

# La Alma/ Lincoln Park

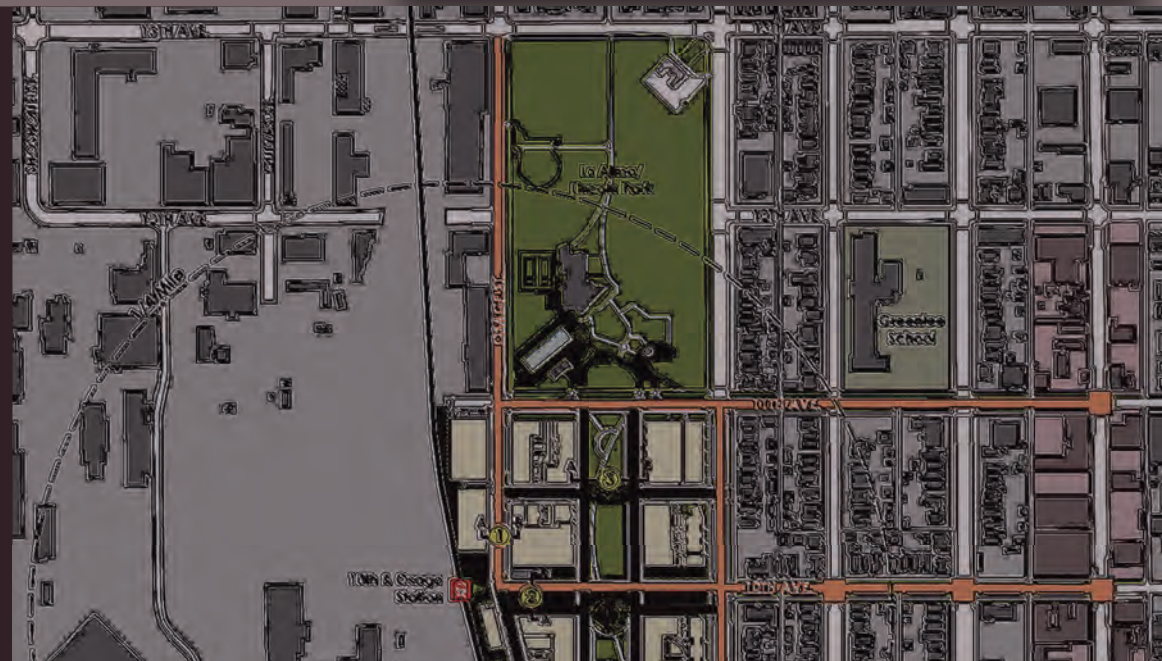
## Neighborhood Plan



DENVER  
THE MILE HIGH CITY

Community  
Planning &  
Development

August 26, 2010  
Final Draft





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# Acknowledgements



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# Executive Summary

## Executive Summary

La Alma Lincoln Park is a dynamic, mixed-use neighborhood at the heart of Denver. It benefits from its variety of housing types, diversity of land uses, historic resources, proximity to downtown, presence of a transit station, strong job base within the neighborhood and in close proximity to it, the Santa Fe Arts district, nice parks, and its broad range of cultural and public facilities. At the same time La Alma Lincoln Park faces challenges in terms of its older housing stock, changes in land use, low percentage of home ownership, changing demographics, considerable number of persons in poverty, limited transportation connections from the east to the west and within the industrial area, and needed improvements to the pedestrian environment. Given the range of issues and opportunities, the development of a clear vision for the future of the neighborhood is an important step through this Neighborhood Plan.

The neighborhood is bounded by West Colfax Avenue on the north, Speer Boulevard on the east, West Sixth Avenue on the south, and the South Platte River on the west. This area will be referred to as Lincoln Park or La Alma/Lincoln Park through this plan.

This Neighborhood Plan incorporates a Station Area Plan for the 10th and Osage light rail station in the Transit Oriented Development Character Area Chapter. The 10th and Osage station is located on RTD's Central Corridor and functions as a neighborhood walk-up station. The existing land uses surrounding the station include medium density public housing to the east,

a park and recreation center, small scale commercial (Buckhorn Exchange restaurant), and Union Pacific's Burnham Yard, a freight train engine maintenance facility, to the west.

### Sustainable Transit-Oriented Development

Forecasts estimate that Denver's population will grow by 132,000 people, and that the metro-region will grow by 800,000 people, over the next twenty years. In response to the anticipated growth, Blueprint Denver, the city's award winning plan to integrate land use and transportation, identified Areas of Change where the City should direct growth in order to connect people to jobs, housing and the transportation system. Blueprint Denver defines an Area of Change as a place where growth and redevelopment are either desired or underway. The plan identified the 10th and Osage Station Area together with the industrial land west of the Central Corridor light rail line as Areas of Change for several reasons related to latent land development potential, access to and demand for enhanced transit, proximity to downtown and Auraria Higher Education Center, opportunity to supply more housing and ability to stimulate economic development, as well as reinvestment in historic resources.

The planning, design, construction and opening of the expanded FasTracks transit corridors are a source of pride and excitement for neighborhoods and businesses in Denver. Opportunities for land use, design, and mobility exist at each station. Through the planning process, community members, City staff and the station area planning team worked together to identify these opportunities and develop strategies for the station area.

The unique qualities of the 10th and Osage station area substantially contribute to the potential for successful TOD at this station. Realizing this vision will depend on the ability to overcome distinct challenges and capitalize on the strengths and opportunities identified in this plan.

## Plan Components

### Vision & Goals

The vision describes La Alma/Lincoln Park in the future, as an end result, with current issues resolved and goals met.

### Framework Plan

The framework plan identifies the overall land use and transportation goals. The framework plan presents the issues that are relevant to the entire neighborhood and recommendations that tie the neighborhood together.

### Character Area Plans

The plan establishes six subareas that have distinct characteristic and uses. The subarea plans present issues and recommendation that are more specific than those presented in the framework plan.

### Implementation Plan

The implementation plan consists of specific actions that can be taken to achieve the recommendations contained in the framework and subarea plans.

### Supporting Documentation

The assessment describes the physical conditions and regulations of the neighborhood as it currently exists.

## Goals

The Plan establishes long range goals and objectives for the development and stabilization of the neighborhood. From discussions with the stakeholders and through a series of public meetings, a series of goals were established for the plan. These goals formed the basis of the specific land use concepts and recommendations for the plan.

- Redevelopment focused in three areas:
  - 10th and Osage station
  - Santa Fe corridor
  - 13th Ave corridor west of Osage Street
- Stability improved within residential neighborhood.
  - Increased circulation and connectivity.
  - Neighborhood support systems are improved.
  - Local services are maintained.
  - History and cultural diversity are preserved and celebrated.

Although the Plan incorporates many additional recommendations, the key ones from each chapter are highlighted for the purpose of this summary.

### The Framework Plan: Land Use and Urban Design

- Attract development to Areas of Change.
- Utilize mixed use, main street, and small lot residential zoning.
- Encourage a mixture of uses that support a successful neighborhood.

- Support greater heights at the station and key intersections.
- Explore shared parking.
- Support public art in the community.

### The Framework Plan: Mobility and Infrastructure

- Improve pedestrian and bicycle connections throughout the neighborhood.
- Expand bus service to provide direct access to the station.
- Extend Osage Street south.
- Re-open 11th between Kalamath and Lipan.
- Implement bike lanes on 13th Avenue.
- Support a 10th Avenue shuttle.
- Consider traffic calming measures for Santa Fe and Kalamath.

### The Framework Plan: Parks and Preservation

- Ensure the La Alma Rec Center continues to operate and serve the residents of the community.
- Tree preservation.
- Explore historic designation.
- Enhance trail connections (Cherry Creek and Platte River).
- Enhance the S. Platte River as an amenity.
- Maintain and preserve landmark structures, including Byers Library, as a public amenity.

