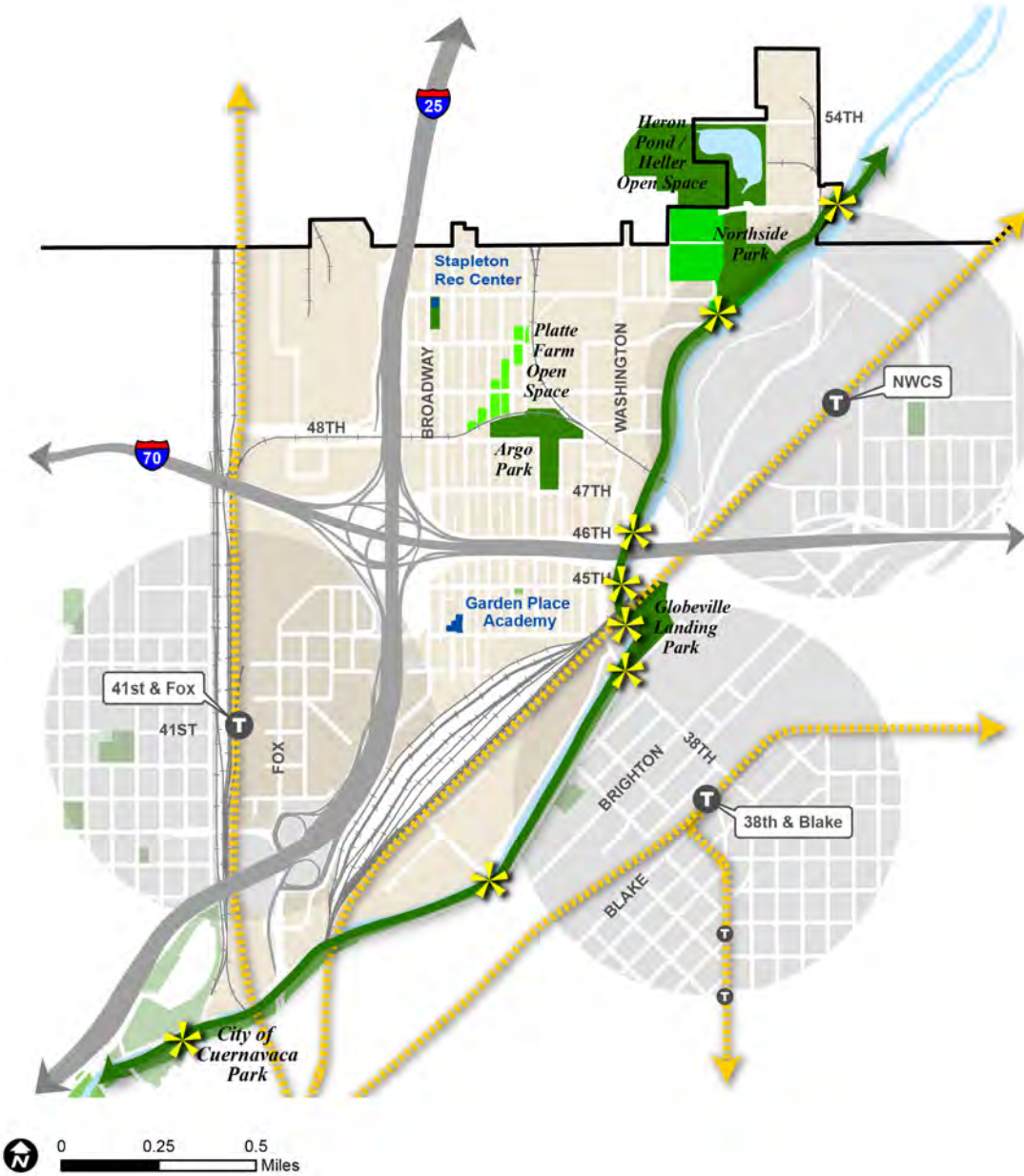
B12. CREATE NEW PARKS, OPEN SPACES, AND RECREATIONAL FACILITIES.

Capitalize on opportunities to create new parks, open spaces, and recreational facilities.




- B12A. Platte Farm Open Space.** Platte Farm Open Space is a community-created vision to transform 5.5 acres of neglected land into an open space where all ages and abilities can recreate, exercise and connect with nature. Currently, the space is undeveloped, apart from high-voltage power lines that traverse the space. The site is prone to flooding and illegal dumping is commonplace. A public planning process led by Groundwork Denver and the Platte Farm Open Space Resident Steering Committee has resulted in a conceptual open space vision for the site. Implementing Platte Farm Open Space would transform a large area that is currently perceived as blighted into an amenity.
- B12B. 41st and Fox Station Area Open Space.** The portion of the 41st and Fox Station Area within Globeville is envisioned for mixed-use and high-density development. The *41st and Fox Station Area Plan* envisions new parks and public spaces in response to the conversion of industrial uses to higher density residential. Possible routes to implementation include, but are not limited to, public purchase of property through bond funds, grants, or the capital improvements budget, or through consolidation of required open space through the City's General Development Plan process.
- B12C. Privately-Owned Public Space.** Explore opportunities to introduce privately-owned public open space as a component of larger redevelopments, such as those envisioned along the South Platte River, in the 41st and Fox Station Area, or at the National Western Center. Opportunities could include plazas, outdoor seating areas, playgrounds, and public art.
- B12D. Support Other Recreational Needs.** Support public health by finding opportunities to introduce new recreational amenities either within Globeville or in nearby neighborhoods such as Elyria and Swansea. Desired amenities that emerged from the neighborhood planning process include a dog park, indoor pool, and a modern regional recreation center. Work with the community on the location and design of future facilities and engage them in identifying any additional facility types.

RECOMMENDATION 3: An Integrated, Complete, and Diverse Park System

SYSTEM OF PARKS AND OPEN SPACE



-  South Platte River Trail
-  Off-Street Bike Trail or Connector
-  Community Facility

-  Existing Trail Access Point
-  Existing Parks and Open Space
-  Recommended Parks or Open Space

RECOMMENDATION 4: Improve Access to Jobs, Housing, Neighborhood Services, and Education



HIA STRATEGIES RELATED TO THIS RECOMMENDATION:

D17. Attract Key Retail and

Services. Incentivize development of retail goods and services, including a grocery store.

D18. Increase Food Access at the National Western Center.

Promote new sources of healthy foods within the redeveloped National Western Center, such as grocery stores, farmers markets, and community gardens.

D19. Improve Healthy Food Access at Existing Retailers.

Implement a “healthy corner store retail program” in the neighborhood, similar to the Philadelphia model, to add healthy foods to existing convenience and corner stores.

D20. Use Mixed-Use Development to Improve Access to Goods and

Services. Promote mixed-use development to support a variety of commercial and retail businesses and services throughout the community and around new rail stations.

D21. Create Neighborhood-Focused Flex Space.

Develop a flexible market space that can support a variety of neighborhood goods and services and culturally-relevant activities.

B13. IMPROVE ACCESS TO JOBS.

- **B13A. Expand Job Growth within Globeville.** Support the expansion of employment opportunities within the neighborhood using a variety of complimentary strategies:
 - Work to reinforce and revitalize existing businesses.
 - Support the redevelopment of the ASARCO site for manufacturing, distribution, and Class A industrial tenants. Promote the site with the intention of attracting job-rich uses.
 - Conduct a study to evaluate industrial and commercial land within the neighborhood with the goal of using the results to match the needs of potential employers to specific vacant or underutilized properties. The study could evaluate and identify specific improvements that may be needed to attract the desired reinvestment.
 - Recruit new cutting-edge industry, such as high tech and clean tech, to industrial and employment areas within the neighborhood.
 - Create a broad base of new jobs in diverse economic sectors by redeveloping opportunity sites throughout the neighborhood, including the transformation of Washington Street and the South Platte riverfront into a mixed-use area; the enhancement of retail and services along 45th Avenue in alignment with recommendations to establish a more prominent main street; and the promotion of transit-oriented development in the 41st and Fox Station Area (see the Character Areas Chapter for additional details on the recommendations for these areas).
- **B13B. Provide Job Training and Workforce Development.** Provide the necessary facilities and programs to assist local residents with education, training, and job placement.
 - Connect residents to existing programs that assist in job training, such as those provided by trade schools, community colleges, non-profits, state-level programs, and the Denver Office of Economic Development’s Workforce Centers.
 - Consider adding or expanding job training programs in existing facilities within the neighborhood, such as recreation centers, or nearby, such as at the Valdez-Perry Library in Elyria.
 - Consider targeting job training at local industries with the greatest employment needs and/or the biggest skills gaps, such as health care, information technology, and manufacturing.
- **B13C. Keep Industry and Jobs in Denver.** Provide relocation assistance to businesses that choose to leave the neighborhood with the goal

RECOMMENDATION 4: Improve Access to Jobs, Housing, Neighborhood Services, and Education

of keeping those jobs in Denver. For existing industrial uses that are located in areas proposed to transition to Mixed Use Concept Land Use, relocation assistance can be used to direct these businesses to nearby areas identified as Industrial Concept Land Use, Areas of Stability within Globeville, or to other north Denver neighborhoods.

EMPLOYMENT CLUSTERS RELATIVE TO RESIDENTIAL AREAS



■ **B13D. Jump Start the Local Economy.** Support the Denver Office of Economic Development’s Jump Start initiative. The following strategies are specific to Globeville and included in *Jump Start 2014*:

- Support small business advocacy efforts that will create an environment to help small business thrive through collaboration between public, private, and non-profit sectors.
- Establish a public-private, small business loan fund that focuses on business lending in the healthcare, manufacturing and logistics industries; and increasing economic and employment opportunities in Denver’s revitalizing neighborhoods such as Sun Valley, Elyria, Swansea, Globeville, and River North areas.
- Provide technical assistance, business and community outreach, and prioritize resources to maximize business opportunities, housing development, and neighborhood services to the I-70 corridor neighborhoods of Globeville, Elyria, and Swansea.
- Create a business development strategy for Globeville, Elyria, and Swansea with North Denver Cornerstone Collaborative leadership.

B14. IMPROVE ACCESS TO HOUSING

■ **B14A. Provide a Broad Range of Housing Types and Price Levels.**

Incorporating this *Plan’s* proposed concept land use recommendations will allow for a more diverse range of housing types within the neighborhood, including:

- Accessory Dwelling Units within the single family areas
- Multifamily and attached residential building types in Mixed Use, TOD, and Urban Residential Concept Land Use areas.
- Live/work and a variety of other residential types in Industrial Mixed Use areas.

■ **B14B. Connect People to Existing Housing Resources.** Work to increase awareness of existing programs that can help people establish or maintain homeownership:

- Connect people to existing resources that cultivate home ownership, such as Habitat for Humanity.
- Connect low-income homeowners with programs to assist with property taxes if there is an increase in valuation to allow them to stay

RECOMMENDATION 4: Improve Access to Jobs, Housing, Neighborhood Services, and Education

Desired Programming and Services at the National Western Center

As part of the master planning process for the National Western Center, the National Western Citizens Advisory Committee developed a detailed list of programming and services that they would like to see on the site. The desired facilities fall within the broad categories of public spaces, education, culinary arts, business activities, sports and recreation, and art. Specific facilities that were identified by the committee include a state-of-the-art recreation center, a wellness center, a new education center for all ages, and reintroducing horses into the community through education and trail use. There is community support for locating many of these desired services and activities within the Globeville neighborhood if they can not be accommodated on the National Western site.

in their homes.

- Connect residents to existing programs that assist low-income households with maintaining and repairing their homes, such as Groundwork Denver, Habitat for Humanity's Critical Repair program, and the Denver Urban Renewal Authority's Single Family Rehabilitation and Emergency Home Repair program.

- **B14C. Develop a Land Banking Strategy for Affordable Housing.** Work with non-profit partners, such as the Urban Land Conservancy, to strategically and proactively acquire and preserve land for future affordable housing. This strategy may be particularly effective in the 41st and Fox Station Area, where the recommended development intensity greatly exceeds existing conditions on the ground.
- **B14D. Build More Housing Units.** Support the efforts of organizations such as Habitat for Humanity, Denver Housing Authority, and other affordable housing providers in building new homes within Globeville.
 - Ensure that new affordable housing construction in Globeville's Residential Neighborhood Core Character Area reflects the character of the surrounding neighborhood.
 - Pursue opportunities for adaptive reuse of existing buildings as an affordable housing strategy for the neighborhood.

B15. IMPROVE NEIGHBORHOOD SERVICES.

- **B15A. Use Redevelopment Areas to Attract Desired Retail and Services.** Broaden the market for retail and services by increasing the population of the neighborhood through mixed-use and transit-oriented development and providing space for new retail in the following areas:
 - Washington Street and the South Platte riverfront
 - The enhancement of retail and services along 45th Avenue
 - Mixed-use, transit-oriented development in the 41st and Fox Station Area
- **B15B. Recruit Needed Services and Amenities.** Work with businesses, non-profits, and service providers to attract the following needed facilities to Globeville:
 - Increased access to healthy foods through the development of multiple small-format food retail outlets, a full-service grocery store, or both.
 - Increased access to retail and services that meet basic needs, such as pharmacies, hardware and auto parts stores, clothing stores, and banking.

RECOMMENDATION 4: Improve Access to Jobs, Housing, Neighborhood Services, and Education

- Increased access to medical facilities, including physicians, dental, vision, and mental health services.
- Increased access to technology. Providing free or low-cost computer and internet access at other facilities, such as recreation centers, schools, churches, and libraries could meet this need without providing a dedicated facility.
- A modern library, or alternatively, improvements and enhancements to the existing Valdez-Perry Library in Elyria.

■ **B15C. Provide Better Access to Community Resources in Surrounding Neighborhoods.** Ensure that there is safe, accessible, all-age, multi-modal access to the following key facilities in surrounding neighborhoods:

- Valdez-Perry Library
- National Western Center
- Schools
- Parks and recreation centers
- Retail and entertainment destinations

■ **B15D. Cultivate Partnerships to Broaden Services.** Develop a formal and ongoing collaboration between the neighborhood, the National Western Center, and its partners, including Colorado State University, to enhance access to healthy food, gardening, and agriculture.

B16. IMPROVE EDUCATIONAL OPPORTUNITIES.

- **B16A. Support Existing Schools.** Support improvements to existing schools serving the Globeville neighborhood to ensure that each child receives a high quality public education.
- **B16B. Create Educational Pathways for All Ages.** Ensure that all residents, regardless of age, have access to education by creating and supporting early childhood centers, conventional schools, adult education centers, and other educational facilities.
- **B16C. Partner with National Western Center and Colorado State University.** Take advantage of National Western's partnership with Colorado State University to collaborate with Denver Public Schools on new approaches to education, including the possible creation of a magnet school or other new educational facility.



a **CONNECTED** Globeville

VISION: A mobility network that provides a full array of transportation choices and balances the needs of pedestrians, bicyclists, drivers, trucks, rail, and transit.

WHY IS CONNECTIVITY IMPORTANT TO GLOBEVILLE?

Globeville is a neighborhood divided by major road and railway infrastructure. Two major interstates run through Globeville, I-70 and I-25, and the interchange between the two is located in the center of the neighborhood. Railroad tracks are prevalent throughout the area and constitute major barriers along the western and southern edges of the neighborhood. In the coming years, three new rail transit stations will begin service in or near Globeville, but connecting to these stations is a challenge, especially for pedestrians and bicyclists. The *Globeville Neighborhood Plan* identifies strategies for providing safe, multi-modal, sustainable connections within the neighborhood, to adjacent neighborhoods, and to the region.

The Connected chapter presents a mobility and connectivity framework for Globeville. It is a strategy that aims to accommodate all transportation modes within the neighborhood while balancing the unique needs of each so they can navigate effectively and safely. The connectivity framework addresses multiple transportation modes, including pedestrians, bicyclists, vehicles, trucks, rail, and transit. The connectivity framework takes into account connections, destinations, and travel patterns within the neighborhood, to surrounding areas, and to the larger region.

RECOMMENDATIONS:

- 1. UPDATE KEY TRANSPORTATION POLICIES AFFECTING GLOBEVILLE**
- 2. A CONNECTED STREET NETWORK**
- 3. A WALKABLE, BIKEABLE GLOBEVILLE**
- 4. A TRANSIT-RICH GLOBEVILLE**
- 5. ADDRESS TRAFFIC OPERATIONS AND ROADWAY MAINTENANCE ISSUES**



Truck traffic on 45th Avenue

KEY ISSUES AND OPPORTUNITIES

The Local Impacts of Freeway Infrastructure.

Globeville's direct access to I-70 and I-25 is an important asset for the businesses and residents within the neighborhood. However, the interstates also disrupt circulation by cutting off local streets, making travel within the neighborhood challenging. Where streets do connect across the interstates, they make use of underpasses and bridges. These facilities typically provide a route for pedestrians and bicyclists, but are lacking the necessary amenities to make the experience comfortable and welcoming.

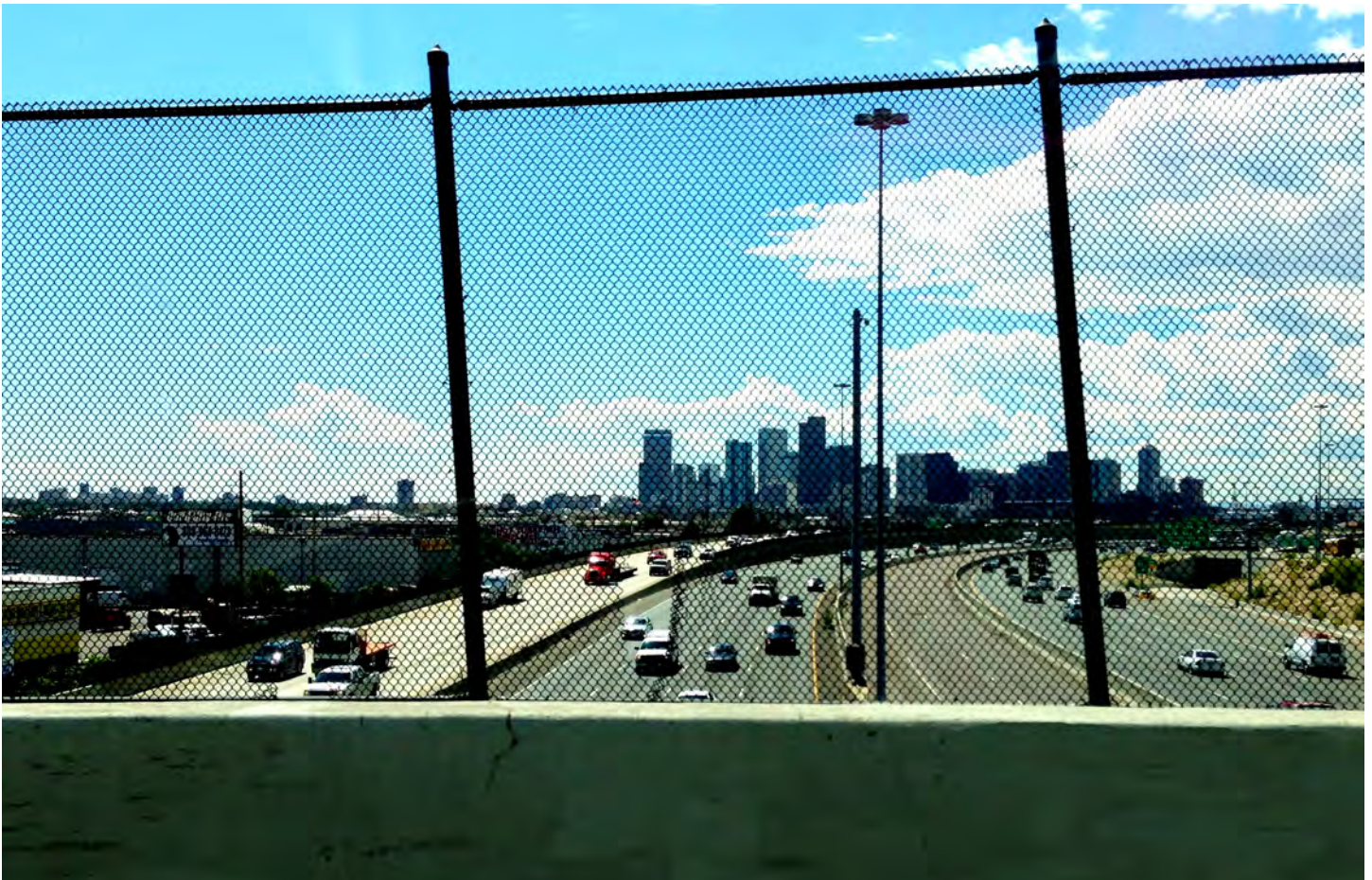
Freight Rail Impacts. Freight rail has a significant presence in Globeville, with major yards located along the western and southern edges of the neighborhood. These rail yards occupy significant acreage and, similar to the interstates, disrupt the street grid such that most streets fail to connect across them. Additionally, freight rail lines and spurs run through the neighborhood, and street crossings at these locations are frequently challenging for all other modes. Several railroad crossings within the

neighborhood are in need of improvement and repair.

Truck Traffic on Local Streets. Truck traffic is commonplace within Globeville, due to the neighborhood's location along the South Platte River and I-70 industrial corridors, adjacency to Adams County industrial areas, and the many industrial businesses that are located within the neighborhood itself. The lack of internal circulation routes within the neighborhood concentrates truck traffic on the few streets that do connect through. In some cases, these are streets with residential uses and character where truck traffic can be disruptive.

Quiet Residential Streets. Local streets make up Globeville's Residential Neighborhood Core Character Area, but most streets do not extend beyond this area, stopping at I-70, I-25, Washington Street, or railroad tracks. There is general consensus among residents that these local roads should be quiet, have low speed limits, and should carry relatively low amounts of traffic.

Limited Pedestrian Network. Many of the streets in Globeville are missing sidewalks, making it difficult for



The view of Downtown Denver from the 44th Avenue Bridge over I-25.

people to access amenities and services without a car.

Limited Street Infrastructure. Streets in Globeville that are missing sidewalks are frequently also lacking in other basic street infrastructure, most commonly curb and gutter. This affects not only circulation, but also storm drainage. Throughout the neighborhood planning process, specific issues related to traffic operations and roadway maintenance were frequently raised.

Limited Bicycle Network. The South Platte River Trail is one of the region's premiere greenspace assets, but despite its close proximity to Globeville, it is difficult to access from the neighborhood due to physical barriers and other navigational challenges between the river and the rest of Globeville. Additional bicycle facilities connecting Globeville, the greenway, and adjacent neighborhoods are needed.

Access to Transit. Most of Globeville is within a quarter mile walk of a bus stop. However, an inventory of existing conditions at bus stops within Globeville, Elyria, and Swansea conducted as part of this planning process revealed that the conditions of many bus stops are

suboptimal, and in some cases, sidewalks are missing along key pedestrian routes to the bus stops. In coming years, Globeville will be served by three commuter rail stations on three different lines: 41st and Fox on the Gold Line, 38th and Blake on the East Line, and National Western Center on the North Metro Line. Similar to bus stops, when commuter rail begins serving the neighborhood in the years ahead, many employees and residents in Globeville may find it difficult to access the new stations if pedestrian and bicycle connectivity is not improved from current levels.

Connectivity Between Washington Street and the River. Currently, the area between Washington Street and the river lacks street connectivity and much of the land is amassed in "mega blocks" that preclude north-south movements other than on Washington Street or the South Platte River Trail.

RECOMMENDATION 1: Update Key Transportation Policies Affecting Globeville



HIA STRATEGIES RELATED TO THIS RECOMMENDATION:

D4. Mitigate the Health Impacts of Freight Rail. Explore solutions to reduce the health impacts from trains. These could include “Quiet Zones” (intersections specifically designed so that trains do not have to sound horns), or grade separation of trains from other modes of transportation (i.e., roads constructed over or under tracks to eliminate the need for trains to sound horns at these crossings and to aid in the prevention of people and trains crossing paths).

D14. Address the Impacts of Trucks. Review truck routes in the neighborhood to improve environmental quality, safety and connectivity. Examine current truck routes, particularly adjacent to schools; explore potential modifications as necessary; and make any needed changes to City truck route ordinance for consistency with state regulations.

C1. CONDUCT A TRAVELSHED ANALYSIS.

Update Denver’s *Strategic Transportation Plan (STP)* to include a Travelshed Analysis for this area. The *STP* identified that the travelshed in which the eastern portion of Globeville is located would be studied as part of the environmental impact process for the I-70 reconstruction project. The analysis will need to be provided through other means as it is not included in the scope of the I-70 process.

C2. UPDATE BLUEPRINT DENVER STREET CLASSIFICATIONS.

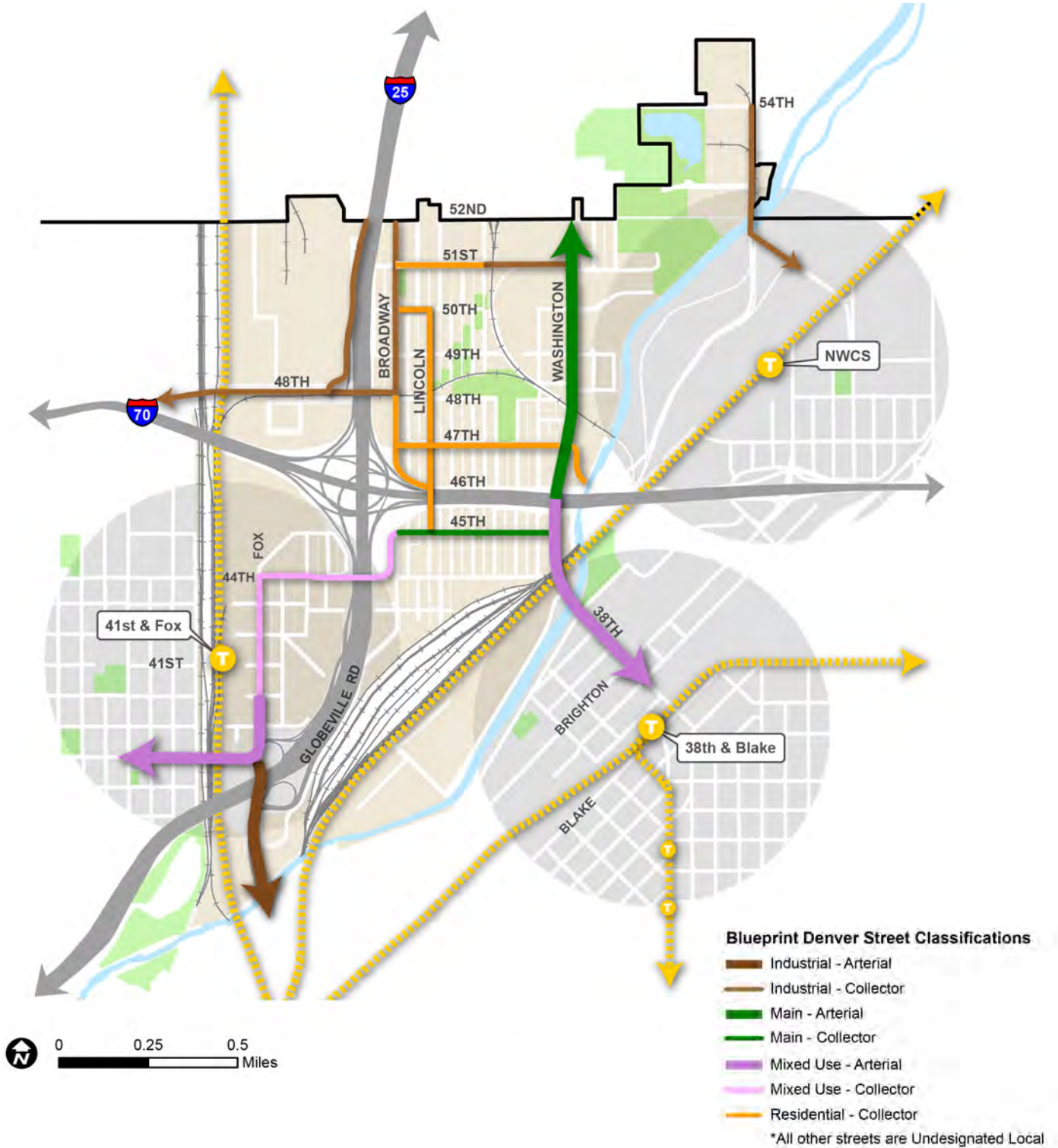
Update the Future Street Classifications Map in *Blueprint Denver* to be consistent with the street classifications recommended on the Proposed Update to Blueprint Denver Street Classifications Map. The hierarchy of the proposed transportation network balances mobility with access so that Globeville streets are well-equipped to move people, not just cars. *Blueprint Denver* street classifications are best used to describe not only the function of streets, but how their function relates to adjacent land uses.

C3. UPDATE DENVER MOVES.

The bicycle facility improvements recommended in this *Plan* were developed in conjunction with the general public and Denver Public Works staff with the intent that *Denver Moves*, which guides decision-making regarding bicycle and multi-use connections, would be updated at a later date to be consistent with this *Plan*.

RECOMMENDATION 1: Update Key Transportation Policies Affecting Globeville

PROPOSED UPDATE TO BLUEPRINT DENVER STREET CLASSIFICATIONS



RECOMMENDATION 2: A Connected Street Network

New Street Connections in the 41st and Fox Station Area Plan

The *41st and Fox Station Area Plan* (2009) recommended extensive changes to the street network in the vicinity of the station. This plan does not update the recommendations of the *41st and Fox Station Area Plan*. Rather than attempting to summarize or re-characterize those recommendations, this *Plan* presents the existing roadway network within the station area and defers to the *41st and Fox Station Area Plan* regarding the advisability and phasing of specific roadway network improvements.



HIA STRATEGIES RELATED TO THIS RECOMMENDATION:

- D12. Improve Street Connectivity.** Implement new street connections as identified in this *Plan* (see Connected and Character Area Chapters).
- D13. Connect to Greenspace.** Improve connectivity to parks, trails and recreation, especially to the South Platte River trails and parks.
- D15. Connect to the National Western Center.** Improve access and connectivity to and through residential neighborhoods and the redeveloped National Western Center.

C4. NEW STREET SEGMENTS AT 49TH AND 50TH AVENUES.

Introduce new street segments at 49th Avenue and 50th Avenue from Pearl Street to the railroad tracks to provide improved access to the proposed mixed-use area west of Washington Street. Introduce pedestrian and bicycle crossings over the railroad tracks to the new streets. Given space constraints, at-grade rail crossings would be preferred, as grade-separated crossings would add cost to the project and likely negatively impact the development potential of adjacent land. The fact that the rail line is active introduces an element of complexity to implementation as new at-grade crossings would need to be approved by the affected railroad. Both proposed street extensions should be designed to accommodate pedestrians, bicycles, and vehicles in order to improve overall mobility within the neighborhood.

C5. INTRODUCE A STREET GRID BETWEEN WASHINGTON STREET AND THE SOUTH PLATTE RIVER.

Introduce new connections to this area to increase internal circulation between Washington Street and the river and to help bring about the transformation of this area into a mixed-use, riverfront-oriented destination area. One or more new north-south streets are needed within this Enhanced Connectivity Area in order to support redevelopment goals and to facilitate the movement of people within and along the riverfront area (see Washington Street Corridor and the Riverfront in the Character Areas Chapter for alternative street grid scenarios and other details).

RECOMMENDATION 2: A Connected Street Network

PROPOSED STREET NETWORK WITH NEW CONNECTIONS



Note: this map is referred to as the "Street Grid Connectivity Map" in the Globeville Elyria Swansea Health Impact Assessment..

RECOMMENDATION 2: A Connected Street Network

C6. INTRODUCE NEW MULTI-MODAL CONNECTIONS OVER THE RIVER TO THE NATIONAL WESTERN CENTER.

Introduce new multi-modal connections over the river and into the National Western Center (NWC) to enhance the catalytic impact potential on the Globeville, Elyria, and Swansea Neighborhoods and to stitch the neighborhoods together. In identifying specific alignment and design for the new connections across the river, important considerations include:

- Accommodate vehicles, pedestrians, and bicycles.
- Locate the multi-modal connections along existing street alignments in Globeville. This Plan identifies 49th and 51st Avenues as the preferred locations for these connections.
- Provide more direct access from Globeville to the future NWC commuter rail station than exists today.
- Design and locate the bridges so as to facilitate riverfront development opportunities on the Globeville side of the river (see Connecting to the National Western Stock Show Transformative Project for more details).
- Maximize efficiencies that improve water quality and stormwater conveyance as well as connectivity.

C7. EMPLOY GREEN STREET STRATEGIES.

As new street connections are made or existing streets are reconstructed, look for opportunities to incorporate green street strategies in the street design. Green street strategies include permeable pavers, streetside stormwater planters, curb extensions, tree trenches, and grass swales.

RECOMMENDATION 2: A Connected Street Network

CONNECTIVITY OPTIONS OVER THE SOUTH PLATTE RIVER AND TO THE NATIONAL WESTERN CENTER



Priority of Connectivity Options Over the South Platte River and to the National Western Center

1. 49th Avenue- 49th Avenue is the top priority for a new connection over the river because of its location in the middle of the proposed riverfront redevelopment area, the regular shape of adjacent blocks, and the even spacing between the existing connection at 47th Avenue and the second-priority connection at 51st Avenue.

2. 51st Avenue- This street is the second-highest priority for a new connection over the river because of its location at the north end of the proposed riverfront redevelopment area, the opportunity to draw activity to the Northside Park area, the underutilization of adjacent blocks, and the opportunity to meet broader connectivity goals by virtue of the fact that 51st Avenue connects across Washington Street and to the west. If constructed, this connection would likely become the preferred route for Globeville residents to access the future National Western Center commuter rail station.

3. 50th Avenue- If either of the two preferred connectivity options proves infeasible, 50th Avenue would be the next-best choice. It is somewhat less desirable than the first two due to a lack of spacing from both 49th and 51st Avenues. Additionally, although 50th Avenue connects across Washington Street, it currently fails to connect to the existing street grid to the west.

4. 48th Avenue- Although this connection would work, it is identified as a lower priority than the other options because of its close proximity to a freight rail spur, the limited redevelopment opportunity of the resulting odd-shaped parcel, and its close proximity to an existing connection at 47th Avenue.

For additional details, please refer to the Connect to the National Western Center transformative project in the Character Areas chapter.

RECOMMENDATION 3: A Walkable, Bikeable Globeville



HIA STRATEGIES RELATED TO THIS RECOMMENDATION:

D11. Improve Street Infrastructure.

Prioritize street infrastructure improvements, including sidewalks, bicycle lanes, bus stop furnishings, and intersection crossings to achieve the goals of the 2014 City Council Priorities, *Denver Moves* (2011) and the *Strategic Transportation Plan* (2008).

D16. Create Complete Streets.

Implement "Complete Streets," including sidewalks for all new and redesigned streets, to provide safe and convenient access for all users (per existing City Policy #26, adopted May 2011).

D22. Improve Key Intersections to Reduce Crashes.

Explore measures to reduce the incidence of pedestrian and bicycle injury crashes at locations where multiple crashes have occurred. Such locations may include "gateway intersections" such as 45th Avenue and Washington Street and 51st Avenue and Washington Street in Globeville.

D23. Improve Connectivity and Safety in School Zones.

Improvements could include analyzing current School Zones and making modifications as necessary, including Safe Routes to School best practices. Improve education and outreach about safety in School Zones to residents, drivers, and schoolchildren, particularly in alignment with the I-70 reconstruction.

C8. BUILD SIDEWALKS.

Improve the pedestrian network by building sidewalks where none currently exist. Target initial sidewalk construction in high-priority areas, including routes to the elementary school, parks, bus stops, and rail transit stations. Identify appropriate grants or other funds for the construction.

C9. DESIGN STREETS TO ACCOMMODATE PEDESTRIANS AND BICYCLES.

Where feasible, introduce the following streetscape elements to support biking and walking in the neighborhood:

- Introduce tree lawns by replacing attached sidewalks with detached sidewalks.
- Work with property owners to plant trees, grass, and other landscaping in the tree lawn.
- Provide gates and pedestrian facilities at railroad crossings.
- Replace highway-style "cobra head" lights with pedestrian-scaled lights on local streets.
- Provide crosswalks at stop-controlled intersections.
- Provide ADA compliant ramps connecting to the sidewalk at intersections. Replace existing single ramps with bi-directional ramps, where applicable.

C10. EXPLORE NEW PEDESTRIAN AND BICYCLE CONNECTIONS.

To enhance pedestrian and bicycle connectivity, explore the possibility of creating new connections in the form of bridges or tunnels across major barriers. Where possible, these facilities should be designed to allow bicyclists to cross without dismounting. Candidates for these connections would need to integrate into the overall pedestrian and bicycle network, as applicable, in Globeville, the National Western Center, and along the South Platte River.

- Explore opportunities to connect across the South Platte River from Ringsby Court to the proposed River North Park at 35th Avenue and Arkins Court and from Washington Street to the National Western Center.
- Explore the possibility of connecting across I-70 with a safe and clean pedestrian and bicycle facility located between Lincoln Street and Washington Street.
- Explore opportunities to more directly connect the neighborhood to the South Platte River Trail, including improvements to existing routes and possible new connections to include 44th Avenue.

C11. IMPROVE KEY INTERSECTIONS TO BETTER ACCOMMODATE BICYCLES AND PEDESTRIANS.

RECOMMENDATION 3: A Walkable, Bikeable Globeville

Enhancements should be made to several intersections along major streets in Globeville to facilitate crossing for bicyclists and pedestrians. Intersections are listed in order of priority based on their ability to link bicyclists and pedestrians to key destinations and to the greater multi-modal transportation network.

- **47th Avenue and Washington Street.** Improve access between the Neighborhood Residential Core, a South Platte River Trail access point, and the Elyria Neighborhood.
- **51st Avenue and Washington Street.** Improve access between the Neighborhood Residential Core and Northside Park. Correct the offset, if possible, to simplify traffic movements and create a more direct connection to the river.
- **45th Avenue and Washington Street.** Improve access to the Historic 45th Avenue Main Street and the South Platte River Trail access point.
- **Fox Street and 38th Avenue.** Improve bicycle facilities to connect to the 41st and Fox station to the north, the Highland neighborhood to the west, and the South Platte River Trail and Downtown to the south.
- **48th Avenue and Bannock Street.** Evaluate the possibility of modifying the intersection geometry to shorten the crossing distance for pedestrians. Potential treatments could include pedestrian bump-outs.
- **49th Avenue and Washington Street.** At such time that a new road connection is made across the South Platte River at 49th, the pedestrian and bicycle use of this intersection will be much higher. Improvements should be made accordingly.

C12. COMPLETE THE BICYCLE NETWORK.

Complete an integrated system of bicycle routes within the neighborhood that links intuitively to the citywide bicycle network and to major destinations, including rail transit stations, parks, recreation centers, and South Platte River Trail access points. The recommended bicycle facility network is shown in the Existing and Proposed Bicycle Facilities Map.

C13. EXPAND THE B-CYCLE PROGRAM INTO GLOBEVILLE.

Support the expansion of the B-Cycle bicycle sharing program into Globeville. The neighborhood is well-positioned for this expansion, due to its adjacency to the South Platte River Trail, which is one of the most prominent bikeway facilities in the entire metro region. Expansion locations for B-Cycle stations should include South Platte River Trail access points, future commuter rail stations, parks and recreation centers, and destinations such as the Taxi development and the National Western Center. Work with the B-Cycle organization to identify and overcome socio-economic barriers of access to the program.