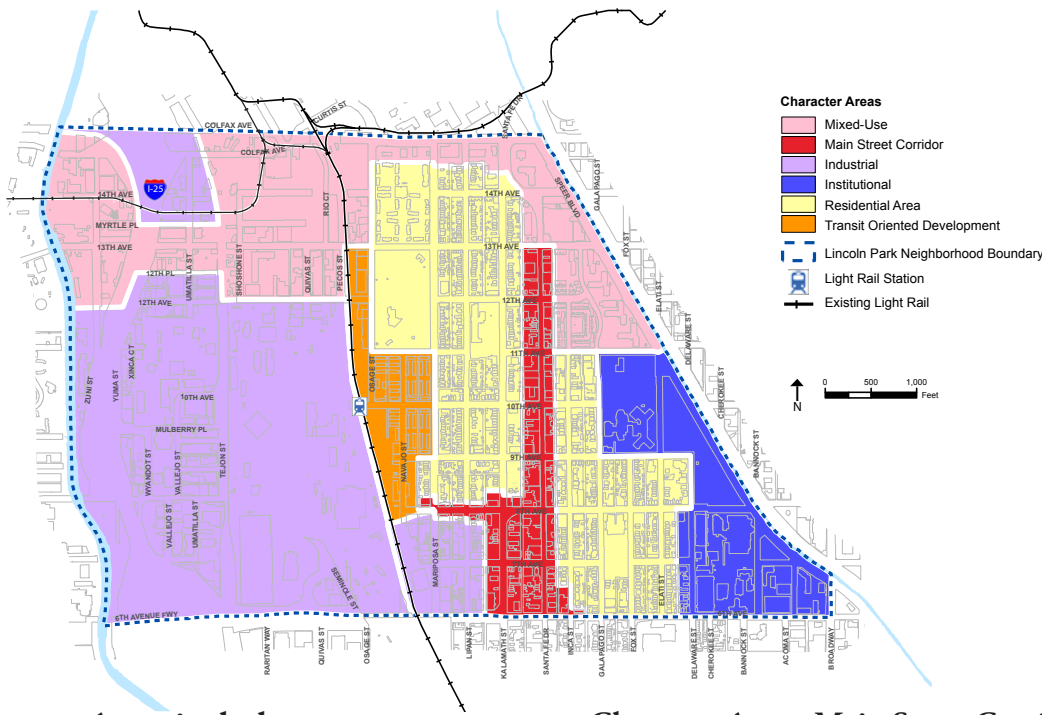
### The Framework Plan: Economic Development

- Promote local programs that support small businesses.

- Promote gap financing programs available through OED.
- Establish appropriate controls to reinforce historic character.
- Promote adaptive reuse.
- Improve infrastructure and parking management.
- Increase graffiti removal.
- Educate residents about Home Rehabilitation programs.
- Ensure continuation of Denver’s HOME Program to help fund affordable housing.
- Utilize CDBG money in La Alma Lincoln Park.
- Continue workforce development.

### The Framework Plan: Public Health

- Incorporate safe streetscape amenities.
- Incorporate low impact development stormwater management.
- Reduce automobile use and VMT.
- Replace dead or dying trees.
- Add bike lanes where bicycle connections are needed.
- Partner with B-Cycle to explore an additional bike sharing station in the neighborhood.
- Build wider sidewalk in high pedestrian areas.
- Ensure existing urban gardens continue.
- Improve connectivity and access to healthy foods.



**Character Areas include (see graphic above):**

- Mixed Use
- Main Street
- Institutional
- Residential
- Transit-Oriented Development (10th and Osage Station Area Plan)

**Character Area Recommendations**

**Character Areas: Mixed Use**

- Support local businesses.
- Construct gateway elements at key entry points.

**Character Areas: Main Street Corridor**

- Encourage mixed use development with a diversity of uses.
- Promote multi-stories mixed use buildings.
- Support eclectic mix of architectural forms that respect historic architecture.
- Provide directional signage, lighting and landscaping along corridor.
- Preserve historic structures.

**Character Areas: Institutional**

- Tie to surrounding areas with appropriate scale and uses.
- Preserve historic character.
- Support Denver Health in current location.
- Mitigate undesirable impacts.
- Improve access.

**Character Areas: Residential**

- Preserve valued attributes.
- Enhance character and quality of life.
- Maintain current density.
- Remove nonconforming uses.
- Support diverse population.
- Encourage homeownership.
- Maintain urban neighborhood context.

**Character Area: Transit Oriented Development (TOD, 10th and Osage Station)**

- Create density to support transit.
- Enhance pedestrian connections.
- Manage parking strategically.
- Include new community gathering spaces.
- Provide a variety of housing options.
- Attract community-supportive businesses.
- Improve Bike/Pedestrian access.
- Focus on sustainable development.

## Implementation and Next Steps

The Implementation for the La Alma Lincoln Park Neighborhood and 10th and Osage Station Area covers a series of actions:

- Specific recommendations
- Strategies for implementation
- Implementation timing
- Citywide Neighborhood and TOD implementation evaluation

Specific recommendations are listed in tables in the Implementation section. The most immediate steps include plan adoption followed by Blueprint Denver updates that provide the regulatory framework to implement the recommendations. Rezoning have occurred with the recent adoption of the Denver Zoning Code Update; however, future rezonings that further the goals of this Plan will continue to be needed. New zone districts are now available that are better suited to the unique character of this neighborhood.

Another immediate step includes the scoping of infrastructure projects and identification of potential funding sources to implement the infrastructure needed in the neighborhood. These infrastructure improvements should be pursued.

## First Tier Implementation and Timing

It is important to have the city set up the station area as development ready. Development ready includes:

- Getting new zoning in place (complete June 2010).
- Identifying an implementation toolbox - both financial and regulatory.

Putting in place the partnerships with other agencies and departments - Community Planning and Development (CPD), Public Works, (PW), Office of Economic Development (OED), Denver Housing Authority (DHA), and the Regional Transportation District (RTD).

## Catalyst Projects

Several projects will act as catalysts to lead the charge toward Neighborhood Plan implementation:

- Public plazas and green spaces are built along 10th Avenue and within the DHA property and 10th Avenue is reconstructed as a Signature Street from Osage to Mariposa.
- Osage Street is extended south to 9th Avenue.
- DHA implements the senior housing project 1099 Osage Street (planned for construction Fall 2010). The 90 units of senior affordable housing are the first step in initiating the redevelopment of the South Lincoln project.
- Denver’s New Zoning Code is used to implement this plan’s recommendations.

## Implementation Strategies

The tables included in the Implementation section include all of the strategies for the neighborhood and station area. The table is organized by Regulatory Tools, Public Infrastructure Tools and Partnership tools. Each implementation strategy includes a general timeframe and key responsibilities. Timeframes are organized by short term (1-5 years), medium (5-10) or long (10-20 years) term. This plan does not require these timeframes if opportunities arise sooner than predicted.





# Introduction

## Introduction

La Alma/Lincoln Park is a diverse and changing neighborhood at the heart of Denver. It is one of Denver’s oldest and most complex neighborhoods. It is a mixed-use neighborhood near the Central Business District and the Auraria Higher Education Center (AHEC). The neighborhood is bounded by West Colfax Avenue on the north, Speer Boulevard on the east, West Sixth Avenue on the south and the South Platte River on the west. This area comprises census tract 18 and the southern portion of census tract 19. This area will be referred to as Lincoln Park or La Alma/Lincoln Park throughout this plan. This plan will not focus on the Auraria Higher Education Center (AHEC).

## Purpose of The Plan

The Plan establishes long range goals and objectives for the development and stabilization of the neighborhood. It provides a framework and establishes implementation strategies which will direct the neighborhood towards a vision as a community where people live, work, play, and celebrate the neighborhood’s rich cultural heritage. It is primarily a plan for land use, transportation and urban form.

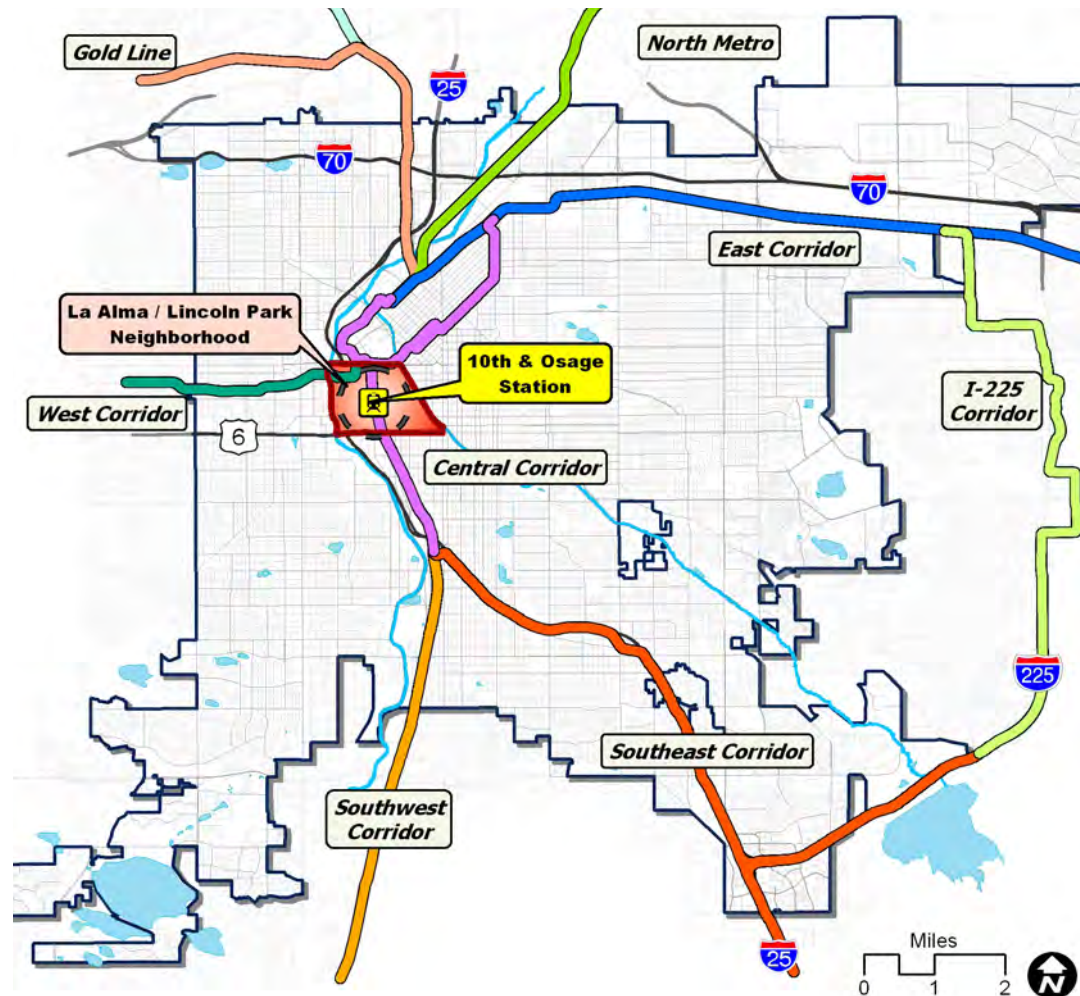
The Plan provides a neighborhood and city-approved guide to the acceptable future development of Lincoln Park. It is intended for use by Denver’s Community Planning and Development Agency, Department of Public Works, Department of Parks and Recreation, Police Department, other City Agencies, Denver Planning Board, the Mayor, City Council, other public and quasi-public agencies, neighborhood associations, Denver Housing Authority, AHEC, residents, property owners, business owners, and private