Regional Trail



Bike Boulevard



Bicycle Lane



Shared Parking Lane

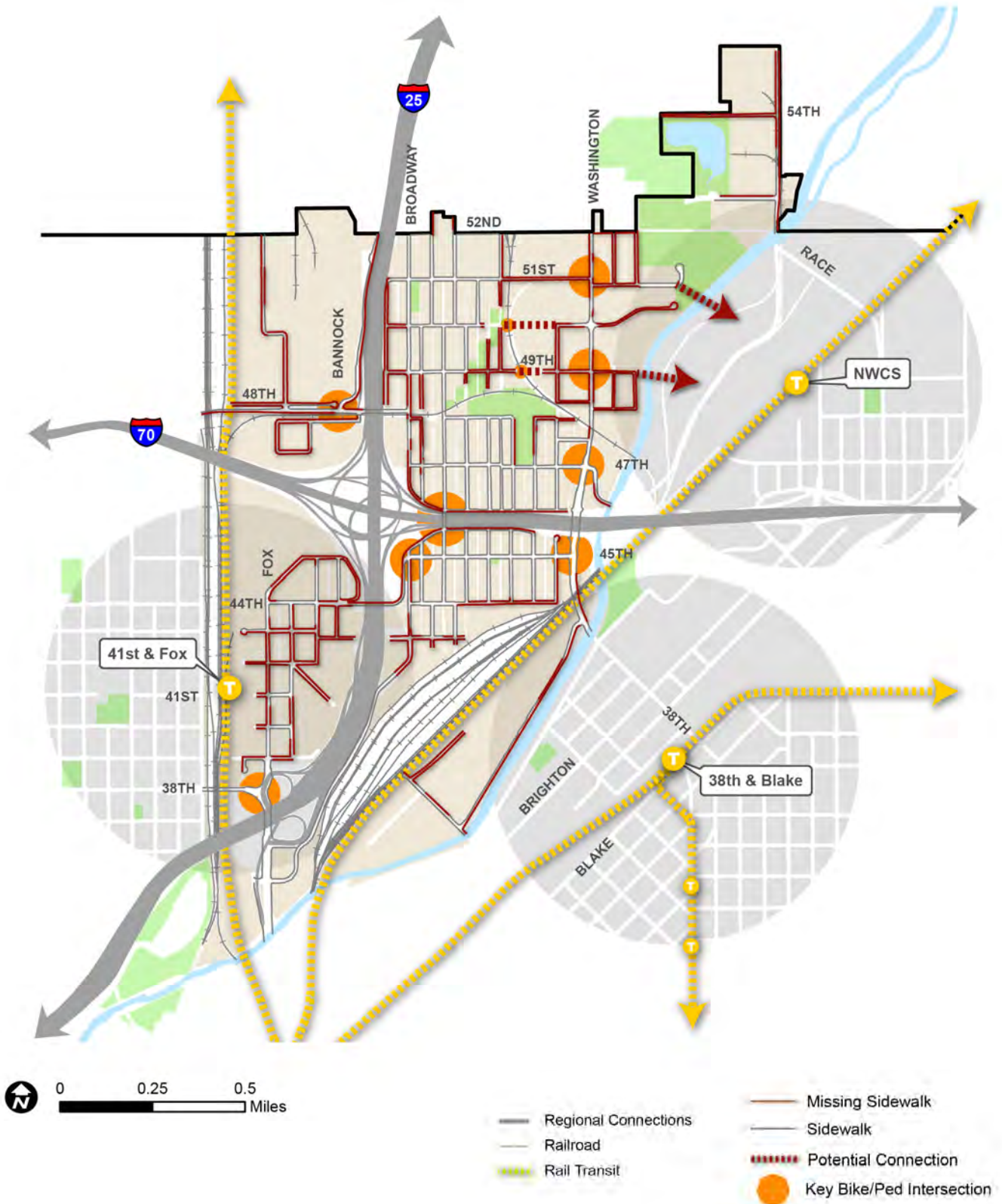


Sharrow

*Images taken from *Denver Moves*

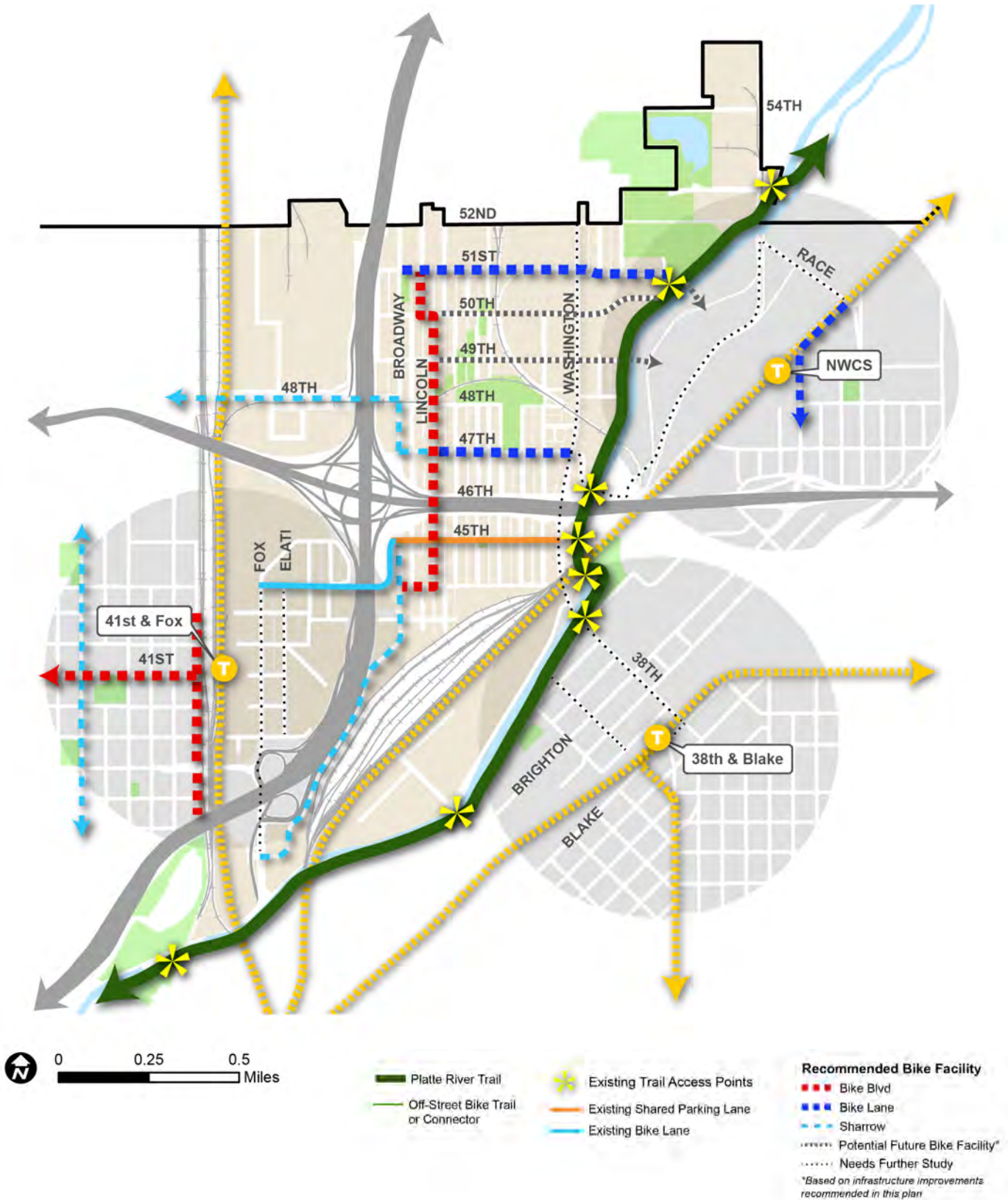
RECOMMENDATION 3: A Walkable, Bikeable Globeville

NEEDED SIDEWALKS AND INTERSECTION IMPROVEMENTS



RECOMMENDATION 3: A Walkable, Bikeable Globeville

EXISTING AND PROPOSED BICYCLE FACILITIES



RECOMMENDATION 4: A Transit-Rich Globeville

C14. BUILD AND CONNECT TO COMMUTER RAIL.

The usability of rail transit is greatly enhanced when people can easily walk, bicycle, or bus to the station. Ensure that sidewalks, bicycle facilities, and bus routes effectively connect Globeville to all three future commuter rail stations.

C15. INSTALL WAYFINDING AND SIGNAGE AT RAIL TRANSIT STATIONS.

Create an intuitive and consistent wayfinding system at commuter rail stations to establish clear and comfortable connections between the platform and nearby landmarks and destinations, including routes to neighborhoods, retail areas, parks, and recreational facilities. Signs should be geared towards pedestrians and possibly list walking times to destinations rather than distances to help encourage active transportation.

C16. COORDINATE BUS ROUTES WITH NEW RAIL SERVICE.

Work with RTD to coordinate bus operations to work in tandem with new rail service. Priorities include:

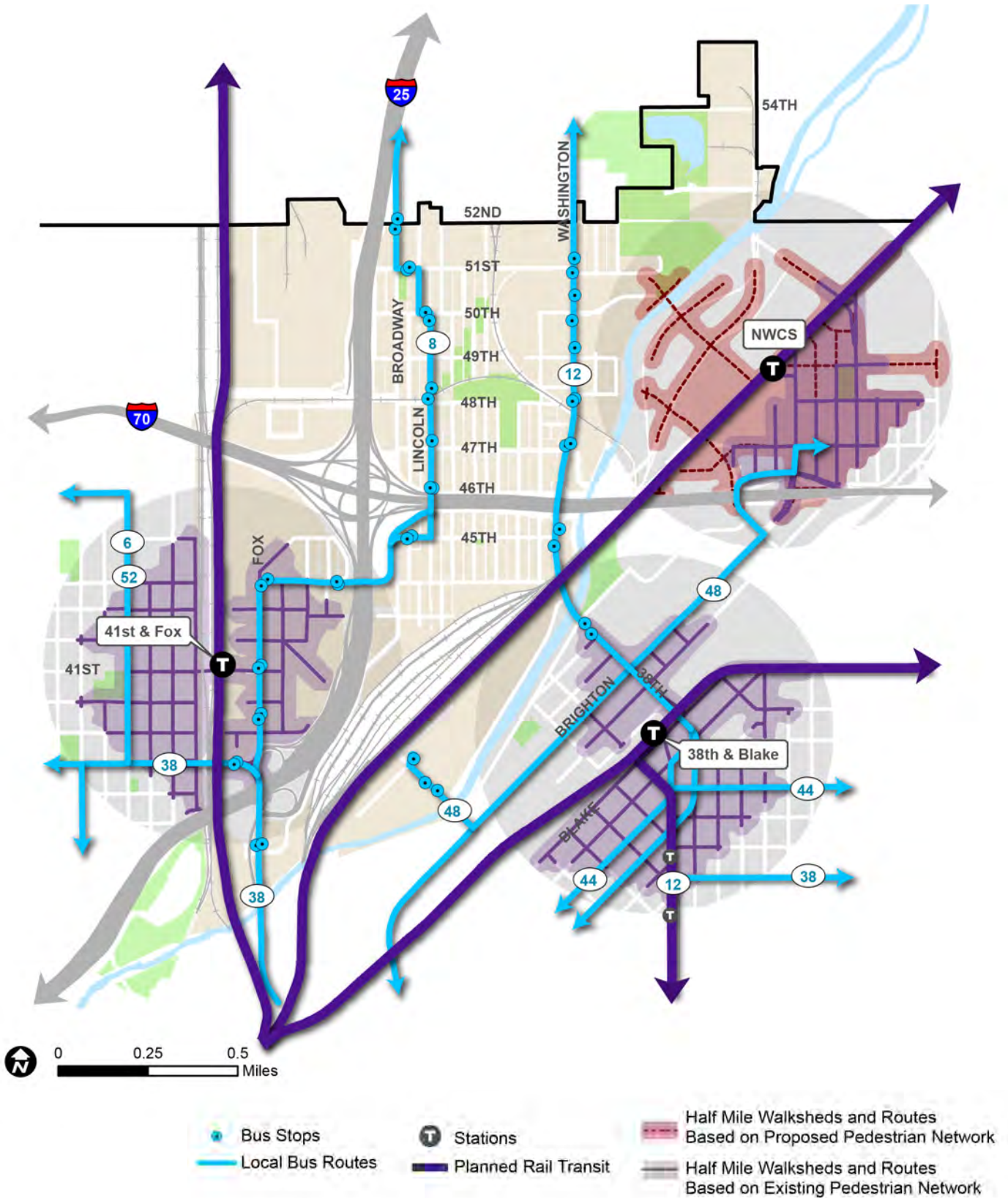
- Coordinate bus headways and routes with new transit stations.
- Route buses to stop at new rail stations.
- Coordinate bus arrival times to facilitate transfers to rail, and vice-versa.
- Provide bus service to the various rail stations in and near the neighborhood, including 41st and Fox, 38th and Blake, and National Western Center, to allow for transfers between lines without requiring out-of-direction travel to Union Station.

C17. IMPROVE BUS STOP FACILITIES.

Work with RTD to identify and construct bus stop enhancements within Globeville. At a minimum, all bus stops should be located on a paved surface and have direct and adequate sidewalk access. Beyond this, benches, bus shelters, street lights, and other amenities can be provided at bus stops to create a comfortable experience. Consider giving initial priority for bus stop improvements to the stops with the highest ridership numbers or with the most challenging existing streetscape conditions.

RECOMMENDATION 4: A Transit-Rich Globeville

TRANSIT SYSTEMS



RECOMMENDATION 5: Address Traffic Operations and Roadway Maintenance Issues



HIA STRATEGIES RELATED TO THIS RECOMMENDATION:

D2. Mitigate Noise Impacts to Residential Areas. Noise in residential areas and schools near major roadways and highways should be mitigated to no more than 55 decibels, where feasible.

D3. Mitigate Noise Impacts Along Major Roads. Sound walls or other noise mitigation measures are recommended along major roadways and highways where sound levels at schools and homes are expected to increase by 5 decibels or more, where exterior noise levels are expected to be 55 decibels or greater, or where interior noise levels are expected to be 45 decibels or greater. Community preferences regarding aesthetic qualities of sound mitigation should be considered.

D22. Improve Key Intersections to Reduce Crashes. Explore measures to reduce the incidence of pedestrian and bicycle injury crashes at locations where multiple crashes have occurred. Such locations may include “gateway intersections” such as 45th Avenue and Washington Street and 51st Avenue and Washington Street in Globeville.

C18. IMPROVE RAILROAD CROSSINGS.

- **48th Avenue and Broadway.** Repair the vehicular travel lane over the tracks and complete the sidewalk network on Broadway.
- **48th Avenue and Lincoln Street.** Create a controlled crossing by installing railroad crossing gates.
- **48th Avenue and Washington Street.** Repair the vehicular travel lane over the tracks and complete the sidewalk network on Washington Street.

C19. INTRODUCE TRAFFIC CALMING MEASURES.

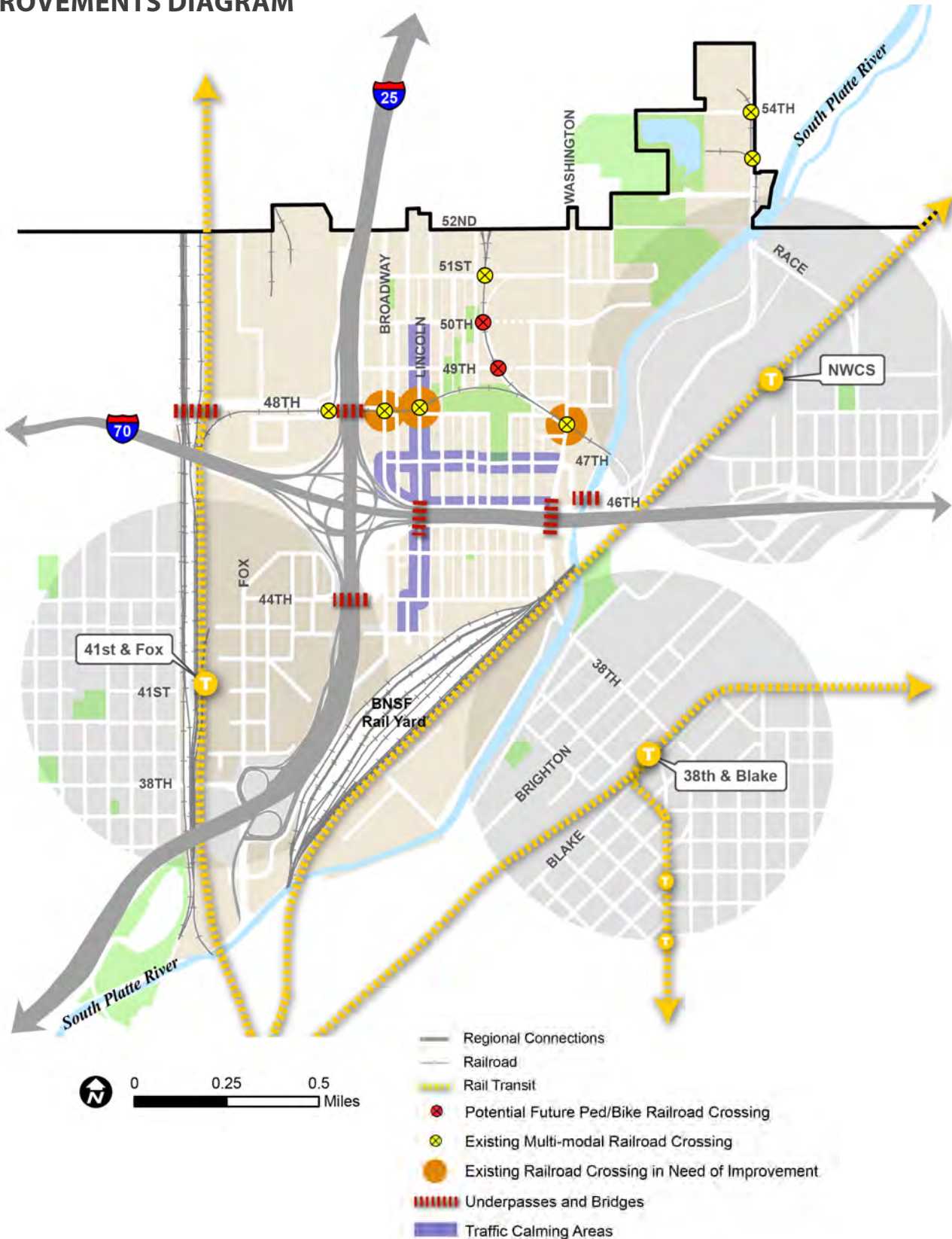
Study traffic calming measures that may be appropriate for each of the following streets:

- 46th Avenue between Broadway and Washington Street
- 47th Avenue between Broadway and Washington Street
- Lincoln Street between 43rd and 50th Avenues

Potential options include adding stop signs along these travel routes, modifying streets to reduce travel lane width by adding bicycle lanes or defining parking areas, and introducing aesthetic improvements like planted tree lawns or streetside stormwater planters. Look for opportunities for individual projects to accomplish multiple objectives for the neighborhood. For example, both this *Plan* and *Denver Moves* recommend a bike boulevard for Lincoln Street which, pending further analysis, may be determined to also accomplish the traffic calming goals for that street.

RECOMMENDATION 5: Address Traffic Operations and Roadway Maintenance Issues

IMPROVEMENTS DIAGRAM



RECOMMENDATION 5: Address Traffic Operations and Roadway Maintenance Issues

C20. IMPROVE UNDERPASSES AND BRIDGES FOR PEDESTRIANS AND CYCLISTS.

The following proposed improvements affect both the local street network and two interstates. Coordination with both the City of Denver and the State of Colorado would be necessary prior to implementation.