organizations concerned with planning, community development and neighborhood improvement.

The Plan is intended to promote patterns of land use, urban design, circulation and services that contribute to the economic, social, and physical health, safety, and welfare of the people who live and work in the neighborhood. The Neighborhood Plan addresses issues and opportunities at a scale that is more refined

and more responsive to specific needs than the City’s Comprehensive Plan.

The Plan is neither an official zone map, nor does it create or deny any rights. Zone district changes that may be proposed as part of development must be initiated under a separate procedure established under the Revised Municipal Code.





## Project Partners

The Denver Community Planning and Development (CPD) Department completed a Neighborhood Assessment for Lincoln Park in 2006. The Assessment determined the need for a Neighborhood Plan to address the unique issues and opportunities of the neighborhood. In an effort to prioritize planning and implementation activities related to transit and transit-oriented development (TOD), the City also prepared the TOD Strategic Plan in 2006. Expanding on the goals and policies identified in the TOD Strategic Plan, the city initiated a station area plan for the 10th and Osage light rail station to be developed along with the La Alma/Lincoln Park Neighborhood Plan. The 10th and Osage station is located on the Central Corridor and provides a significant opportunity for transit-oriented development within the La Alma/Lincoln Park neighborhood.

In addition, in 2002 the City adopted Blueprint Denver – An Integrated Land Use and Transportation Plan, to further the goals identified in Comprehensive Plan 2000 and promote more efficient use of transportation systems, expanded transportation choices, and appropriate and mixed land uses. Blueprint Denver identifies Areas of Change where growth should be directed and Areas of Stability where change should be limited. When voters passed the FasTracks ballot measure in 2004, Denver was poised to take a leadership role in implementing Blueprint Denver and focusing growth near transit stations. This agenda was furthered by the adoption of Greenprint Denver in 2006. The Greenprint agenda promotes transit-oriented development (TOD) by setting a goal of increasing new development located within ½ mile of existing transit stations by 2011 and

decreasing reliance on automobiles through public transit and access.

## Plan Process

Over a course of four years, community members worked together with City staff and the station area planning team to articulate opportunities, develop a vision and craft strategies to achieve the vision. With the strong foundation of our adopted plans, stakeholders focused on the vision for creating a stronger sense of culture and community connections in the La Alma Lincoln Park Neighborhood and at the 10th & Osage Station. Regular public meetings and stakeholder work sessions shaped plan contents for both the neighborhood planning and the station area planning. Briefings and public hearings with City Council, Denver Planning Board and interagency city staff were also crucial to the process. The working group engaged in this process.

The community members represented residents, artists, businesses and community organizations in the area. The planning area is within Council District 9. In addition, the process involved collaboration between the City and County of Denver’s Community Planning and Development Department and Public Works Department, with support from the Department of Parks and Recreation and Office of Economic Development and the Denver Housing Authority.

The Denver Housing Authority completed a Master Plan for the redevelopment of their property at South Lincoln Park homes in January 2010. The Master Plan seeks to revitalize this community by enabling residents the opportunity to enjoy the unique advantages of a holistic, transit-oriented development



realized through the core attributes established during the design process: a highly green mixed-use community, focused on a healthy lifestyle, increased non-auto mobility, an integration of the resource conservation and management systems, and a diverse mix of new and existing residents.

## La Alma/Lincoln Park History

La Alma/Lincoln Park is among the City's oldest neighborhoods. La Alma/Lincoln Park dates from the settlement of the Auraria City where the Auraria Higher Education Center is presently located. What is known today as the La Alma/Lincoln Park neighborhood was annexed to Auraria city (the area of the Original Congressional Grant) under the Territorial Sessions Laws of 1874 and 1883. Ninety-three percent of the residential blocks were half or more developed before 1900, and the remaining 7 percent developed between 1900 and 1914. Although most of the original structures were lost to floods along Cherry Creek, the neighborhood's character today is still shaped by the age of its homes. Many were built over 100 years ago.

Twenty structures within the neighborhood are listed in the 1986 Denver Inventory as sites qualified for designation as a structure for preservation under the provision of Chapter 30, Denver Revised Code. Additionally, the neighborhood has a residential district, the Westside Neighborhood, on the National Register of Historic Places. That district, located on Kalamath, Lipan, and Mariposa streets between West 13th Avenue and Colfax Avenue, is an example of early Denver's working class neighborhoods. La Alma/Lincoln Park also has one locally designated landmark, the Buckhorn Exchange Restaurant at 1000 Osage

Street. This Victorian commercial structure was built in 1885. The Byers Branch Library at 7th Avenue and Santa Fe was a Carnegie Library completed in 1918 and is a designated landmark. The building still operates as a library and is a community focal point.

Built on the southwest corner of Speer Boulevard and Colfax Avenue in 1922, the West Side Court Building is a local landmark structure that reflects decades of judicial history. The building was preserved with funding from the State Historical Fund and was reopened as the Bernard Valdez Hispanic Heritage Center.

## Plan Components

### Vision & Goals

The vision describes La Alma/Lincoln Park in the future, as an end result, with current issues resolved and goals met.

### Framework Plan

The framework plan identifies the overall land use and transportation goals. The framework plan presents the issues that are relevant to the entire neighborhood and recommendations that tie the neighborhood together.

### Character Area Plans

The plan establishes six subareas that have distinct characteristic and uses. The subarea plans present issues and recommendation that are more specific than those presented in the framework plan.

### Implementation Plan

The implementation plan consists of specific actions that can be taken to achieve the recommendations contained in the framework and subarea plans.

### Supporting Documentation

The assessment describes the physical conditions and regulations of the neighborhood as it currently exists.

# Vision & Goals



## Achieving the Vision

Plan visions are just that — a collective picture of a more desirable future. There are few if any circumstances in the complex milieu of neighborhoods and cities in which the planning, design, ownership, financing, and political resources align to implement a plan’s visions and goals quickly and simultaneously. As a result, by necessity, plans are implemented incrementally with the vision and goals providing common direction to the multitude of public and private undertakings. Part of the City process is to evaluate each of these large and small, public and private undertakings in light of the plan’s vision and goals, the current situation, and the available resources. Despite this imperfect situation, plans have proven to have substantial influence on the future direction of a plan area over a period of five, 10 or 20 years.

## Previous Plans

This plan represents the land use, transportation and urban design vision for the Lincoln Park Neighborhood. It updates and incorporates recommendations of earlier plans. Previously adopted planning documents that are relevant to the Lincoln Park Neighborhood are:

- Westside Neighborhood Tract Analysis, 1972
- Westside Neighborhood Plan, 1981
- Light Rail Station Development Program, 1997
- South Platte River Management Plan, 2000
- Bicycle Master Plan Update, 2001
- Blueprint Denver: An Integrated Land Use and Transportation Plan, 2002

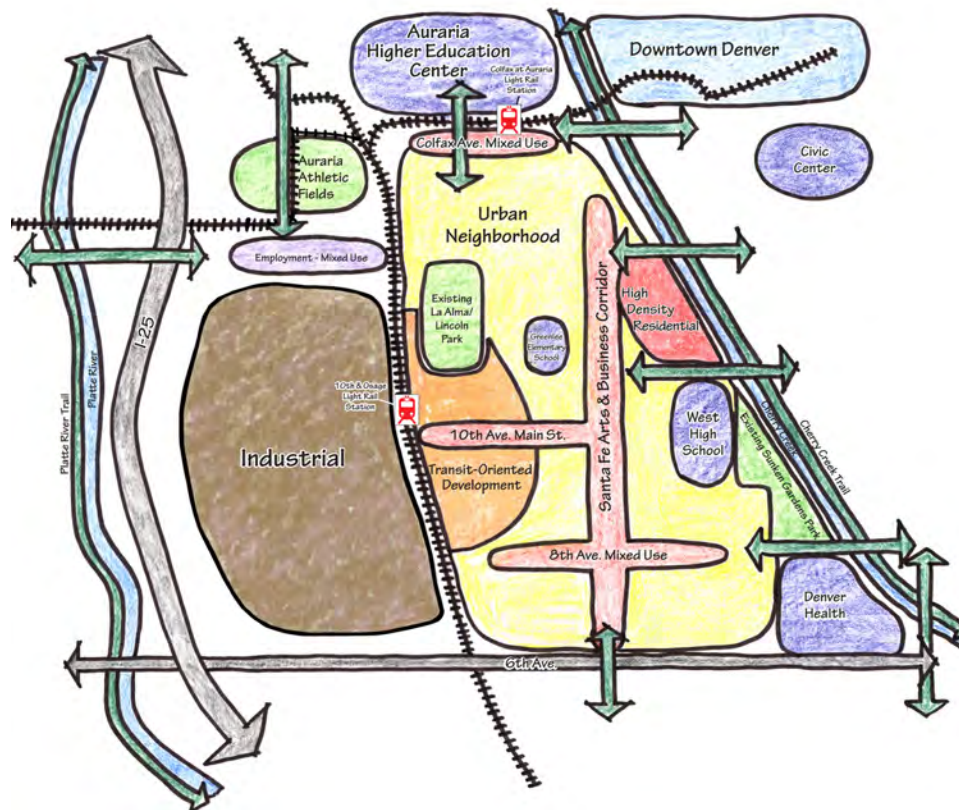
- Denver Parks and Recreation Game Plan, 2002
- Pedestrian Master Plan, 2004
- TOD Strategic Plan, 2006
- Strategic Transportation Plan, 2008
- River South Greenway Master Plan, 2010

These documents have been reviewed and relevant material has been incorporated in the development of this plan. This and all other neighborhood plans supplement the City’s Comprehensive Plan. The Comprehensive Plan presents a citywide perspective, while each neighborhood plan provides more specific guidance both for the allocation of City resources and for the location and design of private development.

## Neighborhood Vision and Goals

At the outset of the planning process, stakeholders used the SWOT analysis to prepare ideal visions for the look, feel and function of the Lincoln Park neighborhood and 10th and Osage Station Area in twenty years. City staff melded these visions into a cohesive vision statement that the stakeholders then approved:

La Alma Lincoln Park in 2020 will be a stable, mixed income residential neighborhood, with the Santa Fe corridor providing a vital core of arts and commercial uses that provide connections to surrounding neighborhoods, Downtown and the Auraria campus. The neighborhood has multi-modal connections to the light rail corridor and encourages walking, biking and



Fundamental Concept Diagram

transit use. Transit oriented development in the 10th & Osage station area provides mixed income housing and neighborhood serving commercial uses with connection to the industrial area to the west. The neighborhood is known throughout the City for its art’s district, parks and historic homes. The schools serve as community centers with special arts and education programs that link to the Santa Fe Arts District and Auraria campus. Jobs are provided within the neighborhood by both commercial and office uses along the revitalized Santa Fe and Colfax corridors as well as industrial uses in the western portion of the neighborhood. The neighborhood has capitalized upon the proximity to Downtown which brings people into the neighborhood and benefits the local commercial, arts and entertainment venues.

La Alma Lincoln Park is a diverse neighborhood that maintains it’s Latino cultural identity and provides homes, jobs and services for a wide variety of ages, lifestyles, economic circumstances, ethnic groups and family types. La Alma Lincoln Park is mixed community with residential and light industrial areas providing homes and jobs, supporting the arts and artists and providing amenities for families.

**Overall Goals**

- Redevelopment is focused in three areas; the 10th and Osage Station area, along Santa Fe corridor and along 13th Avenue corridor west of Osage.
- Future land uses in the redevelopment focus areas are studied – specifically the station and along 13th Avenue, currently zoned Industrial.
- Stability is improved within existing residential

areas, and supported by zoning within established residential character areas.

- Increased circulation and connectivity is provided, both within the neighborhood and to adjoining areas.
- Neighborhood support systems are focused on schools and home ownership opportunities.
- The public services of Denver Health, Byers Library and the La Alma Recreation Center are maintained.
- The history and cultural diversity of the neighborhood are preserved and celebrated.

**Key Plan Elements**

The plan’s objectives will be realized through the following key elements described here.

- Highest density housing is located immediately adjacent to the station with commercial ground-floor uses near the platform and along 10th Avenue.
- Connections are created and improved from the station to the Santa Fe Arts and Business Corridor.
- Access in the neighborhood is improved by extending Osage Street south and reopening 11th Avenue between Kalamath and Lipan.

**Character Areas**

**Main Street Vision and Goals**

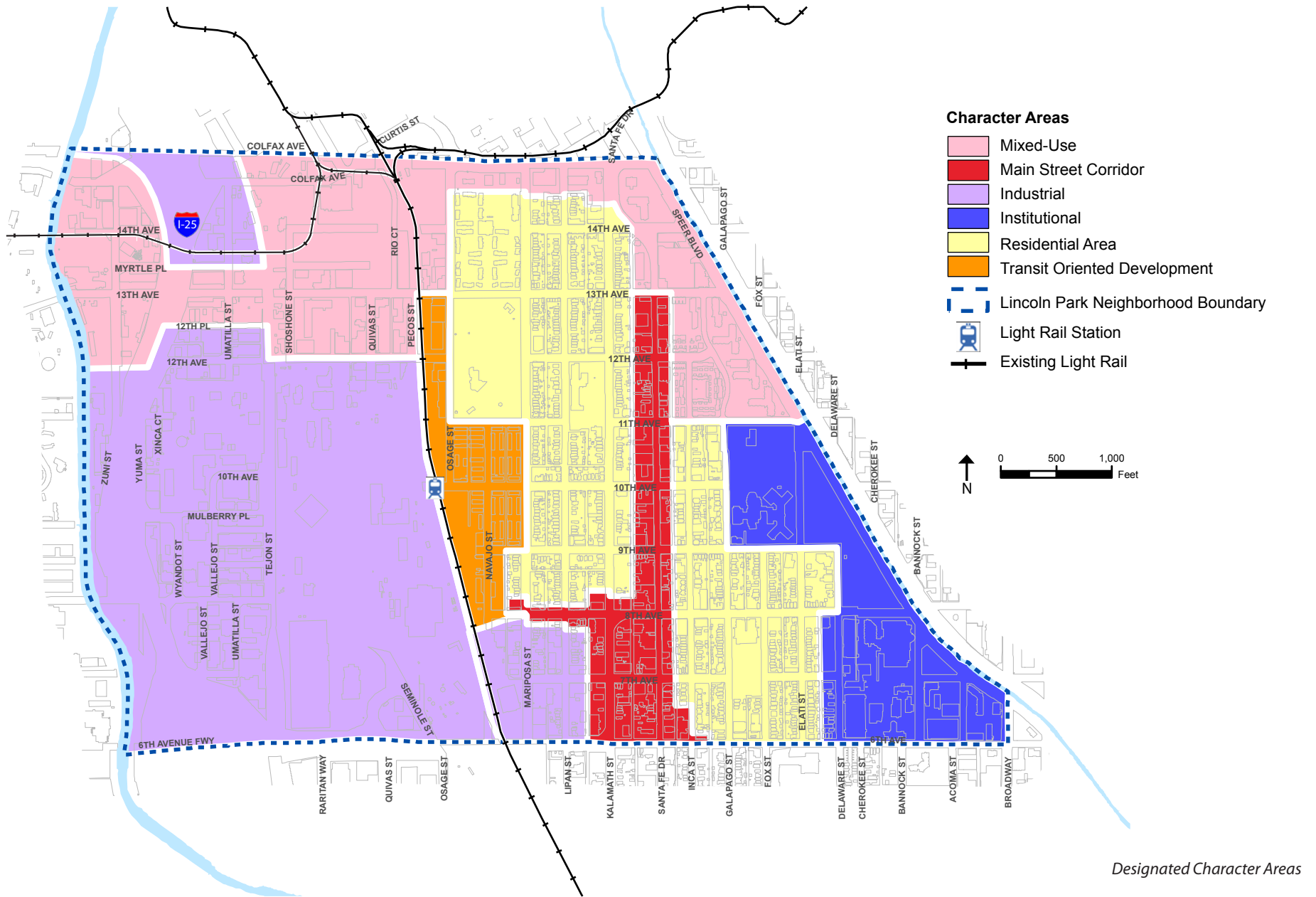
- Mixed use with a diversity of businesses with more restaurants and shops to support them.
- Multi-storied, mixed-use buildings with active ground floor uses characterize the Santa Fe

corridor, existing historic structures are respected as infill development occurs.