Explore opportunities to improve the pedestrian and bicycle experience along the following facilities using lighting, public art, physical buffering, beautification, or other strategies.

■ Underpasses

- **Washington Street under I-70.** Improve this underpass to enhance the user's experience traveling into and out of Globeville. Cities around the world are experimenting with improving tunnels and underpasses by implementing innovative lighting displays. Some of the most exciting tunnels feature interactive elements and audio enhancements. Innovative lighting can greatly improve the Washington Street Underpass.
- **Lincoln Street under I-70.** Strategies to improve this underpass include removing the wing walls to increase the size of the sidewalks, expanding murals to include art inside the tunnel, and improving lighting to create round-the-clock brightness. Additionally, cross walks should be added on both sides of the underpass to create safer street crossings.
- **48th Avenue under I-25.** Strategies to improve this underpass include reducing the size of the wing wall to increase the sidewalk width, adding bicycle lanes, providing further separation between the street and the freight rail, and enhancing the planting beds surrounding the underpass.

■ Bridges

- 47th Avenue over the South Platte River
- 44th Avenue over I-25
- 48th Avenue over the BNSF Railroad Yard

RECOMMENDATION 5: Address Traffic Operations and Roadway Maintenance Issues

WASHINGTON STREET UNDER I-70 - EXISTING CONDITIONS



POTENTIAL IMPROVEMENT IDEAS



Chicago lights a sidewalk with purple and blue lights to further delineate the pedestrian realm from the vehicular realm.



Sandnes Sentrum, Norway activates a pedestrian tunnel with an LED wall that turns shadows into a light display.

RECOMMENDATION 5: Address Traffic Operations and Roadway Maintenance Issues

LINCOLN STREET UNDER I-70 - EXISTING CONDITIONS



LINCOLN STREET UNDER I-70 - POTENTIAL IMPROVEMENT



The existing conditions of the Lincoln Street underpass is shown in the top image; the rendering (directly above) shows the plan recommendations.

RECOMMENDATION 5: Address Traffic Operations and Roadway Maintenance Issues

48TH AVENUE UNDER I-25 - EXISTING CONDITIONS



48TH AVENUE UNDER I-25 - POTENTIAL IMPROVEMENT



The existing conditions of the 48th Avenue underpass is shown in the top image; the rendering (directly above) shows the plan recommendations.



a HEALTHY Globeville

VISION: Globeville is a healthy and safe neighborhood where residents, workers, and visitors alike experience mental, social, and physical wellbeing as a result of good environmental quality, a well-connected multi-modal street network, and convenient access to goods and services.



WHY IS HEALTH IMPORTANT TO GLOBEVILLE?

Globeville, Elyria, and Swansea are three of Denver’s oldest neighborhoods, settled in the 1880s by Central and Eastern European ethnic communities who came for jobs in the railroad yards and heavy industries like metals smelting. Over the decades, the neighborhoods continued to attract large industrial operations, which provided jobs but also produced decades of negative environmental impacts on air quality, water, and soil. Many industrial uses exist in the neighborhood to this day. The construction of Interstates 25 and 70 in the 1950s and 1960s restricted physical access to the neighborhoods and produced more air pollution. At the time, little consideration was given to the health problems associated with such development.

In recent years, there has been a growing understanding of the connection between how communities are designed and the impact on human health. Health is defined as “a state of complete physical, mental and social wellbeing and not merely the absence of disease or infirmity.”¹ Research has revealed a strong relationship between our physical environment, physical activity, and nutrition. Environments that do not provide people with choices to support healthy lifestyles can lead to chronic diseases such as diabetes, cardiovascular disease, and obesity². Well-designed neighborhoods can improve health, and poorly-designed communities can harm health.

As part of the neighborhood planning process, a *Health Impact Assessment (HIA)* entitled *How Neighborhood Planning Affects Health in Globeville and Elyria Swansea* was conducted for Globeville and the nearby neighborhoods of Elyria and Swansea. The *HIA* was conducted by Denver Environmental Health with support from the Council District 9 office and the North Denver Cornerstone Collaborative. An *HIA* is a process to incorporate health considerations into a plan, project, or policy. *HIA* provides a framework for collaboration among interdisciplinary partners to better understand how environmental, physical, economic, and social conditions determine health in order to inform public policy and decision making. The *Globeville and Elyria Swansea HIA* was developed in conjunction with the neighborhood planning process. The recommendations in the *HIA* were designed to inform and strengthen the recommendations of the *Globeville Neighborhood Plan* and *Elyria and Swansea Neighborhoods Plan* by adding community health as a consideration for the future vision, design, and development of the neighborhoods. The recommendations and strategies in this chapter are consistent with the *HIA*, and additional detail and supporting analysis on all of the health-related topics addressed here can be found in that document.

1 Official Records of the World Health Organization, no. 2, p. 100, www.who.org

2 NACCHO Statement of Policy, Healthy Community Design <http://www.naccho.org/advocacy/positions/upload/03-02-Healthy-Community-Design-2.pdf>

RECOMMENDATIONS:

1. IMPROVE ENVIRONMENTAL QUALITY
2. IMPROVE MULTI-MODAL CONNECTIVITY
3. INCREASE ACCESS TO GOODS AND SERVICES
4. ENHANCE COMMUNITY SAFETY
5. IMPROVE MENTAL HEALTH AND WELLBEING
6. IMPLEMENT ALL REMAINING HIA STRATEGIES



The South Platte River Trail

KEY ISSUES AND OPPORTUNITIES:

Environmental Impacts. Globeville experiences noise and odors on a regular basis and poor air quality periodically. These impacts are a result of a combination of factors, including industrial operations, heavy truck traffic, freight trains, as well as the highways which carry over 400,000 cars daily. The marijuana industry, which is relatively new, has a growing presence in the neighborhood and is an additional source of impacts.

Environmental Quality. There are four primary components to environmental quality:

- **Air Quality-** Air quality is affected by the presence of pollutants and nuisance odors. Pollutants are measurable concentrations of potentially harmful substances in the air, whereas nuisance odors do not necessarily cause direct toxic effects but may affect wellbeing by reducing the desire to go outdoors or by causing stress.
- **Noise-** Excessive noise can damage health depending on its intensity, duration, type, and source. Long-term exposure to moderate levels of noise can adversely affect sleep, school, and work performance, and increase risk of cardiovascular disease. Sources of noise in Globeville include trains and train crossings, industrial operations, and traffic on roadways.
- **Water Quality-** Exposure to pollution in surface water occurs either by ingestion or through skin contact

with the water. The South Platte River often has poor water quality.

- **Soil Quality-** Globeville’s industrial history resulted in soil contamination with potentially cancerous metals, including arsenic, cadmium, and lead. The most common way that people are exposed to metals in soil is through incidental ingestion. To date, the Globeville neighborhood has had two large soil remediation efforts that have largely been completed.

Human Health Impacts. The residents of Globeville, the majority of whom are Hispanic families with young children, suffer from some of the highest rates of cardiovascular disease, diabetes, obesity, and asthma in the city. These chronic diseases are associated with poor diet and lack of exercise, among other factors.

Impacts to Daily Living. Deficient pedestrian and bicycle infrastructure and a lack of sources of healthy, affordable food impact daily living.

Obstacles to Physical Activity. Opportunities for outdoor physical activity are limited in the neighborhood due to disconnected streets and sidewalks, lack of local retail goods and services, and concerns about crime and safety.

Opportunity for Improvements through Neighborhood Planning. The built environment has the potential to be improved through the implementation of this *Plan’s* recommendations, which are intended to be

How Implementation of the Globeville Neighborhood Plan Can Improve Health:

Separating land uses or using other means to buffer existing and future impacts of industrial uses from residents can reduce many environmental health impacts, including air quality, odors, and noise.

Reconnecting streets, building and repairing sidewalks, and creating connections to the new transit rail stations and other destinations can promote physical activity and a safe pedestrian environment.

Adding neighborhood retail goods and services can increase walking, decrease driving, boost the local economy, and increase social interaction with more “eyes on the street.” Strengthening the connections to parks and trails and the safety of those places can offer more opportunities for physical activity.

Enhanced street lighting, increased crime reporting, and traffic intersection analysis to reduce the frequency of injury crashes can improve actual and perceived safety.

Addressing environmental and physical challenges in the neighborhood can lead to reductions in the chronic stress that residents now experience from existing conditions and improve overall mental and physical wellbeing. Bilingual and culturally-appropriate outreach to residents about the many upcoming infrastructure and redevelopment projects will also serve to reduce the uncertainty about the significant changes coming to the neighborhood.

representative of the community’s desires for the future of the neighborhood.

Limited Connectivity. Connectivity within the neighborhood is limited due to multiple railroad tracks, disconnected roads, and limited sidewalks and bus stops, isolating Globeville residents within their neighborhood and away from other places. This limited connectivity also hinders access to physical activity and recreation opportunities. Better overall connectivity and mobility through improved bicycle, pedestrian, and transit infrastructure could positively impact health in Globeville by increasing physical exercise, reducing chronic disease rates and obesity, and increasing the likelihood that residents can access neighborhood retail and other services.

Key Retail and Services. Retail and services such as food stores, banks, pharmacies, and child care centers are important to meet residents’ daily needs. Civic resources such as churches, libraries, schools and parks are equally critical. Lack of access to goods and services may be contributing to negative impacts on Globeville residents’ health. Limited access to healthy food can lead to diet-related chronic diseases such as diabetes and obesity, which Globeville residents suffer from disproportionately compared to residents of many other neighborhoods. The necessity of traveling outside of the neighborhood to find basic services increases driving, decreases walking, and results in fewer social interactions and “eyes on the street.” Prioritizing the development of

more neighborhood goods and services and providing universal access, multi-modal transportation, and Complete Streets will likely increase walking and physical activity in the neighborhood. The ability of residents and workers to walk, bicycle, or use transit to shop, work, recreate, and gather as a community can also result in improved health.

Community Safety. Community safety includes traffic, pedestrian and cyclist safety, crime and fear of crime, and personal safety. Elements that impact community safety include street and pedestrian conditions, lighting, graffiti, and tolerance of illegal activities. Improvements in the physical environment to include street design and lighting, as well as increased crime reporting, can improve community safety.

RECOMMENDATION 1: Improve Environmental Quality



Green Infrastructure improves water quality by filtering pollutants out of stormwater before it travels off-site.



Educating the younger generation about gardening can empower youth to choose healthy food, teaches them about responsibility, and fosters a deeper connection to nature.



OTHER HIA STRATEGIES THAT ADDRESS ENVIRONMENTAL QUALITY:

D14. Address the Impacts of Trucks.

HIA RECOMMENDATIONS THAT DIRECTLY ADDRESS ENVIRONMENTAL QUALITY:

D1. Improve Industrial and Residential Compatibility. Minimize negative environmental impacts from industrial uses on residential areas through methods such as a change in concept land use designation, zoning, buffering, or other means.

D2. Mitigate Noise Impacts to Residential Areas. Noise in residential areas and at schools near major roadways and highways should be mitigated to no more than 55 decibels, where feasible.¹

D3. Mitigate Noise Impacts Along Major Roads. Sound walls or other noise mitigation measures are recommended along major roadways and highways where sound levels at schools² and homes³ are expected to increase by 5 decibels or more, or exterior noise levels are expected to be 55 decibels or greater, or interior noise levels are expected to be 45 decibels or greater.⁴ Community preferences regarding aesthetic qualities of sound mitigation should be considered.

D4. Mitigate the Health Impacts of Freight Rail. Explore solutions to reduce the health impacts from trains. These could include “Quiet Zones” (intersections specifically designed so that trains do not have to sound horns), or grade separation of trains from other modes of transportation (i.e., roads constructed over or under tracks to eliminate the need for trains to sound horns at these crossings and to aid in the prevention of people and trains crossing paths).

D5. Address the Odor Impacts of the Marijuana Industry. Mitigate the odors and emissions from marijuana growing facilities on residential areas through methods such as a change in concept land use designation, siting, buffering, or other means.

D6. Increase Tree Cover. Increase the tree canopy cover in the neighborhood as prioritized in the Denver Urban Forestry Program and the *Game Plan* through planting street trees to provide an inviting and temperate outdoor environment for physical activity.

D7. Increase the Use of Low Impact Development and Green Infrastructure. Encourage developers to use low impact development and green infrastructure techniques in new development and redevelopment in the Globeville, Elyria, and Swansea neighborhoods to enhance water quality in each basin. Examples include use of bioretention, rain gardens, bioswales, or vegetated buffer strips to minimize directly connected impervious areas.

1 U.S. Environmental Protection Agency, <http://www.nonoise.org/library/levels/levels.htm#summary>

2 Schools are classified as CDOT “Category C” receptors, <http://www.coloradodot.info/programs/environmental/noise/guidelines-policies/final-cdot-noise-guidance-2013>, p. 15.

3 Residential uses are classified as CDOT “Category B” receptors. <http://www.coloradodot.info/programs/environmental/noise/guidelines-policies/final-cdot-noise-guidance-2013>, p. 15.

4 U.S. Environmental Protection Agency, <http://www.nonoise.org/library/levels/levels.htm#summary>

RECOMMENDATION 1: Improve Environmental Quality

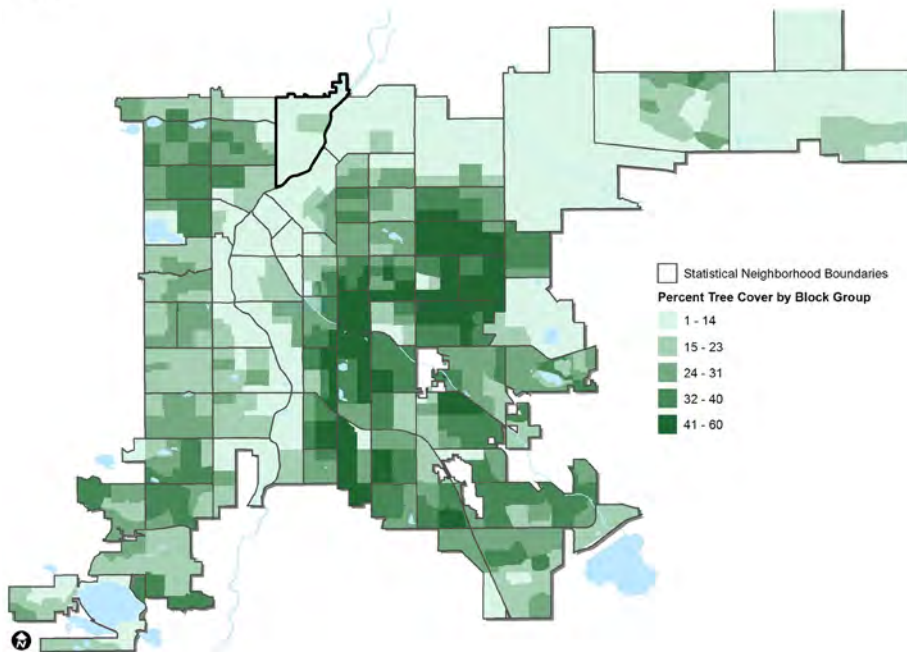
Roadway and alley projects should include “green street” techniques such as stormwater planters, stormwater curb extensions, tree trenches, and permeable pavers.

D8. Incorporate Water Quality in Open Space Design. Implement recommendations from the *River North Greenway Master Plan* to improve water quality. Where possible, use existing park areas without affecting existing uses to incorporate water quality treatment features, such as wetlands, to restore wildlife habitat along the river or in Heron Pond.

D9. Provide Gardening Education. Work with community partners to provide education to residents about best practices for backyard gardening.

D10. Involve the Department of Environmental Health with Major Projects. DEH staff should continue to participate in public sector development projects in Globeville, Elyria, and Swansea, including the I-70 reconstruction and the National Western Center, to help anticipate health and environmental conditions of concern such as those identified in this Plan and the *HIA*.

TREE COVERAGE MAP



Tree cover in Globeville is among the lowest of all Denver neighborhoods.

RECOMMENDATION 2: Improve Multi-Modal Connectivity



HIA RECOMMENDATIONS THAT DIRECTLY ADDRESS MULTI-MODAL CONNECTIVITY:

D11. Improve Street Infrastructure. Prioritize street infrastructure improvements, including sidewalks, bicycle lanes, bus stop furnishings, and intersection crossings, to achieve the goals of the 2014 City Council Priorities, *Denver Moves* (2011) and the *Strategic Transportation Plan* (2008).

D12. Improve Street Connectivity. Implement new street connections as identified in this *Plan* (see Connected and Character Area Chapters).

D13. Connect to Greenspace. Improve connectivity to parks, trails, and recreation, especially to the South Platte River trails and parks.

D14. Address the Impacts of Trucks. Review truck routes in the neighborhoods to improve environmental quality, safety, and connectivity. Examine current truck routes, particularly adjacent to schools, explore potential modifications as necessary, and make any needed changes to the City truck route ordinance for consistency with state regulations.

D15. Connect to the National Western Center. Improve access and connectivity to and through residential neighborhoods and the redeveloped National Western Center.

D16. Create Complete Streets. Implement Complete Streets, including sidewalks for all new and redesigned streets, to provide safe and convenient access for all users (per existing City Policy #26, adopted May 2011).

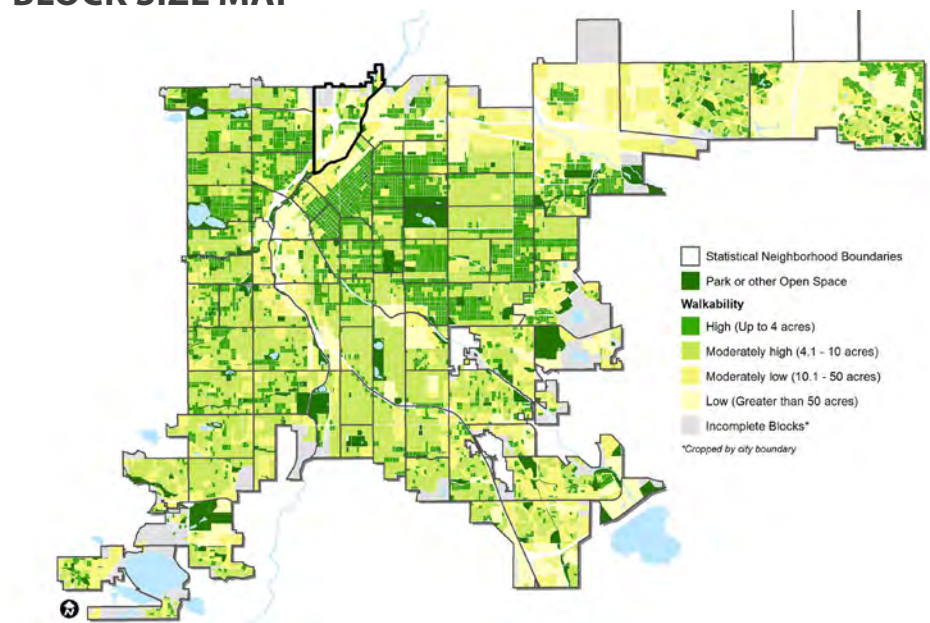


OTHER HIA STRATEGIES THAT ADDRESS MULTI-MODAL CONNECTIVITY:

D22. Improve Key Intersections to Reduce Crashes.

D23. Improve Connectivity and Safety in School Zones.

BLOCK SIZE MAP



Block size is a metric for walkability, as smaller blocks are generally associated with a more highly connected street network. While some parts of Globeville have high and moderately high walkability, much of the neighborhood ranks low and/or has an incomplete network of blocks.

RECOMMENDATION 3: Increase Access to Goods and Services

HIA RECOMMENDATIONS THAT DIRECTLY ADDRESS ACCESS TO GOODS AND SERVICES:

D17. Attract Key Retail and Services. Incentivize development of retail goods and services, including a grocery store.