- Urban design integrates an eclectic mix of architectural forms and sustainable building materials which respect the surrounding historic architecture.
- Directional signage is provided to parking, local points of interest and connecting into other neighborhoods.
- Lighting and landscaping reinforce the street building line, enhance building facades as architectural features, and promote a pedestrian oriented environment.
- Historically significant structures have been preserved and adaptively reused.

**Residential Vision and Goals**

- Valued neighborhood attributes are preserved.
- Enhanced character of the residential area and quality of life for residents.
- The current residential density in Areas of Stability are maintained.
- Existing nonconforming uses in the residential areas are removed.
- A diverse population is supported by providing support services such as childcare facilities, transit, and a variety of housing opportunities.
- Home ownership opportunities are encouraged through job creation in adjoining areas.
- The context of the residential character remains Urban Neighborhood based on its regular grid



and alley block pattern and predominant single-family pattern with duplex and other multi-family uses mixed in.

**Institutional Vision and Goals**

- The Institutional Character Area is tied to the surrounding neighborhood with complimentary land uses including denser residential and active retail.
- The historic character of West High School and early buildings within the Denver Health Medical Center are used to inspire improvements to the area.
- Denver Health is supported in its current location and allowed needed expansion in the future.
- Undesirable impacts of parking surrounding the Denver Health Medical Center are reduced.
- Transit access to both Denver Health Medical Center and West High School is promoted.
- Proximity to the Cherry Creek Trail and Speer Boulevard Parkway are capitalized upon.
- Pedestrian and bicycle access to West High School, Sunken Gardens Park and Denver Health Medical Center is improved.
- Clear and direct circulation through the Denver Health Medical Center and connectivity to surrounding neighborhoods is provided.

**TOD Vision and Goals**

- Housing density supports transit and sustainable urban growth.
- Enhanced pedestrian connections between the light rail station, downtown, the Santa Fe Corridor and the Auraria campus.
- Shared structured parking in the vicinity of the arts corridor, enticing pedestrian amenities, and plentiful bike racks.
- New community gathering spaces, plazas, and a promenade along 10th Avenue.
- Housing options include a range of types for a variety of incomes.
- Locally-based, community-supportive entrepreneurial businesses are encouraged.

**Mixed Use Vision and Goals**

- Business opportunities for local businesses and entrepreneurs are supported.
- Gateway elements are constructed at key entry points such as along Colfax, 6th Avenue, 8th Avenue and Speer Boulevard.
- Colfax Avenue includes neighborhood and student-serving uses with a strong pedestrian orientation.

**Industrial Vision and Goals**

- Heavy industrial land uses in this area continue to be supported for the long term.
- Industrial zoning is retained and a strong city policy against housing in the heavy industrial area during review of zoning and development applications is maintained.

- The overall appearance and walkability of the area is improved through well designed and maintained buildings, streets, and sidewalks.
- Mixed land uses are supported in adjacent character areas, including industrial, commercial and some residential on 13th, to give employees access to commercial uses within walking distance.
- When opportunities arise, work with property owners to break down the scale of large industrial blocks by providing through streets, mid-block alleys, courtyards and other design elements.
- Property owners are encouraged to build to the lot line at the street frontage, unless a pattern of building set-backs exists, in which case the prevailing set-back pattern should be respected. Consider new design standards for industrial buildings and streets that are friendly to both businesses and pedestrians.
- New infill developments are encouraged to utilize innovative, “green” materials and design that enrich the architectural character of industrial buildings.
- Loading and parking facilities are developed in the rear of lots which can be accessed through an alley or secondary street.
- Create neighborhood identity and celebrate proximity to the Santa Fe Arts District by incorporating public art into the Industrial/Employment character area, such as sculptures or murals depicting industrial themes.





# Framework Plan



## The Framework Plan

The framework plan provides a broad perspective and overall concepts that will guide neighborhood development. It addresses core issues and provides basic recommendations for the entire neighborhood.

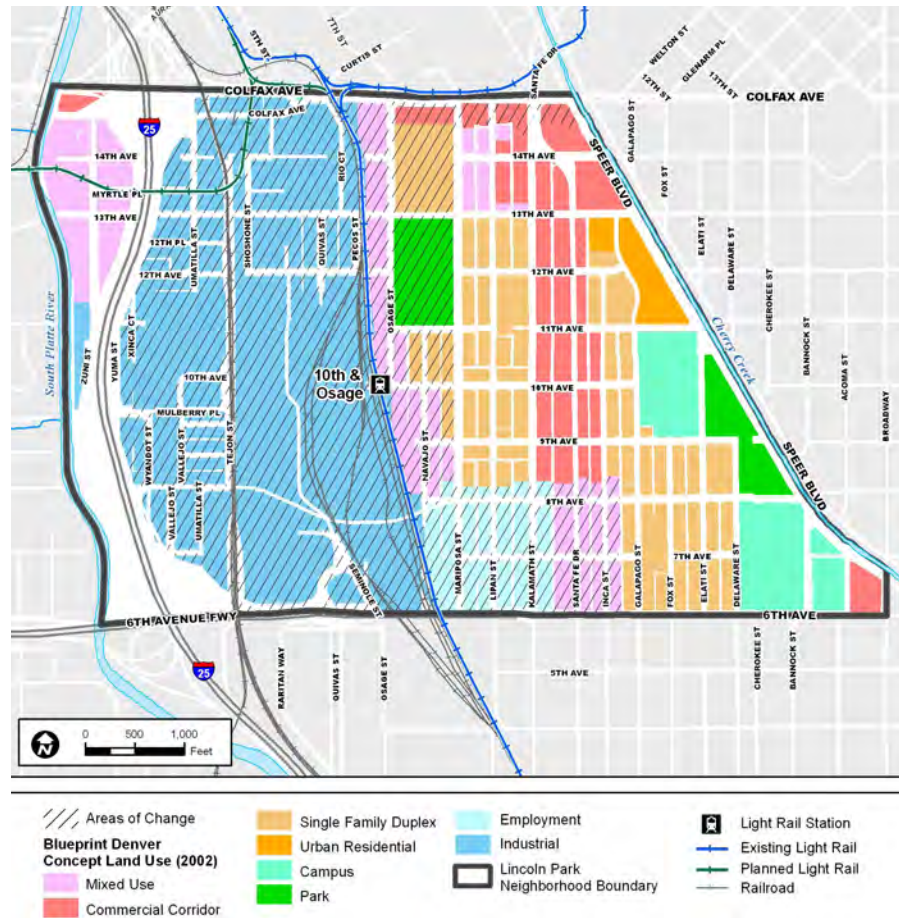
*Blueprint Denver* sets the framework for small area and neighborhood plans. The La Alma/Lincoln Park neighborhood meets the main criteria for requiring a neighborhood plan including:

- Evidence of disinvestment, deteriorating housing and high vacancy and unemployment rates.
- Significant change is both occurring and anticipated
- Public facilities and physical improvements need to be addressed.
- Opportunities for substantial infill and redevelopment are present.
- Opportunities to influence the development of large activity generators.
- Opportunity for development in conjunction with a transit station.

The framework plan specifically addresses goals of *Blueprint Denver* including:

- Creating opportunities for appropriate development in Areas of Change.
- Stabilizing conditions in Areas of Stability.
- Promoting public investment and transportation choice.

The La Alma/Lincoln Park Neighborhood contains both Areas of Stability and Areas of Change as defined by *Blueprint Denver*. The Areas of Change in Lincoln Park include the Santa Fe Corridor and the TOD area adjacent to the station while the northern and southern residential character areas in La Alma/Lincoln Park are designated Areas of Stability.



Blueprint Denver Concept Land Use

*Blueprint Denver* establishes strategies for Areas of Change and stability as follows:

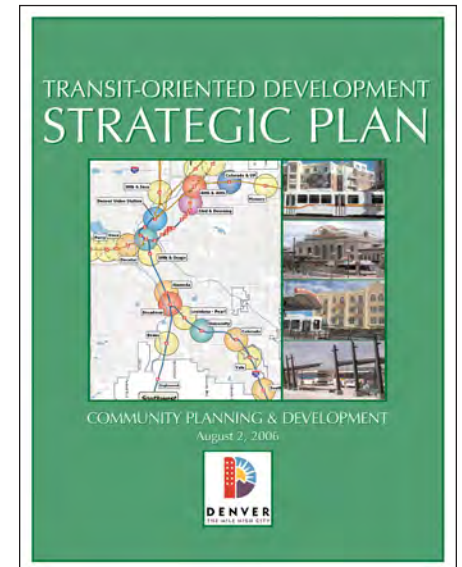
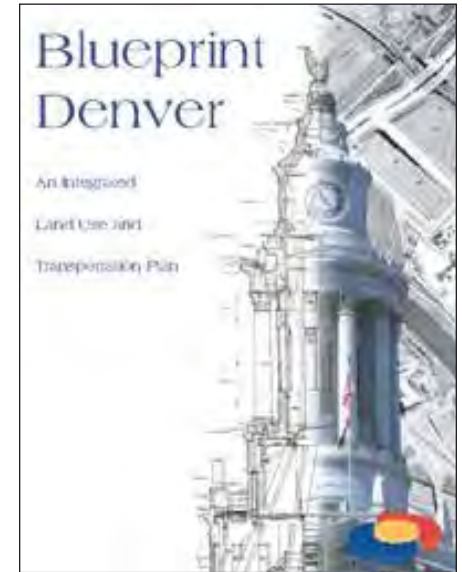
- **Areas of Change.** The purpose of Areas of Change is to channel growth where it will be beneficial and can best improve access to jobs, housing and services with fewer and shorter auto trips. A major goal is to increase economic activity in the area to benefit existing residents and businesses, and where necessary, provide the stimulus to redevelop. New investment in these areas should encourage the retention of low-income residents and ensure diverse development that benefits all residents of the city.
  
- **Areas of Stability.** The goal for Areas of Stability is to identify and maintain the character of an area while accommodating some new development and redevelopment. Tools to enhance the unique quality of one of Denver’s oldest neighborhoods should focus on preserving neighborhood character and quality of life.

The framework plan is divided into five over-arching components encompassing both Areas of Change and Stability.

These components are:

- **Land use and urban design**
- **Mobility and infrastructure**
- **Parks and preservation**
- **Economic development**
- **Public health**

Each is described in detail in this section.



*Blueprint Denver and the TOD Strategic Plan provide guidance for neighborhood planning and planning for TOD Areas*



## Land Use and Urban Design

La Alma/Lincoln Park is an urban neighborhood with a variety of land uses - residential at a variety of scale and densities, commercial, industrial, and institutional - that generally co-exist successfully but also lead to strains on both residents and businesses. The neighborhood is centrally located and near major transportation corridors including the Central Corridor Light Rail, I-25, 6th Avenue, Colfax Avenue and Speer Boulevard.

The neighborhood enjoys access to various recreational and open space amenities including: Lincoln Park (recreation center, playground, amphitheater, outdoor pool, horseshoe pits, multi-purpose field, tennis court, volleyball court); Sunken Gardens Park (benches, playground, picnic tables, basketball court); and the Cherry Creek Trail (bicycle and pedestrian path and natural area). These spaces provide the community with public areas to gather and recreate.

Lincoln Park also includes many employment, retail, and cultural assets. These include Byers Library, West High School, Greenlee Elementary School, the Denver Health and Hospital Main Campus, La Alma Recreation Center, the Denver Civic Theater, Phoenix Theater and Museo de las Americas, Aztlan Theater, Academia Internacional de Arte, the Buckhorn Exchange, and the Santa Fe Arts District. A successful land use framework incorporates these diverse land uses while planning for the optimal relationship among them.

## Priority Issues and Opportunities

Lincoln Park contains all the important components of a cohesive and walkable neighborhood with single-family and multi-family housing, schools, parks, health care services, grocery store, library, arts and culture, jobs, and retail. Each of these uses should be accessible and supported to ensure Lincoln Park continues to be an

integrated and successful traditional neighborhood.

In order to indicate a sense of arrival at the neighborhood, Arts District, and 10th and Osage Station, landmarks, gateways, wayfinding signage and public art should be used. Each element can offer a variety of uses including providing visual interest, neighborhood identity, wayfinding and locating access points. They can occur at the station, major intersections, building facades, public plazas, open spaces, or along primary vehicular and pedestrian/bike routes.

In the La Alma Lincoln Park Neighborhood, these should celebrate the cultural and historical character of the community. There should be a sense of consistency within the landmark, gateway, and public art elements to reinforce the place with a common theme. For example, all wayfinding signs should have a consistent look and be easily recognized as belonging uniquely in the Lincoln Park neighborhood.

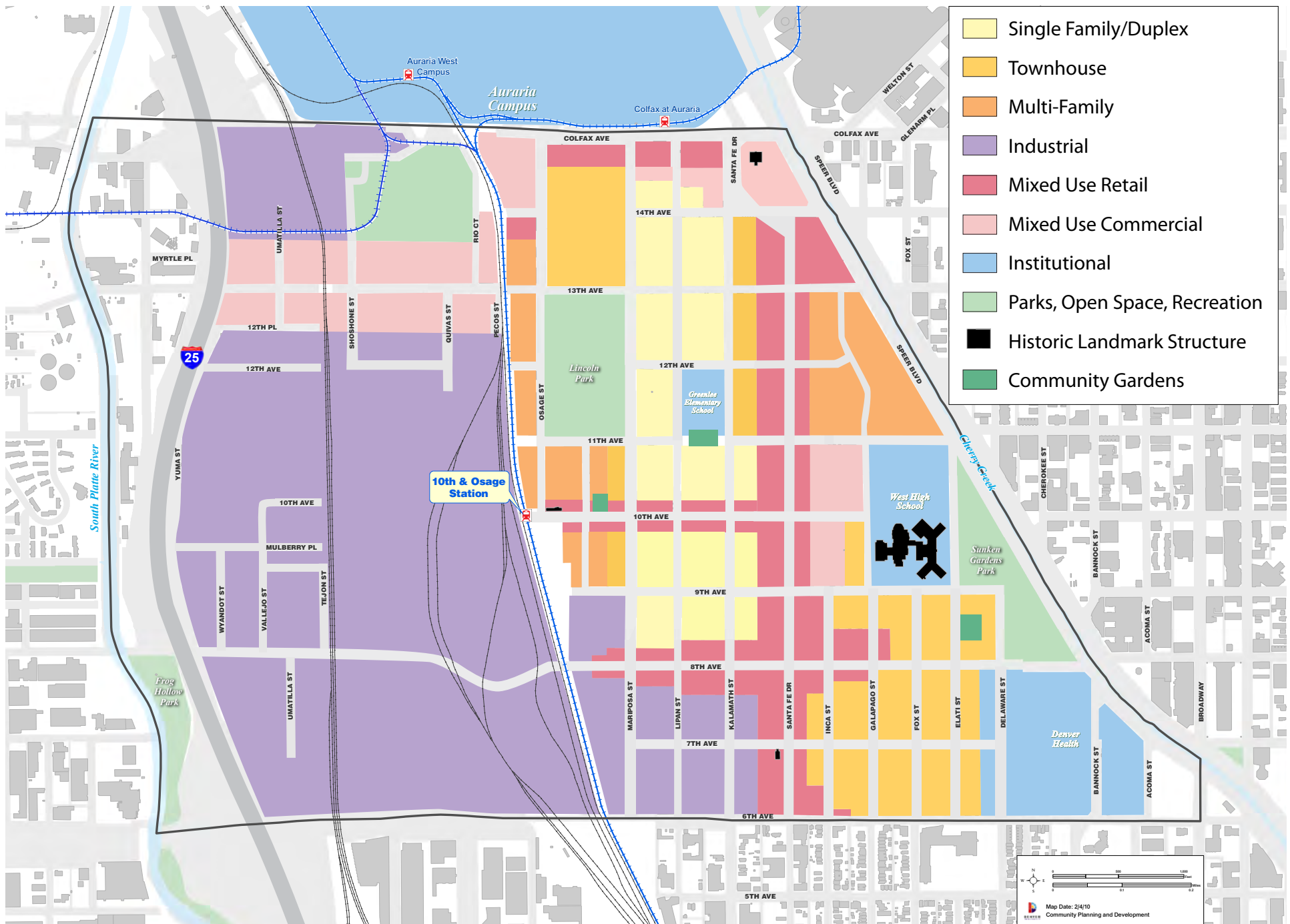
## Recommendations

### *Economic Development*

- Create opportunities for economically rewarding development.
- Assist in paying for local improvements to spur development in Areas of Change.