D18. Increase Food Access at the National Western Center. Promote new sources of healthy foods within the redeveloped National Western Center, such as grocery stores, farmers markets, and community gardens.

D19. Improve Healthy Food Access at Existing Retailers. Implement a “healthy corner store retail program” in the neighborhood, similar Philadelphia or other models, to add healthy foods to existing convenience and corner stores.¹

D20. Use Mixed-Use Development to Improve Access to Goods and Services. Promote mixed-use development to support a variety of commercial and retail businesses and services throughout the community and around new rail stations.

D21. Create Neighborhood-Focused Flex Space. Develop a flexible market space that can support a variety of neighborhood goods and services and culturally-relevant activities.

¹ <http://www.healthycornerstores.org/>



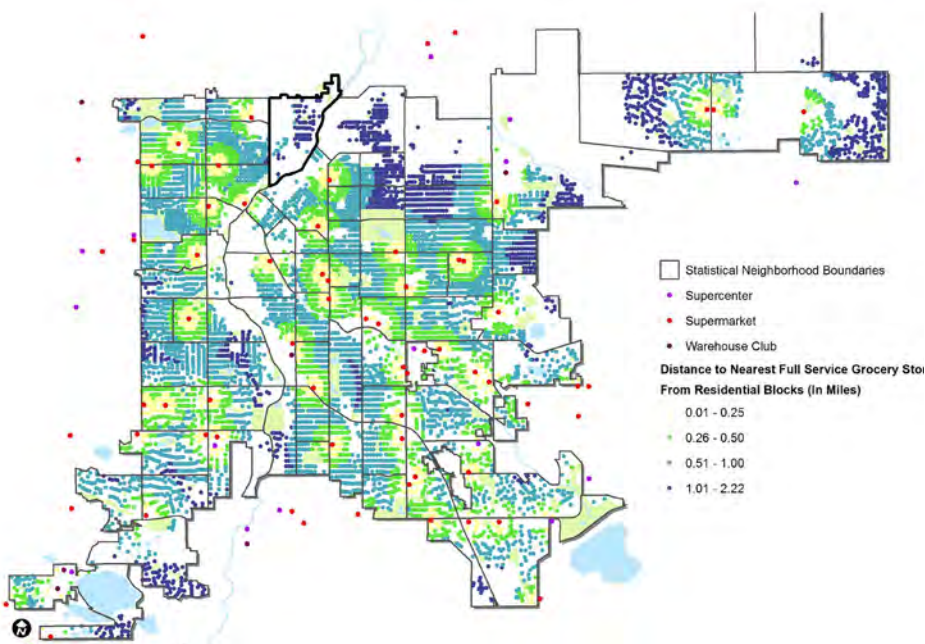
OTHER HIA STRATEGIES THAT ADDRESS ACCESS TO GOODS AND SERVICES:

D11. Improve Street Infrastructure.

D13. Connect to Greenspace.

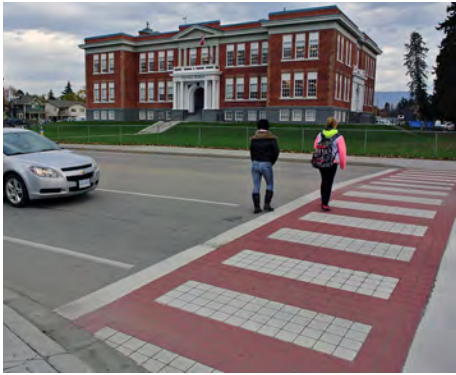
D16. Create Complete Streets.

DISTANCE TO GROCERY STORES



Globeville residents need to travel significant distances outside of the neighborhood to access a full service grocery store.

RECOMMENDATION 4: Enhance Community Safety



HIA STRATEGIES THAT DIRECTLY ADDRESS COMMUNITY SAFETY:

D22. Improve Key Intersections to Reduce Crashes. Explore measures to reduce the incidence of pedestrian and bicycle injury crashes at locations where multiple crashes have occurred. Such locations may include “gateway intersections” such as 45th Avenue and Washington Street and 51st Avenue and Washington Street in Globeville.

D23. Improve Connectivity and Safety in School Zones. Improvements could include analyzing current School Zones and making modifications as necessary, including Safe Routes to School best practices. Improve education and outreach about safety in School Zones to residents, drivers and schoolchildren, particularly in alignment with the I-70 reconstruction.

D24. Improve Street Lighting. Install new or upgraded street lighting per the recommendations of the Denver Police Department lighting survey, particularly along new sidewalks, to increase safety and reduce crime. Encourage residents’ use of porch lights at night with education and outreach efforts.

D25. Enforce Existing Laws. Enforce regulations regarding graffiti, vandalism, public drug use, stray animals, and property maintenance to increase safety.

D26. Provide Pedestrian Safety Education. Increase education and outreach to citizens about pedestrian safety in anticipation of increased pedestrian activity with the redevelopment of the National Western Center and other projects.



OTHER HIA STRATEGIES THAT ADDRESS COMMUNITY SAFETY:

D4. Mitigate the Health Impacts of Freight Rail.

D14. Address the Impacts of Trucks.

RECOMMENDATION 5: Improve Mental Health and Wellbeing

When a neighborhood seems unsafe due to physical conditions such as disconnectedness, pollution, vandalism, darkness, or neglect, this can lead to feelings of irritability, anxiety, distress, and mental fatigue. Improvements to street connectivity and sidewalks, increased lighting, crime prevention, the addition of retail goods and services, and mitigation of noise and odor pollution can lead to improvements in residents' mental wellbeing.

HIA STRATEGIES THAT DIRECTLY ADDRESS MENTAL HEALTH AND WELLBEING:

Mental health and wellbeing are affected by the sum total of many other factors. As such, furtherance of the recommendations in this chapter will also improve the mental health of residents and of the neighborhood as a whole.



OTHER HIA STRATEGIES THAT ADDRESS MENTAL HEALTH AND WELLBEING:

D1. Improve Industrial and Residential Compatibility.

D4. Mitigate the Health Impacts of Freight Rail.

D11. Improve Street Infrastructure.

D12. Improve Street Connectivity.

D24. Improve Street Lighting.

RECOMMENDATION 6: Implement All Remaining HIA Strategies



REMAINING HIA STRATEGIES:

D27. Mitigate the Impacts of I-70 Reconstruction. In advance of the I-70 reconstruction project through Globeville, Elyria, and Swansea:

- DEH should work with CDOT and CDPHE to define types of air pollution monitoring that can be done to determine a community baseline.
- DEH should work with CDOT and other stakeholders to recommend air quality mitigation measures that may be required during the reconstruction of I-70, including upgrading the heating, ventilation, and air conditioning (HVAC) system at Swansea Elementary School to improve indoor air quality.
- The City should work with CDOT to mitigate noise impacts of the I-70 reconstruction during the construction period.

D28. Explore Environmental Plan Review. Explore the feasibility of an environmental plan review process prior to approval of future development applications in order to minimize conflicts between industrial and residential uses.

D29. Improve Air Quality. Continue to improve the City's air quality through specific actions, including:

- DEH should update its community air pollution modeling assessment to a 2011 baseline and make projections for a future year (such as 2025).
- DEH should work with CDPHE and EPA to establish an additional air quality monitoring station in Globeville, Elyria, or Swansea by 2015 with a goal of quantifying near-highway pollution separately from the I-70 project.

D30. Study the Odor Impacts of Marijuana Grow Facilities. Analyze the distribution of current marijuana growing facilities and determine any excessive odor burdens generated by such facilities in Globeville, Elyria, and Swansea, and make recommendations to mitigate odor impacts as needed, including best management practices and technologies.

D31. Study the Human Health Impacts of Marijuana Growing Facilities. Advocate for further research on the potential human health impacts from marijuana growing facilities, as such impacts are unknown. Concerns include emissions to air, odors, mold, and discharges to the water system.

D32. Address Nuisance Odors. Address nuisance odors through specific actions, including:

- DEH should work with City agencies, other government, non-profit, community, and industry partners to form a long-term steering committee to implement solutions to reduce odors, potentially including recommendations for local and state policy changes.

RECOMMENDATION 6: Implement All Remaining HIA Strategies

- DEH should create and lead a community partnership of interested organizations to pursue funding for research on manufacturing processes that produce odors and odor monitoring technologies to address nuisance odors in Globeville and Elyria Swansea.
- DEH should continue its work with the Northeast Metro Pollution Prevention Alliance (NEMPPA) to cooperate on potential solutions for odor reduction from industries located outside of City boundaries.

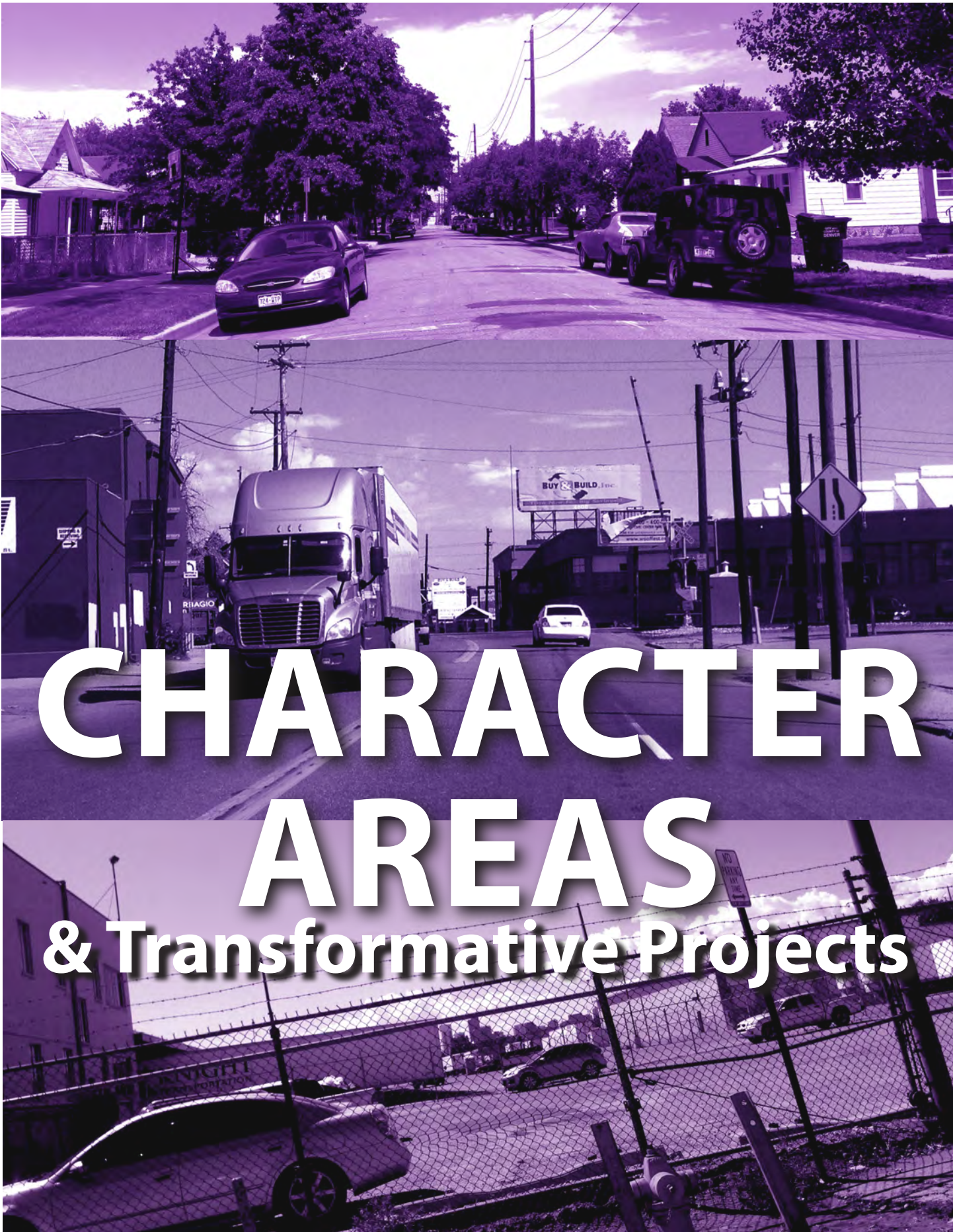
D33. Improve Water Quality Education and Outreach. DEH should partner with other agencies and organizations to improve education and outreach to businesses and residents related to water quality in Globeville, Elyria, and Swansea, including providing information to developers about City regulations for stormwater runoff and fugitive dust and dirt.

D34. Update Superfund. DEH should work with the EPA to continue to take steps to remove the residential portion DEH/EPA (Operable Unit 1) of VB/I-70 from the Superfund site (i.e., de-list OU1) as the remedy has been completed.

D35. Use Environmental Design Principles to Improve Safety. The City and private developers should work together to encourage crime prevention and safety through the use of environmental design principles for new development, including large projects such as the National Western Center.

D36. Strengthen Outreach on Development Projects. The City, private developers, and community partners should continue and strengthen bilingual and culturally-appropriate outreach and communication with residents about upcoming construction and development projects as these communities have historically experienced negative environmental impacts from previous decisions.





CHARACTER AREAS & Transformative Projects

This chapter applies the strategies and vision from the four Guiding Principles chapters to specific Character Areas of Globeville, showing how the previous recommendations are layered to create a Unique, Strong, Connected, and Healthy Globeville. Each character area applies the vision already established in the plan and goes into greater detail.

There are one or more transformative projects, in bullet points below, located within most of the Character Areas. It is anticipated that each of these projects, if implemented, would have a positive, catalytic, and transformative effect on the neighborhood. Each transformative project is presented and then evaluated against the four guiding principles of this plan.

CHARACTER AREAS AND THEIR ASSOCIATED TRANSFORMATIVE PROJECTS:

Residential Neighborhood Core

- Historic 45th Avenue Main Street

Washington Street Corridor and the Riverfront

- Improve Washington Street
- Enhance the Street Grid in the Riverfront Area
- Connect to the National Western Center

41st and Fox Station Area

Industrial Edges

- Redevelop the ASARCO Site

Globeville's Residential Neighborhood Core



VISION: Maintain the single family residential character of the neighborhood core while improving internal circulation and enhancing 45th Avenue as a neighborhood-serving main street.

KEY ISSUES AND OPPORTUNITIES:

Stable Neighborhood. The Strong chapter recommends a land use designation of Single Family Residential with Accessory Dwelling Units throughout the Residential Neighborhood Core in order to preserve Globeville's existing residential character while also promoting affordable housing and infill development. Many of Globeville's residents express pride in the relatively high rates of home ownership, which gives people a stake in the community and fosters a sense of pride in one's property and the neighborhood as a whole. There is an opportunity to refine the zoning within the Residential Neighborhood Core to maintain the stable character and meet the vision of this *Plan*.

Safety and Security. Globeville residents expressed concerns about inadequate lighting, walking and biking conditions for school children, property maintenance, litter, graffiti, and the lack of an established neighborhood watch program.

Historic Main Street. 45th Avenue runs through the

southern portion of the Residential Neighborhood Core and serves as Globeville's historic main street. The businesses that are located along 45th are small and directly serve the adjacent neighborhood. Today, commercial buildings tend to be clustered at key intersections along the street with residential uses located in-between. Some of these residential properties are zoned residential and are often oriented away from 45th Avenue and towards a side street. This orientation creates a challenge in creating a cohesive neighborhood main street as the residential uses break up the activity along the corridor.

RESIDENTIAL NEIGHBORHOOD CORE



Urban Residential and Institutional uses like churches and schools can be found alongside single-family homes in Globeville's Residential Neighborhood Core.



The Lincoln Street Underpass is dark.

RESIDENTIAL NEIGHBORHOOD CORE



HIA STRATEGIES RELATED TO THE RESIDENTIAL NEIGHBORHOOD CORE:

D2. Mitigate Noise Impacts to Residential Areas. Noise in residential areas and schools near major roadways and highways should be mitigated to no more than 55 decibels where feasible.

D24. Improve Street Lighting. Install new or upgraded street lighting per the recommendations of the Denver Police Department lighting survey, particularly along new sidewalks, to increase safety and reduce crime. Encourage residents' use of porch lights at night with education and outreach efforts.

D25. Enforce Existing Laws. Enforce regulations regarding graffiti, vandalism, public drug use, stray animals, and property maintenance to increase safety.

STRATEGIES UNIQUE TO THE RESIDENTIAL NEIGHBORHOOD CORE:

E1. Update the Neighborhood Context. The Denver Zoning Code's Urban Neighborhood Context, as opposed to the currently-mapped Urban Edge Context, better reflects the use of alleys, limiting or prohibiting curb cuts for street access, and the continuation of detached sidewalks where possible.

E2. Tailor Minimum Zone Lot Sizes. In areas where the existing zoning requires a 4,500 square foot minimum zone lot size, a future zone district should maintain the 4,500 square foot zone lot minimum. In areas where the existing zoning requires a 6,000 square foot minimum zone lot size, a future zone district should have a 5,500 square foot zone lot minimum.

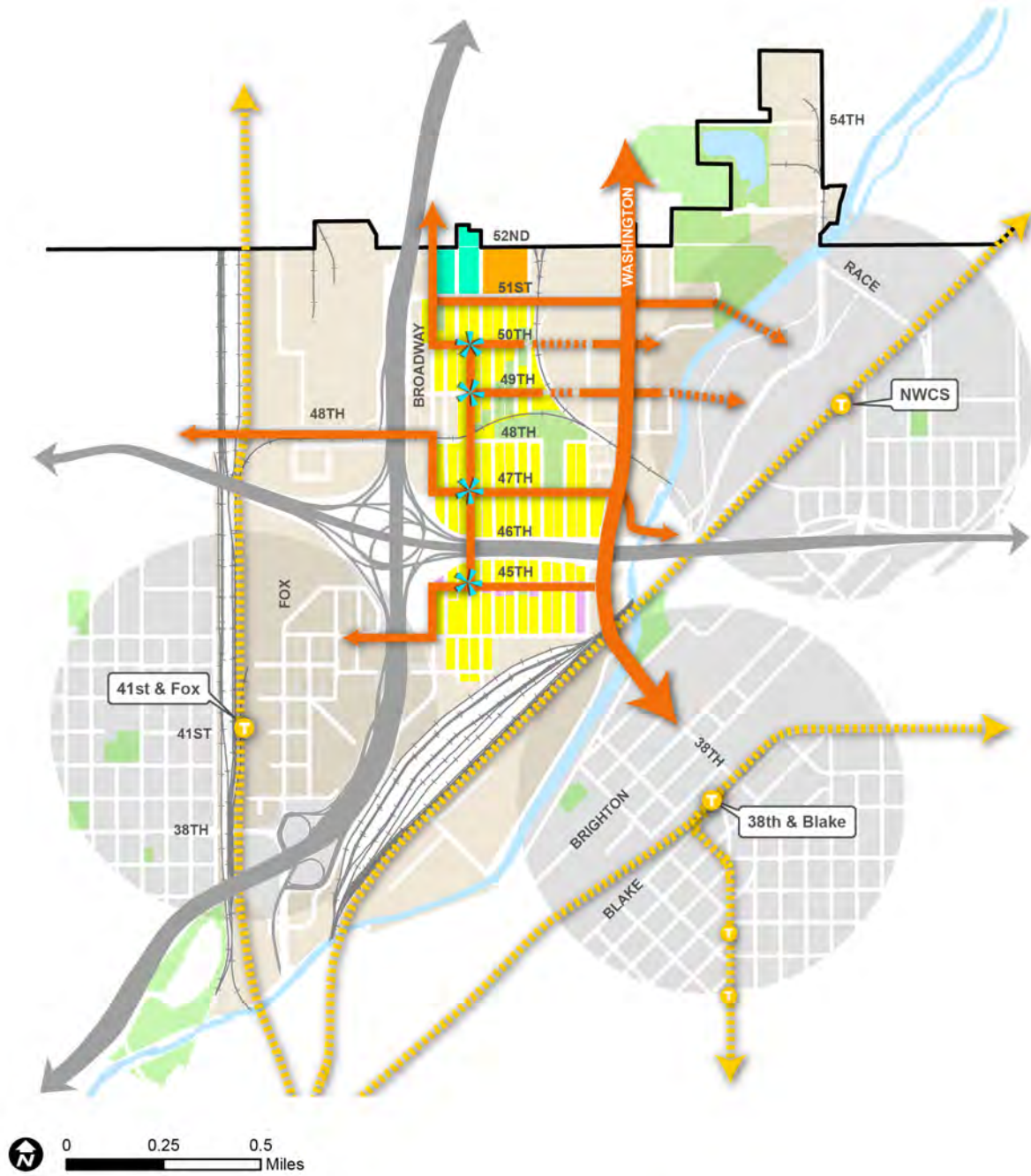
E3. Ensure a Safe and Secure Residential Community. Use a combination of complementary strategies to increase safety and security within the Residential Neighborhood Core:

- Explore the creation of a neighborhood watch program.
- Work with the Safe Routes to School program to create a safe route to Garden Place Academy.
- Support the efforts of United Community Action Network (UCAN Metro Denver) and other active organizations within the neighborhood to organize neighborhood clean-up and anti-graffiti efforts.
- Collaborate with the City's 311 and Neighborhood Inspections Services with respect to private property and neighborhood maintenance issues.
- Implement the recommendations of the Denver Police Department's 2014 lighting survey.