### *Zoning and Land Use*

- Apply mixed use zoning to Areas of Change.
- Apply main street zoning to the Santa Fe corridor.
- Apply appropriate small lot residential zoning in residential Areas of Stability to maintain the character of the neighborhood while allowing moderate infill and density.

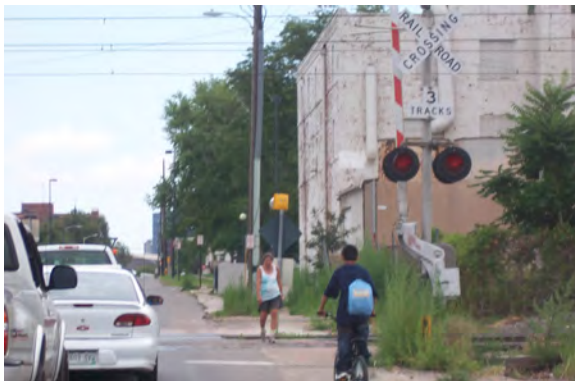




Public art in the neighborhood reflects the rich cultural history



The 10th and Osage light rail station provides convenient access via the Central Corridor



The at-grade crossing at West 13th Avenue will be improved with the construction of the Burnham Lead

- Encourage a mixture of uses that assure the availability of neighborhood services and amenities that reinforce the role, identity and needs of the neighborhood, as appropriate to the subarea.
- Within the industrial and industrial-commercial areas, locate more intense industrial uses away from the residential areas.
- Protect the industrial character of the western neighborhood, the residential character of the central neighborhood and the main street and commercial corridors with blended transitions between subareas. Use regulatory and infrastructure resources to accommodate the changes.
- Applicants proposing a zoning change to a more intense or different uses must substantially mitigate negative impacts on existing uses and demonstrate that new projects substantially further the neighborhood goals and vision.

The land use categories for the neighborhood should include: Single-Family/Duplex; Townhouse; Multi-Family; Industrial; Mixed Use Retail; Mixed Use Commercial; Institutional, and Parks, Open Space and Recreation.

- Building heights should:
  - Range from a minimum of 3-12 stories adjacent to the 10th and Osage station.
  - Range from 3-8 stories in the remainder of the station area and transition down to 3 stories along Mariposa.
  - Be limited to 1-2 stories in the northern residential area and 1-3 stories in the southern residential neighborhood.

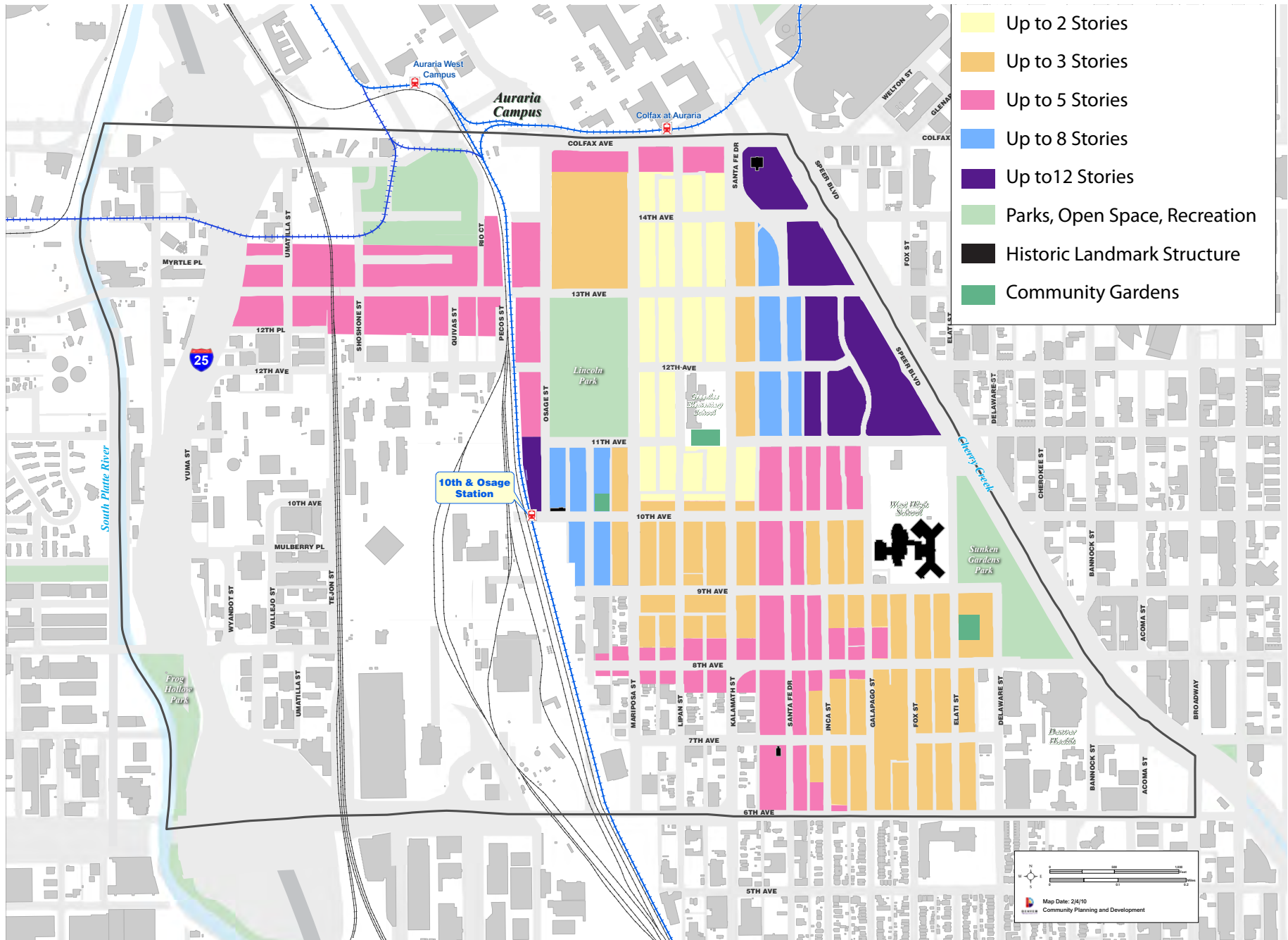
- Range from 2-5 stories along the office/employment corridor on 13th Avenue.
- Should range from 3-5 stories along Santa Fe from 6th to 11th Avenue and 3-8 stories from 11th to 14th Avenue.

*Parking*

- Explore parking management opportunities to better utilize the existing supply.

*Public Art*

- Within the Lincoln Park Neighborhood pursue additional public art funding through alternative sources.
- Parks and public plazas within the neighborhood are priority locations for public art. Possible locations should include the Santa Fe corridor, 10th Avenue promenade, Lincoln Park, and the Station Plaza.
- Public art in the neighborhood should reflect La Alma/Lincoln Park history and diversity.
- A neighborhood public art fund could help provide funding for Lincoln Park public art projects and should be explored for this unique and artistic neighborhood.



Building Heights



Traffic and street improvements are needed, especially along the truck route of 13th Avenue.



Inconsistent sidewalks are found throughout the industrial area of the neighborhood.



Minimal sidewalk width and high traffic volumes give Santa Fe an auto-oriented feel.

## Mobility and Infrastructure

Lincoln Park is well-served by a variety of transportation options, including light rail and bus service for mass transportation. The major east-west and north-south arteries also provide fast connections to the entire metro area and to central Denver. Quiet residential streets are maintained by using four-way stops at intersections and by providing a system of one-way streets for easy traffic movement. Synchronized traffic signals also assist traffic movement through the neighborhood.

Light rail stations are located at 10th and Osage and at Colfax and Lipan. The Central Corridor line parallels the Consolidated Main Line heavy rail tracks through the center of the Lincoln Park neighborhood. The light rail line connects the neighborhood with downtown Denver, the southern suburbs, and the Denver Tech Center. RTD's West Corridor is under construction and slated for completion in 2013 which will connect the neighborhood with the Auraria campus, west Denver, Lakewood, and Golden, paralleling Lakewood Gulch.

Lincoln Park has bicycle routes that connect to both downtown Denver and the South Platte River Greenway, as well as the Cherry Creek Trail. The on-street bike system connects from Mariposa to the west to the South Platte River Trail via 8th and 13th Avenues and along 11th Avenue, linking to the Cherry Creek Trail and across Speer Boulevard into the Golden Triangle.