A rendering of 47th Avenue demonstrating how bike lanes, recommended in the Connected chapter, could be accommodated on the street.

RESIDENTIAL NEIGHBORHOOD CORE



Land Use Concept

- Single Family with ADU
- Urban Residential
- Campus
- Mixed Use
- Park or Open Space

- Existing Route
- Potential Connection
- Key Intersection
- Regional Connections
- Railroad
- Rail Transit

TRANSFORMATIVE PROJECT: Historic 45th Avenue Main Street



Small improvements to the 45th Avenue streetscape could do a lot to reinforce its main street character.

WHAT IS IT?

45th Avenue currently functions as Globeville's historic main street with its collection of neighborhood-serving businesses. More could be done to increase the street's vitality and prominence. 45th Avenue should be a mix of uses arranged along a linear pattern, scaled to be compatible with the surrounding residential neighborhood, and with a focus on pedestrian and bicycle-friendly urban design.

GOAL STATEMENT:

Reinforce 45th Avenue as a unique neighborhood destination with small-scale retail, restaurants, and services.

45TH AVENUE STRATEGIES:

E4. Enhance 45th Avenue.

■ E4A. Enhance the Public Streetscape.

- Create a gateway treatment at the corner of 45th Avenue and Washington Street to attract people to the 45th Avenue main street.
- Enhance the public realm.
- Preserve and maintain the existing pedestrian-scaled street lamps.
- Preserve and maintain the street's bike facilities.
- Encourage the use of banners and signage to create a recognizable brand for 45th Avenue as Globeville's neighborhood main street.
- Consider introducing "parklets," small green spaces extending from the sidewalk and commonly the size of one or more parking spaces, to activate the street and to create a unique amenity not commonly found elsewhere in Denver. Parklets can also be designed to double as water quality features and include such practices as streetside stormwater planters, curb extensions, and tree trenches.
- Consider establishing a special district along 45th Avenue to fund the construction and maintenance of these improvements.

■ E4B. Mixed-Use and Commercial Properties.

- Maintain required ground-story activation such as window transparency and street entrances facing 45th Avenue.
- Locate active uses on the ground floors to create interest and engagement on 45th Avenue.

TRANSFORMATIVE PROJECT: Historic 45th Avenue Main Street

- Minimize surface parking and locate it to the side and rear of buildings with building entrances facing the sidewalk.

■ E4C. Residential Properties.

- For residential properties fronting 45th that are zoned residential, consider allowing “Live/Work” uses where an office or shop can open in addition to containing a dwelling.
- Single Family properties adjacent to 45th Ave but that front another street should be encouraged to maintain the property’s residential use while incorporating elements that acknowledge their presence on a neighborhood main street.
- Encourage porches to “wrap” the side of the house that is facing 45th Avenue.
- Encourage side yards facing 45th Avenue to engage in residential food sales.
- Promote side yard fencing along 45th Avenue to be no taller than 4 feet.

HOW DOES IT ADDRESS UNIQUE?

Today, 45th Avenue plays a less prominent role in the daily lives of Globeville residents than it once did, when people could go there to fulfill more of their daily shopping needs. Enhancing the street will help return it to its former prominence, which in turn reinforces the unique character and history of the neighborhood.

HOW DOES IT ADDRESS STRONG?

Enhancing the main street prominence of 45th Avenue increases accessibility to retail, services, and jobs, while reducing the need for residents to travel outside of the neighborhood to meet these needs. Encouraging commerce along the street will stimulate interest in diversifying the neighborhood’s economy through the creation of new small businesses.

HOW DOES IT ADDRESS CONNECTED?

Because it connects to Washington Street and across I-25, 45th Avenue is already a major through-street for Globeville. The concept presented here reinforces 45th Avenue as a destination street, as well.

HOW DOES IT ADDRESS HEALTHY?

Neighborhood main streets promote walkable, urban communities that provide residents with easy access to many of their daily needs without requiring the use of an automobile. This makes neighborhoods more livable and safer and can improve traffic congestion and associated air quality issues.

Washington Street Corridor and the Riverfront



VISION: The area is transformed into a mixed-use riverfront destination area that capitalizes on its adjacency to the South Platte River, a revitalized Washington Street, reinvented greenspace, and direct connections across the river to the National Western Center.

KEY ISSUES AND OPPORTUNITIES

A Key River-Oriented Development and Connectivity Opportunity. A consistent theme heard throughout the planning process was a desire to maximize the potential of this area and the many opportunities that are present here, including:

- The opportunity to develop underutilized properties including large vacant lots, surface parking, and warehouses into mixed-use, infill projects.
- The opportunity to better and more directly connect to the National Western Center, National Western Center Station, and destinations within the Elyria and Swansea neighborhoods.
- The opportunity to activate the large but

underutilized Northside Park, Heron Pond, and Heller Open Space areas.

- The opportunity to transform Washington Street into an attractive, vital, multi-modal, main street.
- The opportunity to integrate connectivity with water quality and storm water conveyance.

Underutilized River Frontage. Globeville lacks easy access to the South Platte River. The large industrial parcels between Washington and the river limit the flow of people within the riverfront area. As such, the river is underutilized, perceived by some as dangerous, and lacks a community presence.

National Western Center Redevelopment. A master plan for the National Western Center (NWC) is being

WASHINGTON STREET CORRIDOR AND THE RIVERFRONT



Storage lots and industrial uses are common in the Riverfront area.



An unimproved street in the Riverfront.

developed with the goal of creating a major year-round destination directly across the river. Connecting to the NWC provides an opportunity for mixed-use development to provide supportive services to meet the needs of NWC visitors such as hotels, restaurants, and shops, and to enhance the overall NWC experience. The synergy between NWC and the Washington Street and Riverfront area cannot be ignored; this relationship can have a catalytic effect on both Globeville and NWC.

Washington Street. Washington Street within Globeville is primarily an industrial corridor, although it also has a sizable number of commercial uses. Current development along the street lacks active uses and discourages destinations that attract people, resulting in an incohesive sense of place.

- **Major Arterial.** Washington is a major through-street connecting for miles to the north and carrying significant amounts of traffic.
- **Narrow Right of Way.** North of 47th Avenue, Washington is a narrow street with numerous businesses located directly adjacent to the right of way. At just 60 feet, Washington Street does not have the width of a typical arterial, and multiple travel lanes are not possible within the existing right-of-way.
- **Suboptimal Pedestrian Realm.** The sidewalk network along Washington is incomplete, and where sidewalks do exist they are generally in poor condition. The street itself lacks continuous pedestrian and bike facilities. Street furnishings such as pedestrian-scale street lights, benches, and

street trees are minimal to non-existent. Despite a few restaurants and commercial uses and the close proximity to the river and parks, there is a lack of destinations and active uses along the corridor that are attractive to pedestrians.

- **Gateway into Denver from Adams County.** Washington Street is a primary connection from Adams County into Downtown Denver.
- **An Important Connection.** Washington is the only through-street in Globeville aside from I-25 and I-70, meaning that it both enters and exits the neighborhood. As such, it provides several critical points of access for the neighborhood where key local streets intersect with Washington Street. These intersections provide “gateway” opportunities for the neighborhood. Washington Street is a parallel route to I-25 and is one of the first arterial streets to fill up with cars when I-25 becomes congested.

WASHINGTON STREET CORRIDOR AND THE RIVERFRONT

TRANSFORMATIVE PROJECTS IN THE WASHINGTON STREET CORRIDOR AND THE RIVERFRONT CHARACTER AREA:

- Improve Washington Street
- Enhance the Street Grid in the Riverfront Area
- Connect to the National Western Center

STRATEGIES UNIQUE TO WASHINGTON STREET AND THE RIVERFRONT:

E5. Assist the Transition to Mixed-Use. The following strategies will help to promote this character area's transition from Industrial to Mixed-Use:

- Establish a relocation assistance program for industrial uses. Try to keep businesses in the area by identifying stable industrial receiving areas in Globeville, Elyria, or Swansea.
- As industrial uses leave this area, do not allow new industrial uses to be established. Rezoning this area to mixed-use zone districts would achieve this strategy.

E6. Create Neighborhood Gateways at Key Intersections on Washington.

Further enhance the sense of place and make it easier for people to flow between the neighborhood, Washington Street, and the river. Gateways have unique treatments that send a clear message to travelers that they have entered a new, distinctive place. Strategies include:

- Prominent entrances, monuments, building features, or special signage
- Improve the auto-oriented nature of intersections with stronger urban design
- Create clear views to a specific destination area
- Design structures such that they create a unique identifying character

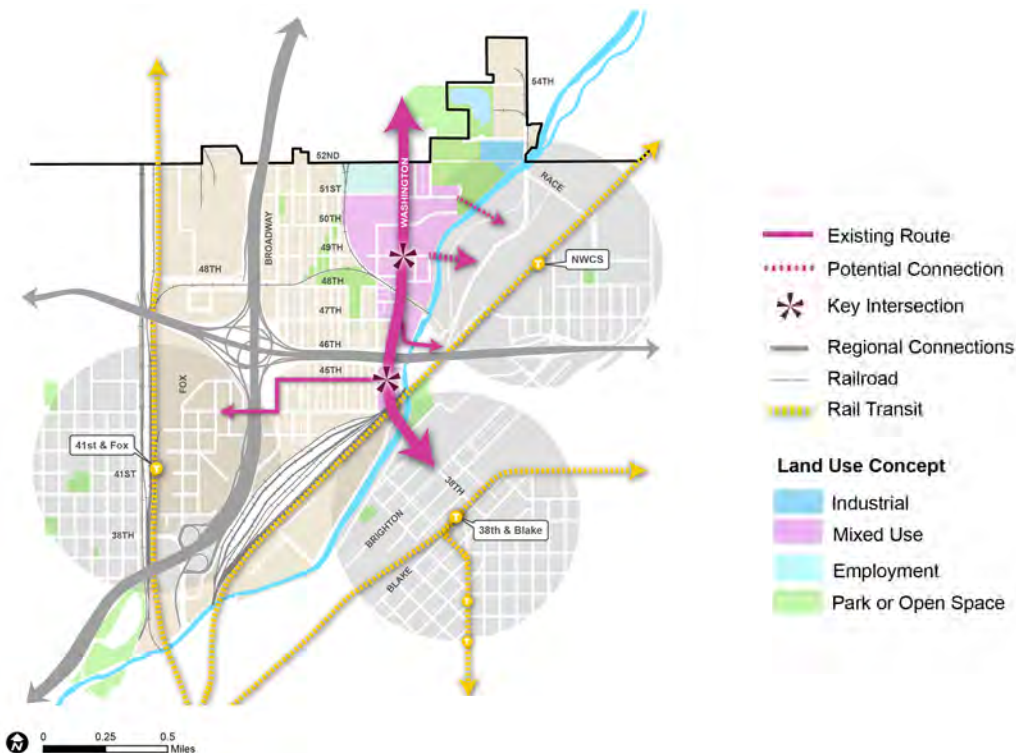
There are several gateway opportunities located along Washington Street in Globeville. High priority intersections are identified below along with specific opportunities or treatments associated with each.

- The 45th Avenue and Washington Street intersection is the primary gateway into Globeville's historic main street, 45th Avenue. Providing a gateway treatment that directs people to the neighborhood businesses on 45th Avenue is a primary economic development strategy. East of Washington Street, 45th Avenue is also a gateway to a South Platte River Trail access point. A gateway at this location should provide clear visibility and visual cues to announce one's arrival at both destinations.
- The 47th Avenue and Washington Street intersection is a key gateway to Globeville's Residential Neighborhood Core as well as other destinations including churches and Argo Park. To the east, 47th Avenue provides one of Globeville's few street connections across the South Platte River to destinations in the Elyria neighborhood, including the National Western Center and the Valdez-Perry Library. A gateway at 47th Avenue and Washington Street should facilitate safe circulation and crossing for pedestrians, cyclists, and vehicles.

WASHINGTON STREET CORRIDOR AND THE RIVERFRONT

- 49th Avenue and Washington Street, while not currently a gateway intersection, has the potential to become one if the recommended connection is made at 49th Avenue across the South Platte River to the National Western Center (NWC). This connection should become an additional “front door” to the NWC, and a special treatment at this intersection should be designed to announce one’s arrival to a major destination street.
- 51st Avenue and Washington Street is a gateway into Globeville from Adams County to the north. 51st Avenue provides access to the ASARCO employment area, as well as other key institutions including Laradon Hall and the Stapleton Recreation Center. To the east, 51st Avenue provides access to Northside Park and the South Platte River Trail. The intersection currently is off-set, which creates a navigation challenge for drivers in particular. Correcting the offset becomes particularly important if 51st Avenue is selected as a new multi-modal connection across the river and to the revitalized National Western Center.

E7. Identify Appropriate Implementation Tools. Implementing this *Plan’s* ambitious vision for the riverfront will require a creative and strategic approach to funding infrastructure and attracting new investment. Because of this area’s strong relationship to the NWC, it would be appropriate for the North Denver Cornerstone Collaborative to take on a coordinating role in implementing this *Plan’s* vision for Washington Street and the Riverfront. Depending on the specific approach that is selected, appropriate implementation tools may include developing a General Development Plan for the area, creating a general improvement district or other special districts, establishing an urban redevelopment area, or issuing bonds, among other strategies.



TRANSFORMATIVE PROJECT: Improve Washington Street



Washington Street has the potential to become a pedestrian and bike-friendly destination.

GOAL STATEMENT:

Make Washington Street an attractive corridor that creates a positive sense of place, attracts private reinvestment, and better accommodates all transportation modes.

WHAT IS IT?

Concepts for transforming Washington Street are presented here. Each option has different tradeoffs that must be weighed against the benefits. At this time, there is not a preferred or recommended cross-section for Washington Street. Further study is needed to identify the appropriate width of the future right of way, as well as the specific details of the cross-section for the street.

Creating a strong sense of place on segments of Washington Street is a key component of creating an economically feasible mixed-use area. The streetscape must be designed to balance the needs of regional traffic demand with the pedestrian realm. Reconstructed and beautified, a new Washington Street streetscape will attract new development interest to the corridor. To the extent possible, the design for Washington Street that is ultimately selected should strive to meet the following priorities that were identified by the community through the planning process:

- Provide sufficient travel lanes to accommodate vehicular and truck traffic, recognizing Washington Street's importance in the regional transportation network.
- Provide on-street parking. On-street parking is an important component of the street design if Washington Street is to become a successful mixed-use corridor as envisioned by this *Plan*.
- Provide a high-quality pedestrian realm:

TRANSFORMATIVE PROJECT: Improve Washington Street

- Provide sidewalks on both sides of the street. Wide sidewalks and detached sidewalks are preferred to reinforce the vision of Washington Street as a walkable mixed-use corridor.
- To the extent practicable, limit curb cuts along the street to further enhance the pedestrian experience.
- Provide a vegetative buffer with street trees to beautify the street while also providing water quality and a comfortable, shaded environment for pedestrians.
- Explore the opportunity for a north-south enhanced bicycle facility in the vicinity of Washington Street, either providing a link on Washington Street or on adjacent streets.
- Minimize impacts to existing businesses.

This *Plan* presents three scenarios for improving Washington Street. The streetscapes shown are intended to demonstrate how the community's priorities for the street could be met within the middle and northern sections of the street, but are potential solutions only. Further study and analysis will be needed as a part of the implementation process.

WASHINGTON STREET STRATEGIES:

E8. Conduct a Follow-Up Study for Washington. Conduct a follow-up study in the short term with community input to identify a preferred street design for Washington Street that addresses the priorities described by this *Plan*. The study should consider the alternative scenarios presented here as well as other ideas that are generated as part of the process. If it is determined that a wider right of way is needed on Washington:

- The study should provide an analysis of pros and cons to support decision-makers in implementing the appropriate strategy for the preferred design.
- The study should identify design alternatives that minimize the impacts to adjacent properties, such as by acquiring different amounts of property from each side of the street.
- The study should consider phasing the installation of infrastructure so as to minimize the use of temporary "throwaway infrastructure."

TRANSFORMATIVE PROJECT: Improve Washington Street



WASHINGTON STREET SUBAREAS:

1 - Southern Section

This section of Washington Street was previously improved when I-70 within Globeville was reconstructed in the early 2000s. This is the widest section of Washington Street within Globeville, featuring a minimum of two travel lanes in each direction as well as turn lanes, I-70 on and off-ramps, and sidewalks.

2 - Middle Section

Washington Street narrows significantly north of 47th Avenue. Typical right of way in this section is just 60 feet and features one travel lane in each direction with turning lanes at some intersections and on-street parking on some blocks. Attached sidewalks are present on some blocks and absent on others. Many buildings along this section of Washington Street have shallow setbacks and are located close to the street, especially on the west side of the street.

3 - Northern Section

Washington Street remains narrow north of 51st Avenue to the Adams County line. This section of Washington Street will need to transition to the future Adams County cross-section for the street, which at the time of this writing is anticipated to feature one travel lane in each direction with a center turn lane.

TRANSFORMATIVE PROJECT: Improve Washington Street

WASHINGTON STREET EXISTING CONDITIONS:



The Southern section of Washington Street was previously improved and is much wider than the more highly-constrained sections to the north.



The middle section of Washington Street is narrow, and the facilities that are provided vary from one block to the next. The block shown here between 50th and 51st Avenues features two travel lanes, a turn lane, and attached sidewalks. Many businesses are located close to the right of way.



The Northern section of Washington Street is narrow and will need to be designed to effectively transition to the future Adams County cross-section.

TRANSFORMATIVE PROJECT: Improve Washington Street



Note: any implementation of the conditions shown will require further study to ensure feasibility.

SCENARIO 1: IMPROVE WASHINGTON STREET WITHIN THE EXISTING 60' RIGHT OF WAY

The alternative shown here features two travel lanes and on-street parking that is swapped for turn lanes at the corners, a standard-width sidewalk, and a vegetative buffer that addresses water quality needs. If properly designed and planted, the vegetative buffer would be transformative in beautifying the corridor, creating a sense of place, and ultimately attracting private reinvestment to the area.

Priorities Met by this Scenario:

- Minimal impact to adjacent property owners
- On-street parking
- Vegetative buffer with stormwater treatment
- Improved pedestrian realm

Trade-Offs Associated with this Scenario:

- Working within the existing right of way limits the amount of property that would need to be obtained from adjacent landowners, but it also means that only a limited number of facilities will fit within the right of way.
 - No dedicated bicycle facilities
 - No additional travel lanes
 - Relatively narrow sidewalks and vegetative buffer

TRANSFORMATIVE PROJECT: Improve Washington Street



Note: any implementation of the conditions shown will require further study to ensure feasibility.

SCENARIO 2: EXPAND THE RIGHT OF WAY TO ACCOMMODATE MORE OF THE COMMUNITY'S PRIORITIES

Accommodating more of the community's priorities within the street would likely require expanding the right of way. This would potentially impact several existing buildings. The cross section shown here shows how the additional right of way could be used to provide additional travel lanes, but it must be noted that the additional space could instead be used to meet other community priorities, such as dedicated bicycle facilities or a wider pedestrian zone.

Priorities Met by this Scenario:

- Additional travel lanes provide more capacity
- On-street parking
- Vegetative buffer with stormwater treatment
- Improved pedestrian realm

Trade-Offs Associated with this Scenario:

- Increasing the right of way allows for four travel lanes, but requires additional land that may directly impact some of the buildings along the corridor.
- If the right of way is expanded as shown to accommodate additional travel lanes, not all of the community's identified priorities will fit within the street.
 - No dedicated bicycle facilities
 - Relatively narrow sidewalks and vegetative buffer

TRANSFORMATIVE PROJECT: Improve Washington Street



Note: any implementation of the conditions shown will require further study to ensure feasibility.

SCENARIO 3: FURTHER EXPAND THE RIGHT OF WAY TO ACCOMMODATE ALL OF THE COMMUNITY'S PRIORITIES

Accommodating all of the community's priorities within the street would require further expanding the right of way. Doing so would increase the impacts to adjacent property owners along the corridor, but would allow the street to "have it all." Because of Washington Street's importance in the regional transportation network, as well as its status as a major trucking route, if bicycle facilities are provided on Washington Street instead of on a parallel street, additional measures may be necessary to ensure a comfortable bicycling experience. A buffered bike lane is shown in response to this condition.

Priorities Met by this Scenario:

- Protected bike lanes
- Additional travel lanes provide more capacity
- On-street parking
- Wide vegetative buffer with stormwater treatment
- Wide sidewalks

Trade-Offs Associated with this Scenario:

- Greater impacts to adjacent property owners
- Long crossing distances for pedestrians

TRANSFORMATIVE PROJECT: Improve Washington Street

HOW DOES IT ADDRESS UNIQUE?

Transforming Washington Street into an attractive street will greatly improve perceptions of both the street itself and the neighborhood. These improvements represent a place-making opportunity that could help transform the riverfront area.

HOW DOES IT ADDRESS STRONG?

It's unlikely that substantial amounts of new commercial, residential, and mixed-use development will be attracted to this corridor and Globeville's riverfront if Washington Street is not improved. This directly impacts accessibility to housing, jobs, and services that are envisioned to be created as a result of this new investment.

HOW DOES IT ADDRESS CONNECTED?

Apart from the interstates, Washington Street is the most prominent street in Globeville. Improving the infrastructure on Washington Street consistent with the priorities outlined here will make it a multi-modal street that accommodates pedestrians and cyclists as well as vehicles, greatly enhancing its usability.

HOW DOES IT ADDRESS HEALTHY?

Better accommodating pedestrians and cyclists on Washington Street improves safety and creates more opportunities for active living within the neighborhood. Treating road runoff through green street strategies improves the health of the river, reduces the urban heat island effect, and improves air quality.

TRANSFORMATIVE PROJECT: Enhance the Street Grid in the Riverfront Area



The Globeville riverfront has the potential to be transformed into a vibrant mixed-use area.

GOAL STATEMENT:

Assist in creating a mixed-use destination area along Globeville's riverfront by introducing a street grid between Washington Street and the South Platte River.

WHAT IS IT?

The Connected chapter recommends that a street grid be introduced between Washington Street and the South Platte River. The purpose of this is to allow people to flow through the area by introducing small, walkable, and developable blocks. Doing so will help to catalyze private reinvestment and assist in transforming Globeville's riverfront into a destination area.

ENHANCE THE STREET GRID STRATEGIES:

E9. Conduct an Enhanced Connectivity and Urban Design Study for the Area between Washington Street and the South Platte River.

Overall urban design of the riverfront area, including the street network, is critical to the success of its redevelopment. A study should be conducted during the design phases of the National Western Center to strategically align the future opportunities on both sides of the South Platte River. With respect to the strategy of creating a street grid, the study should consider:

- Locations and strategies for introducing one or more new north-south streets in this area.
- Opportunities for creating smaller redevelopable blocks out of the industrial superblocks.
- Ways to facilitate the movement of people within and along the riverfront area.
- Strategies for creating an active edge along the river.

TRANSFORMATIVE PROJECT: Enhance the Street Grid in the Riverfront Area



Little Raven Street is an example of a well-designed street that is integrated with a park.



5th Avenue in New York City is an example of an edge treatment that responds to the adjacent greenspace.

Characteristics to Promote if a New Road is Introduced Along the River:

- Design the road to provide a special and unique experience that is complementary to any adjacent park or green spaces, such as a parkway.
- Strive for a slow and meandering parkway with a natural alignment that provides a variety of user experiences and views.
- The road and its edge treatment should provide an extension and interface with adjacent development on one side. A pedestrian edge treatment that effectively transitions to adjacent green space and the river on the other side should be provided.

TRANSFORMATIVE PROJECT: Enhance the Street Grid in the Riverfront Area



The street grid is incomplete along the riverfront. A lack of north-south connectivity precludes the movement of people through the area, except for on Washington Street or the South Platte River Trail.

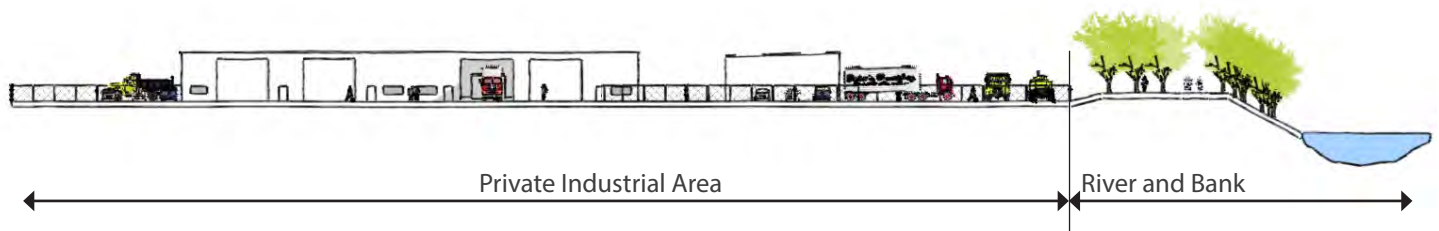
EXISTING CONDITIONS

The area between Washington Street and the river is made up of large blocks that lack basic pedestrian infrastructure, making it difficult for people to connect to the river from elsewhere in the neighborhood. The industrial uses in this area discourage people from spending time here, despite its adjacency to the river. Large trucks frequent the roads between Washington Street and the river, contributing to an environment unfriendly to pedestrians, especially since there are no sidewalks to clearly delineate the pedestrian realm. Industrial development on private land directly abuts the South Platte River Trail and associated green space.

If connectivity and access issues are left unaddressed, the existing condition presents little opportunity for the riverfront revitalization that is envisioned by this *Plan*. Existing roads, such as 50th and 51st Avenues, bring users to the edge of the river, but nowhere else. They end in cul-de-sacs, failing to connect across the river or to nearby streets. In addition to needing to be improved so that they meet basic infrastructure needs, including sidewalks, curbs, gutters and drainage, these isolated street segments need to be connected together in order to make the area supportive of mixed-use redevelopment.



In the existing condition, industrial development directly abuts the South Platte River Trail.



TRANSFORMATIVE PROJECT: Enhance the Street Grid in the Riverfront Area

SCENARIO 1

This scenario extends the existing street network and fills in missing segments to create smaller, walkable, and pedestrian-scale blocks that are conducive for mixed-use redevelopment. These new connections establish the street network as a public space and encourage people to walk, bike, or drive to and across the river. By creating a new river-fronting street based on the Emerson Street alignment and extending a new north-south street on the Clarkson Street alignment, the resulting block pattern lends itself to development that can front both the river and Washington Street, greatly contributing to the success of this new mixed-use district.

Benefits Associated with this scenario:

- A high number of new street connections creates a fine-grained block pattern that maximizes redevelopment potential.
- The presence of two new north-south streets between Washington Street and the river allows new development to front both Washington Street and the river.
- Strong and direct street connections to Northside Park
- Increased perception of safety along the river associated with a high level of activity and increased eyes on the street and greenway.

Trade-Offs Associated with this scenario:

- Locating a new street along the river limits the amount of new green space that can be created along the river bank.
- Smaller blocks may not fully meet the needs of uses with very large building footprints and can make it more challenging to accommodate off-street parking.

Note: any implementation of the conditions shown will require further study to ensure feasibility.



The enhanced street grid presented in this scenario supports redevelopment by greatly improving the flow of people through the riverfront area.



Introducing a street along the river creates a public edge between the river and private development. It also creates the strongest opportunity for new redevelopment to directly face the river.



TRANSFORMATIVE PROJECT: Enhance the Street Grid in the Riverfront Area



The street grid presented in this scenario is less robust than the grid in scenario 1, but still accomplishes similar mobility goals. Pulling back the road from the river introduces more opportunity to create additional public green space along the river.



The primary benefit of this scenario is that it creates the opportunity for wider green space along the river.

SCENARIO 2

This scenario pulls the street further away from the river, resulting in a greater buffer between new development and the river corridor. It allows for the creation of new green space along the river, with the greatest potential to open up the river and create community and recreation spaces between the river and the mixed-use redevelopment area.

Bringing the road to the west reduces the redevelopment area and results in only one new north-south connection between Washington Street and the river. To boost riverfront activity and ensure the success of new green spaces along the river, development in this scenario should face both Washington Street and the river.

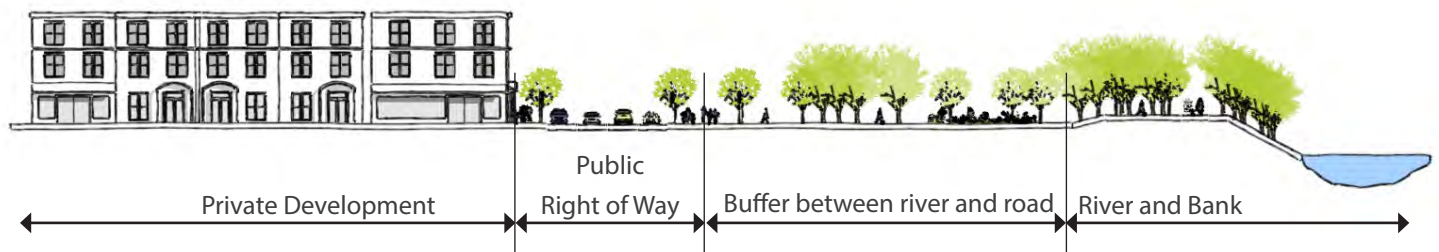
Benefits Associated with this scenario:

- Removal of the river-fronting road shown in Scenario 1 creates the opportunity for larger and enhanced green, public space along the river that can be integrated with the existing South Platte River Trail
- Additional green space can be designed to help meet water quality objectives.

Trade-Offs Associated with this Scenario:

- Large blocks may only be attractive to large uses.
- Introducing only one new north-south street makes it more difficult to ensure that both Washington Street and the river are fronted by active uses.
- Providing significant amounts of new public green space along the river reduces the amount of developable land and likely increases the cost of implementation.

Note: any implementation of the conditions shown will require further study to ensure feasibility.



TRANSFORMATIVE PROJECT: Enhance the Street Grid in the Riverfront Area

HOW DOES IT ADDRESS UNIQUE?

The opportunity to transform Globeville’s riverfront into a unique destination area hinges upon the concept of connecting the streets together. Without these connections, the transformation will not happen as it is envisioned in this *Plan*.

HOW DOES IT ADDRESS STRONG?

It’s unlikely that substantial amounts of new commercial, residential, and mixed-use development will be attracted to Globeville’s riverfront if the area’s disconnected street grid is not addressed. This directly impacts accessibility to housing, jobs, and services that are envisioned to be created as a result of transforming the riverfront area.

HOW DOES IT ADDRESS CONNECTED?

Connecting the streets in this area to create a grid will allow people to flow north and south through the area, something not possible today except on Washington Street or the South Platte River Trail.

HOW DOES IT ADDRESS HEALTHY?

Enhancing the street grid in this area will greatly increase public access to the South Platte River and Trail, allowing for increased opportunities for active living. Introducing mixed-use development in this area will also allow more people to access goods and services locally within the neighborhood.

TRANSFORMATIVE PROJECT: Connect to National Western Center



A rendering of the potential view at the corner of Washington Street and 49th Avenue, looking east towards a new bridge to the NWC.

GOAL STATEMENT:

Capitalize on economic development opportunities to enhance the waterfront and the Washington Street corridor by connecting over the South Platte River to a revitalized National Western Center.

WHAT IS IT?

Connecting to the National Western Center (NWC) is an integral component of the revitalization strategy for Globeville's riverfront and Washington Street corridor. New connections will greatly shorten travel distance to Globeville, allowing the area to attract "spinoff" development associated with the NWC to Washington Street and the Globeville riverfront, including retail, hotels, or other services. The NWC site is highly constrained, so attracting NWC facilities on the Globeville side of the river is a possibility. Without new connections, substantial reinvestment west of the river related to the NWC is not likely.

Two new multi-modal connections across the river are recommended: one at 49th Avenue and the other at 51st Avenue. Other options for the connections include 48th and 50th Avenues, but these are less desirable due to physical constraints. A connection at 49th Avenue is central to the riverfront area in Globeville and directly fronts some of the more underdeveloped land in the area. The 51st Avenue connection creates the opportunity to draw users to the regional open space amenity that is envisioned in the Northside Park area. Additionally, 51st Avenue connects across Washington Street and into Globeville to destinations including the anticipated ASARCO employment area. When considered alongside the existing connection at 47th Avenue, establishing new connections at 49th and 51st Avenues results in approximately even spacing along the riverfront in Globeville. This is good for overall connectivity as well as for maximizing opportunities for economic redevelopment on the Globeville side of the river.

The connections themselves would likely be a challenge to design and construct as they need to cross multiple barriers, including the South Platte



HIA STRATEGIES RELATED TO THIS TRANSFORMATIVE PROJECT:

D12. Improve Street Connectivity.

Implement new street connections as identified in this *Plan*.

D15. Connect to the National Western Center.

Improve access and connectivity to and through residential neighborhoods and the redeveloped National Western Center.

TRANSFORMATIVE PROJECT: Connect to National Western Center

River, the Metro wastewater pipe, and freight rail lines, as well as avoiding existing or planned structures. These constraints will influence where the connections can be located and landed, and the precise details are not known at this time. In addition to these constraints, the following objectives should also be considered so as to maximize the benefits of the project.

- Connect to and through the NWC, so that the connection is useful to all users.
- Reduce the travel distance between Globeville and the NWC.
- Attract NWC facilities or development related to the NWC to the Globeville side of the river.
- Create access for Globeville residents and employees to the NWC commuter rail station.
- Design the connection to have the character of a local street that accommodates vehicles, pedestrians, and bicyclists.
- Provide access for NWC patrons to amenities in Globeville, including the riverfront destination area, Northside Park, the Platte River trail, and the Washington Street mixed-use corridor.
- Help improve the overall lack of east-west connectivity in Globeville and Elyria.
- Where the connections land will become activity nodes for the riverfront area and Washington Street. Spacing the connections will help to spread activity throughout the riverfront area and along Washington Street.
- Maximize efficiencies when providing infrastructure for stormwater and green street design to promote beautification and water quality.
- Provide a decorative arch or other gateway treatment along these new routes to announce one's arrival to the National Western Center.

HOW DOES IT ADDRESS UNIQUE?

The opportunity to transform Globeville's riverfront into a unique destination area hinges upon creating new connections across the river to the National Western Center. Without these connections, the transformation will not happen as it is envisioned in this *Plan*.

HOW DOES IT ADDRESS STRONG?

By aiding in the transformation of the riverfront area, connecting to the National Western Center benefits each of the components of a Strong community by improving land use, introducing new users, increasing access to parks, creating jobs and housing via new mixed-use development, and improving access to services and amenities.

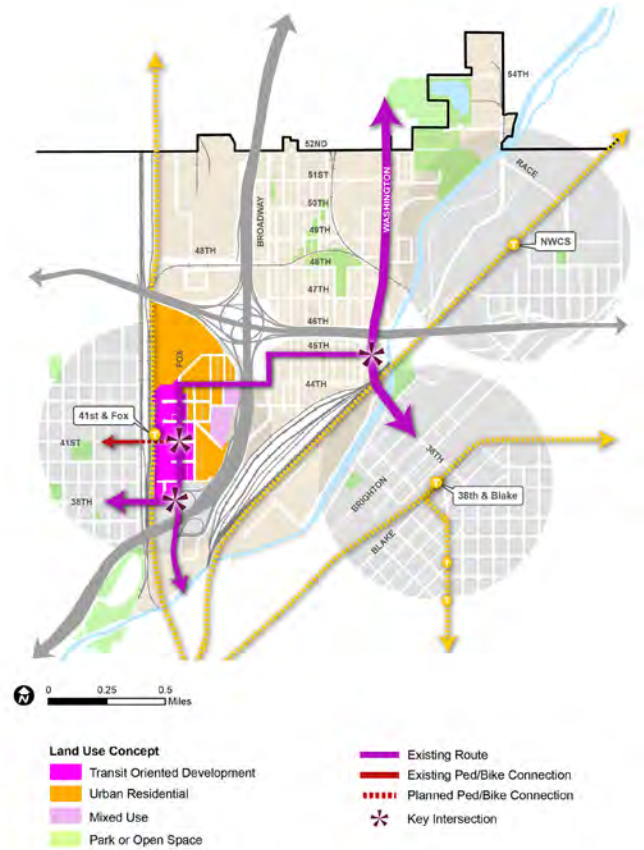
HOW DOES IT ADDRESS CONNECTED?

Providing new connections across the river will help solve the east-west connectivity issue in Globeville and Elyria. It also provides a more direct connection to the NWC commuter rail station for Globeville residents and employees.

HOW DOES IT ADDRESS HEALTHY?

Because the new connections are envisioned as multi-modal, they will provide increased opportunities for pedestrians and cyclists to access the river and amenities to the east, which may include neighborhood goods and services, jobs, and education.

41st and Fox Station Area



VISION: “The 41st and Fox Station will develop over the coming decades into the focal point of a diverse, transit supportive and environmentally sustainable urban center. Many new residents and businesses will be drawn to the convenient location close to Downtown near some of Denver’s most vibrant urban neighborhoods.” - *41st and Fox Station Area Plan, 2009*

KEY ISSUES AND OPPORTUNITIES:

The 41st and Fox Station Area completed a planning process in 2009 with the adoption of the *41st and Fox Station Area Plan*. For the portions of the station area within Globeville, the 2009 adopted *Plan* envisioned a Pedestrian Shopping District concept with building heights up to 8 stories, Urban Residential areas with varying heights, and Mixed-Use Office/Residential areas with building heights up to 20 stories. The *Globeville Neighborhood Plan* does not update the recommendations of the *41st and Fox Station Area Plan*. The important additional factor in ensuring a successful station area, beyond what is already contained in the *41st and Fox Station Area Plan*, is improving connectivity from the Globeville Residential Neighborhood Core to this area.

41ST AND FOX STATION AREA

STRATEGIES UNIQUE TO THE 41ST AND FOX STATION AREA:

E10. Improve the 44th Avenue Bridge over I-25. This facility features two lanes of traffic with a Jersey barrier on the south side of the bridge separating pedestrians from the rest of the road. Bike lanes were recently introduced on the bridge that connect to shared parking and bike lanes on 45th Avenue. Enhanced design and street lighting on the bridge and completion of the sidewalk network leading to the station at 41st and Fox will better-connect Globeville’s Residential Neighborhood Core to the station.

E11. Formalize the Social Path. East of I-25, where the 44th Avenue bridge lands and turns to descend in elevation, pedestrians have created a direct path down the hill to the corner of 44th Avenue and Broadway. These types of routes are sometimes referred to as “social paths” or “desire lines” because they indicate where people want to walk. Building stairs down the hill will connect the bridge to the crosswalk at 44th Avenue and Broadway. If possible, provide a wheel well adjacent to the stairs to allow people to easily push a bicycle up the hill. Because of the steep grades, ADA accessibility would likely need to continue to be provided by the existing sidewalk on 44th Avenue as it descends the hill to merge with 45th Avenue.



Bike lanes were recently introduced on the 44th Avenue bridge over I-25. Additional improvements to the 44th Avenue Bridge can better connect Globeville residents to the future 41st and Fox commuter rail station.



The Millennium Bridge in the Central Platte Valley features a wheel well for cyclist ease. A similar approach could be used to formalize the social path at the corner of 44th Avenue and Broadway.



Pedestrians have created a social path from the intersection of 44th Avenue and Broadway to avoid walking down to 45th Avenue to access the bridge over the interstate.

Industrial Edges



VISION: Maintain industrial and employment areas within Globeville while enhancing compatibility with nearby non-industrial uses.

KEY ISSUES AND OPPORTUNITIES

Northwest and Northeast Corners. The industrial areas in the vicinity of 48th Avenue and Fox Street and 54th Avenue and Franklin Street are home to a variety of large-scale, stable, heavy industrial uses. These industrial centers are well-separated from residential neighborhoods, and there is an opportunity for these areas to remain industrial. Major industrial reinvestment along Fox Street is currently underway along with the ongoing construction of RTD's commuter rail maintenance facility.

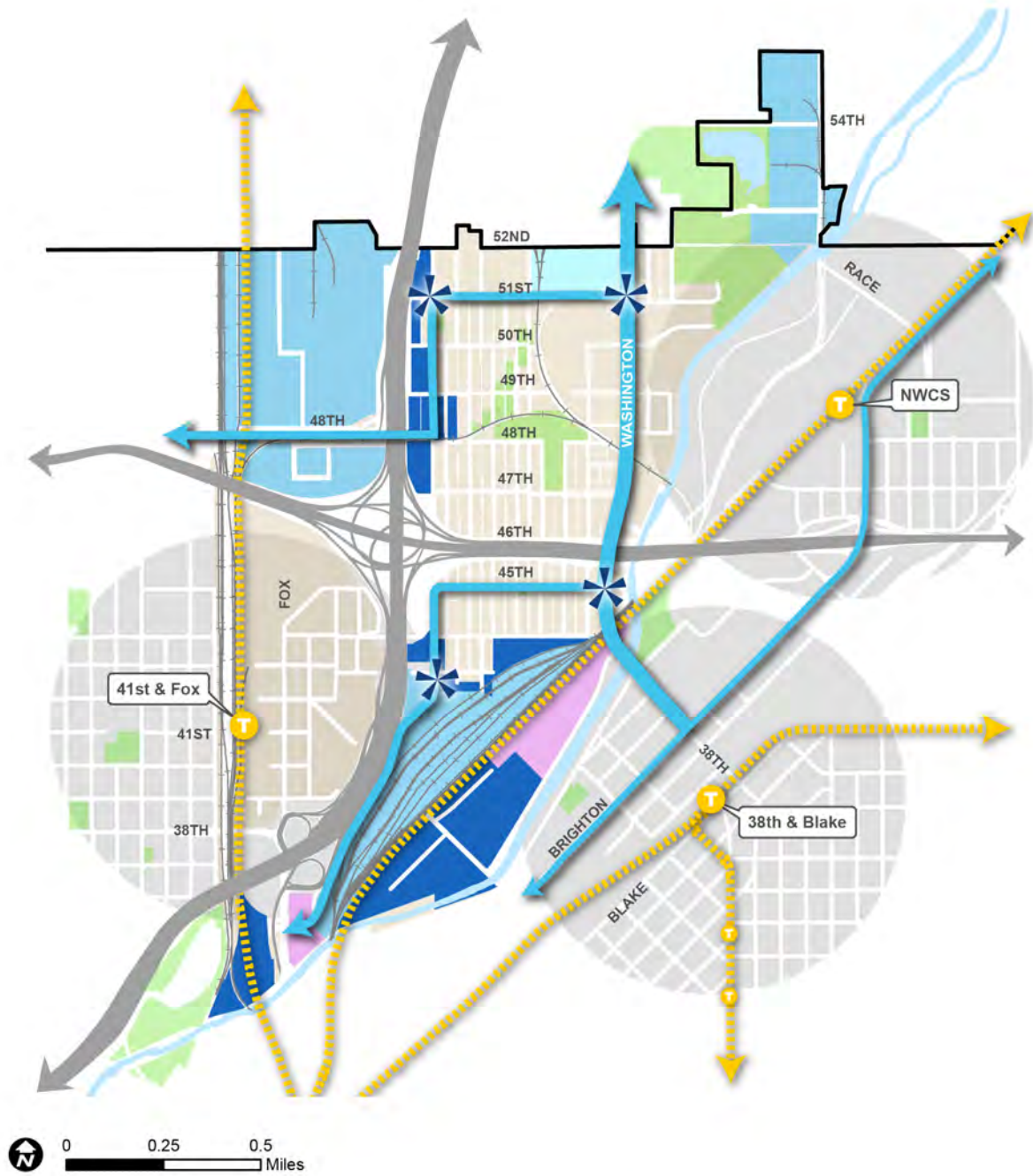
North Acoma Street and North Broadway. This light industrial area is located adjacent to I-25 along Acoma Street and Broadway and shares its eastern edge with single family uses. There are no sound walls or other buffers between this area and I-25, and as such, the light industrial uses along the western edge have direct

visibility from I-25 and act as a de facto buffer from the interstate for the residential neighborhood to the east. Some of the blocks within this area have Light Industrial zoning, while others have Industrial Mixed Use zoning.

The ASARCO Site. This site is envisioned by this *Plan* to transition to a future employment center. Development plans consistent with this vision are already underway (see the ASARCO transformative project).

South Globeville Industrial Areas. A large industrial area is located along the southern edge of Globeville, generally along the South Platte River from Park Avenue to Washington Street. This is a diverse area where conditions and opportunities vary significantly from one property to the next.

INDUSTRIAL EDGES



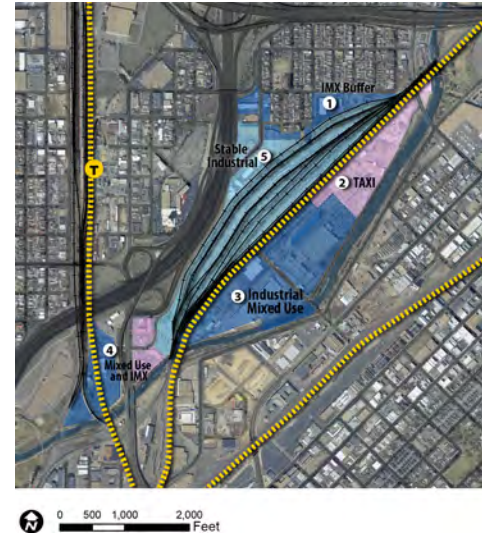
- Land Use Concept**
- Employment
 - Industrial
 - Industrial Mixed Use
 - Mixed Use
 - Park or Open Space

- Existing Route
- Key Intersection
- Regional Connections
- Railroad
- Rail Transit

INDUSTRIAL EDGES

north of 51st Avenue and Washington Street at the former ASARCO site (see transformative project for more details).

- **E12D. Introduce a Land Use Buffer Along the South Neighborhood Edge.** This light industrial area is located along Globeville Road and 44th Avenue and shares an edge with the residential neighborhood. To increase compatibility, an Industrial Mixed Use designation is recommended for the light industrial parcels along this shared edge. The purpose of this change is to create a buffer between the neighborhood and other, more intensive industrial uses in the immediate vicinity (see #1 on map at right).
- **E12E. Promote Mixed-Use Redevelopment Along the River Near Taxi.** Northeast of the RTD bus maintenance facility on Ringsby Court is a former industrial area that in recent years has transformed into a successful mixed-use development called Taxi. A land use designation of Mixed Use has been mapped along Ringsby Court from Taxi up to Washington Street to reflect the opportunity to continue this successful development model along the riverfront (see #2 on map at right).
- **E12F. Transition to Industrial Mixed Use in the 31st Avenue and Ringsby Court Area.** RTD's bus maintenance facility is located in this area, alongside a few smaller industrial users (see #3 on map at right). Industrial Mixed Use is recommended in this area to acknowledge the mixed-use character that is emerging along this portion of the South Platte River, both next door at Taxi and nearby along Brighton Boulevard and in the Denargo Market area.
- **E12G. Two Types of Mixed Use at Park Ave & Globeville Road.** Although most of this area is zoned for general industry, it no longer has industrial character as the Railyard Marketplace and other commercial uses have been developed near the intersection of Park Avenue and Globeville Road. Visibility from Park Avenue and the I-25 interchange make this area more desirable for commercial uses than industrial uses. This *Plan's* Concept Land Use and Areas of Change Map recommends Mixed Use for the properties east of Park Avenue, and Industrial Mixed Use west of Park Avenue to reflect this change in land use and overall character (see #4 on map at right).
- **E12H. Maintain Stable Industry Along Globeville Road.** The BNSF rail yard and other uses along Globeville Road are recommended to remain industrial (see #5 on map at right).



HIA STRATEGIES RELATED TO THE INDUSTRIAL EDGES:

D1. Improve Industrial/Residential Compatibility. Minimize negative environmental impacts on residential neighborhoods from industrial uses through methods such as land use designation, zoning, buffering, or other means.

TRANSFORMATIVE PROJECT: Redevelop the ASARCO Site



GOAL STATEMENT:

Create a major employment center featuring light industrial, light manufacturing, high-tech, and other labor-intensive uses that are compliant with the re-use limitations associated with the environmental cleanup agreement for the site.

WHAT IS IT?

The ASARCO site is located at the northern edge of Globeville, near the corner of 51st Avenue and Washington Street. Although the site is nearly 80 acres in size, only about 20 percent of it is located in Globeville; the remainder is located in Adams County. The site was the original home of the Globe Smelter, with which the neighborhood of Globeville shares a name. The Globe Smelter refined precious metals from its founding in 1886 and continued various other metallurgical and manufacturing processes under ASARCO until the plant was closed in 2006.

For the past several years, the site has been undergoing environmental remediation to make it reusable for non-residential uses. An employment center is now envisioned for the site, and land may be made available for sale and development as early as 2015.

TRANSFORMATIVE PROJECT: Redevelop the ASARCO Site



THE HISTORY OF ASARCO:

1886 - smelting began

1901 - ASARCO purchased the smelter, converted it to lead-only

1919 - transitioned from lead to arsenic trioxide (insecticides, medicines, glass)

1926 - cadmium production (protective coatings for iron and steel)

December 1983 - "Colorado Department of Public Health and Environment sued ASARCO for damages to natural resources using EPA's Comprehensive Environmental Response, Compensation and Liability Act (CERCLA, commonly known as Superfund)."

1987 - "CDPHE and ASARCO entered into an agreement...to conduct joint studies to determine the extent and nature of the site-related contamination."

May 1993 - "EPA proposed the site for its National Priorities List"

November 2006 - Globe Plant closed.

2014 - Environmental remediation completed.

2015- Letter of No Further Action (NFA) anticipated

Sources: <http://www2.epa.gov/region8/asarco-inc-globe-plant>); <http://www.colorado.gov/cs/Satellite/CDPHE-HM/CBON/1251615987556>

HOW DOES IT ADDRESS UNIQUE?

The Globe Smelter was an important part of the history of the neighborhood. The redevelopment of the former smelter site is an opportunity to reconnect the neighborhood to the site, which has sat vacant for almost 10 years.

HOW DOES IT ADDRESS STRONG?

Developing an employment center on the site is anticipated to be a major job generator for the neighborhood.

HOW DOES IT ADDRESS CONNECTED?

The development concept for the site will incorporate a variety of internal connections. Redevelopment of the site will likely also trigger improvements for Washington Street and 51st Avenue, which will feature entrances to the site.

HOW DOES IT ADDRESS HEALTHY?

The environmental remediation of the ASARCO site will satisfy the terms of the cleanup agreement and return the property to active use, providing jobs and local goods and services for residents.



Moving Forward

REALIZING THE VISION

TYPES OF IMPLEMENTATION ACTIVITIES

CHAMPIONS AND ADVOCATES

PUBLIC FUNDING SOURCES AND STRATEGIES

PARTNERSHIP TOOLS

REALIZING THE VISION

This *Plan* sets forth a vision for the future of the Globeville neighborhood and contains numerous recommendations aimed at achieving that vision. Plan implementation takes place over many years and is the result of large and small actions by the public sector and the private sector, sometimes in partnership. It's understood that the future will bring unforeseen opportunities and challenges. The recommendations in this *Plan* are intended to provide direction for future actions en route to achieving the *Plan's* vision.

TYPES OF IMPLEMENTATION ACTIVITIES

Blueprint Denver identifies three types of implementation activities: regulatory/policy, public investment, and partnerships. These activities focus on public sector actions, many of which create a positive environment that enables actions by other groups, such as property owners, developers, neighborhood organizations, districts, or homeowners. While public actions can help set the stage, in most cases, it is private actions (such as constructing new buildings and houses, opening new businesses, and attracting new residents) that are the most critical elements to achieving a plan's vision.

Regulatory and Policy Strategies. Regulatory and policy strategies change City codes or regulations to affect desired outcomes. Typical examples include *Denver Zoning Code* text and map amendments, Public Works requirements for infrastructure improvements associated with development projects, and Parks and Recreation requirements regarding open space and plantings.

- Regulatory and Policy Implementation Priorities for Globeville:
 - Implement recommendations aimed at improving residential and industrial compatibility.
 - Ensure that zoning regulations align with the *Plan* vision, including:
 - Implementing recommendations to allow Accessory Dwelling Units in Single Family residential areas.
 - Creating a mixed-use destination area on Washington Street and eastward to the South Platte Riverfront.

Public Investment Strategies. Public investment strategies are those involving public funding of public infrastructure. Examples include street reconstruction, bike lane installation, new transit lines, park improvements, or new or expanded recreation centers. The City takes the lead in designing, constructing, and funding these projects and may use a variety of public funding sources such as the annual Capital Improvements Program, bond funds, or state or federal grant programs.

In some cases, this *Plan* identifies public transportation projects as studies because the impacts and consequences of a particular improvement on the transportation system are so complex that the broader system must be examined to determine the feasible options to meet the intent. Extensive study may also be needed to meet eligibility criteria to apply for federal funding.

- Public Investment Implementation Priorities for Globeville:
 - Conduct a follow-up study for Washington Street to identify a preferred and implementable street design.
 - Pursue implementation of the two recommended connections across the South

Platte River to the National Western Center.

- Address traffic operations and roadway maintenance issues throughout the neighborhood.

Partnership Strategies. Partnership strategies represent the most diverse category of implementation activities. Public-private partnership (PPP or P3) activity has expanded greatly in recent years and has gone well beyond its roots of public subsidies of private development projects. Increasingly, public-private partnerships are being used to fund infrastructure projects. Denver Union Station and RTD's East and Gold commuter rail lines are among the largest P3 projects in the country. Another local example is the reconstruction of 14th Street in Downtown Denver using a combination of City bond funds and a property-owner approved General Improvement District.

- Partnership Implementation Priorities for Globeville:
 - Increase the neighborhood's access to goods and services.
 - Make use of NDCC as a partnership-building entity to implement the *Plan* vision for Washington Street and the Riverfront.

CHAMPIONS AND ADVOCATES

Once a plan is adopted as a supplement to the Comprehensive Plan, the City has the necessary direction to begin implementing the plan. Given the number of adopted plans, competing interests in the city, and the budget limitations at all levels of government, little plan implementation is undertaken without champions for certain actions and advocates for the neighborhood. Typically, Registered Neighborhood Organizations work with the Mayor and their City Council representatives to promote certain actions and outcomes. Membership organizations such as merchant associations, business partnerships, and non-profits do the same for business areas.

PUBLIC FUNDING SOURCES AND STRATEGIES

Funding sources available to public and private entities are continually evolving based on economic, political, legal, and neighborhood objectives. Though the names and purposes of specific funding sources can change over time, the following list represents potential funding opportunities:

- **Tax Base Support.** Tax base supported sources are characterized by the involvement of the local sales and property taxing authorities.
 - **Annual Budget.** The most common tax base support is through the City's annual budget, especially the annual Capital Improvements Program (CIP). Available CIP funds are typically limited to a few million dollars a year.
 - **Bonds.** Periodically, the City requests that its voters to approve a tax increase to pay for specific public improvements. For instance, the citizens of Denver voted in 2007 to raise their property taxes in a specific amount to support the issuance of over \$500 million Better Denver Bonds whose proceeds subsequently funded hundreds of specific public improvement projects. Future bond issuances represent an opportunity to secure funding for some Globeville Neighborhood Plan recommendations.
 - **Tax Increment Finance (TIF).** TIF is another means of tax-base support most typically associated with an Urban Renewal Area. Once created by the City Council and Denver Urban Renewal Authority (DURA), property and sales

MOVING FORWARD

tax over and above the base year are paid to DURA to fund eligible public improvements or financing gaps for private development. To qualify for tax increment financing through urban renewal, an area must first meet certain criteria to establish the presence of “blight,” as defined in state statute.

- **Grants.** Grants come from public agencies that are interested in encouraging a specific outcome, and these grants typically include specific conditions and requirements as to how the funds may be deployed. For instance, a state or federal transportation grant will need to be used for street, mass transit, or regional mobility studies or projects. The Office of Economic Development receives federal funds to support certain types of housing projects. Additionally, foundations provide grants for projects aligned with the organization’s goals, such as green spaces, creative enterprises, or social services.
- **Special Districts.** The City Charter and Colorado State Statutes enable various types of districts to be created. Examples of special districts include business improvement districts, general improvement districts, metropolitan districts, and local improvement or maintenance districts. These districts are often created by a localized group of citizens who want to achieve specific outcomes in their locality and are willing to pool their economic resources in order to implement identified projects. For example, if a majority of business owners desire to improve the streetscape of the street in which they operate, the businesses could organize a business improvement district which would assess the participants an amount of money sufficient to pay for the project. Special districts are a useful tool when a local population both desires and is willing to pay for an enhanced level of public improvement. District revenues can be used to pay for improvements on a “pay-as-you-go” basis, for ongoing operations and maintenance, or to support repayment of bonds. In order to be established, special districts typically require the approval of Denver City Council and a vote of the electorate within the area.

PARTNERSHIP TOOLS

In addition to public funding sources, a variety of public-private partnerships or private organizations will be instrumental in *Plan* implementation. As states and communities reduce the use of public funds for improvements, some of these other organizational types will come into broader, more innovative use. Some examples of these organizations include: community development corporations, membership organizations, non-profits or foundations, and transportation management organizations. Implementation of the *Globeville Neighborhood Plan* will require the coordinated involvement of many different organizations in pursuing a variety of activities with existing and new funding sources.

- **North Denver Cornerstone Collaborative (NDCC).** Mayor Hancock created the NDCC in 2013 in order to ensure alignment and effective coordination of the many inter-related plans and projects that are taking place in Globeville, Elyria, and Swansea. Part of this effort includes strategic thinking on the implementation and funding of projects, which presents the Globeville community with a unique partnership opportunity to implement elements of this plan.