## Priority Issues and Opportunities

Despite being well-served by major thoroughfares, there are various barriers in the neighborhood that cause significant connectivity constraints. In most cases the thoroughfares are barriers themselves (8th Av-

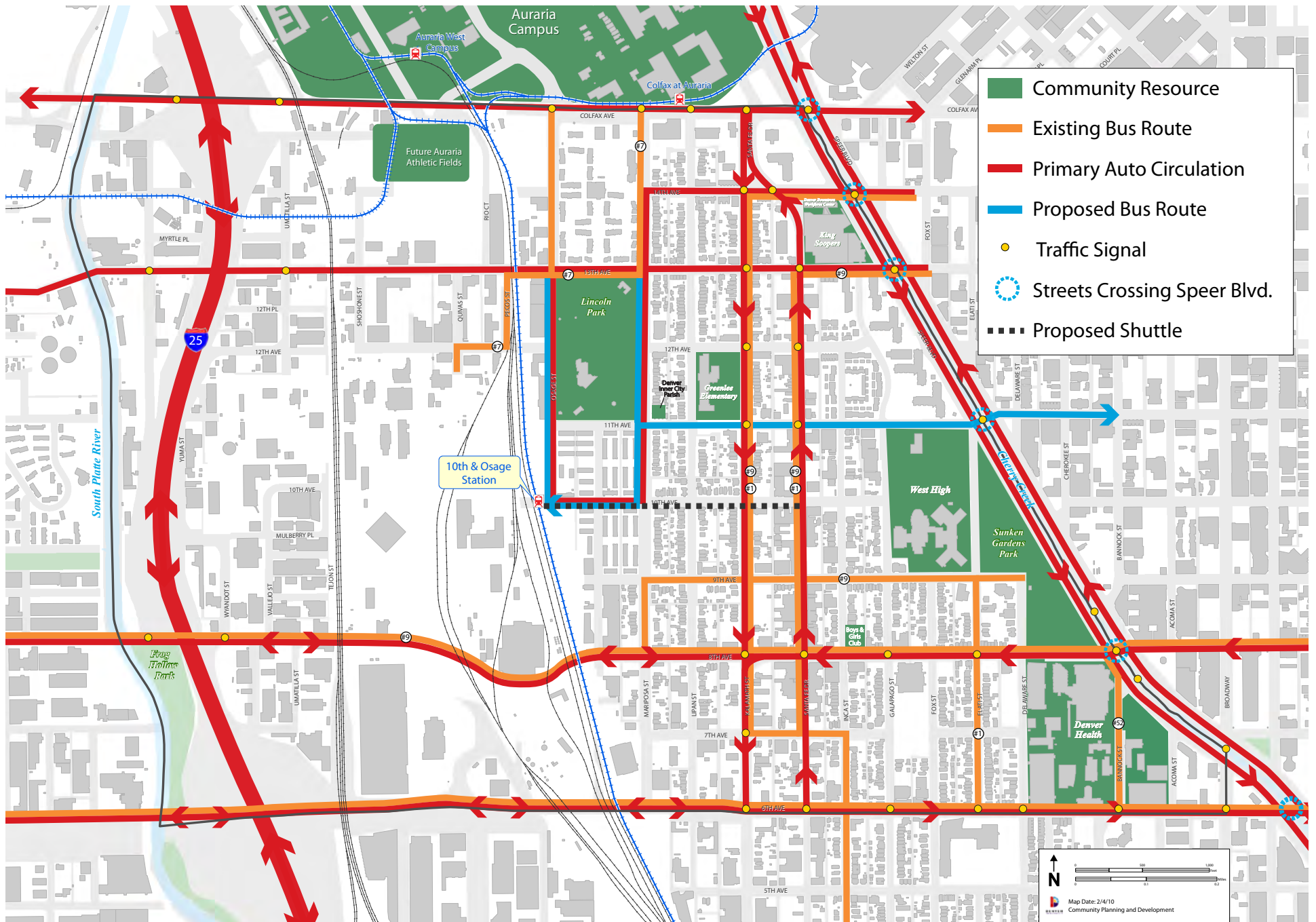
enue, Santa Fe, Kalamath, 6th Avenue). The Consolidated Main Line, LRT Tracks, and Speer Boulevard all have limited crossings that disrupt the neighborhood grid. Currently Colfax, 13th Avenue, 8th Avenue and 6th Avenue are the only east-west connections across Speer, all of the rail lines, and the South Platte River. In addition many of the existing streets are missing adequate sidewalks.

The framework plan includes recommendations for auto and bus circulation, pedestrian and bicycle circulation, parking, and traffic, street, and utility infrastructure improvements.

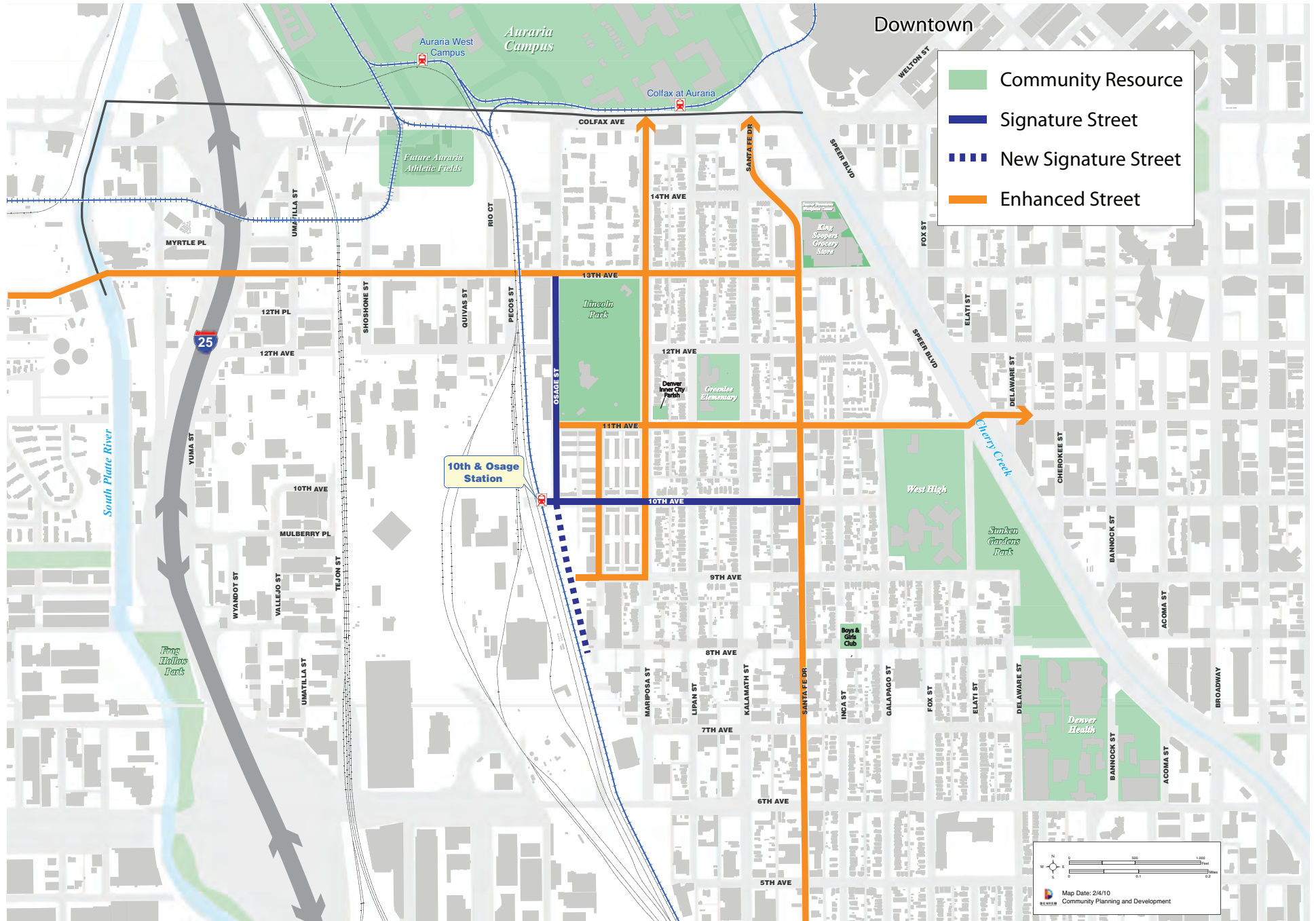
Enhanced Bus Transit Corridors are defined in Blueprint Denver, the City's land use and transportation plan, as a tool "to improve the operation of transit travel in congested areas by using priority green phases, exclusive bus lanes and special bus stops that decrease passenger loading times and improve the ability of the bus to reenter the traffic stream." The enhanced bus transit corridors are critical routes in the pedestrian route network.

Denver's Pedestrian Master Plan identified areas throughout the City that have the best potential for significant pedestrian activity. The Pedestrian Master Plan recommends that all major transportation corridors, especially if they are designated as an enhanced bus transit corridor, be required to meet the highest level of pedestrian need as defined in the Level of Quality section of the Pedestrian Master Plan. The Plan also recommends improving pedestrian connections across corridors such as railroads, natural features i.e. Cherry Creek and the S. Platte River, major arterials and highways.

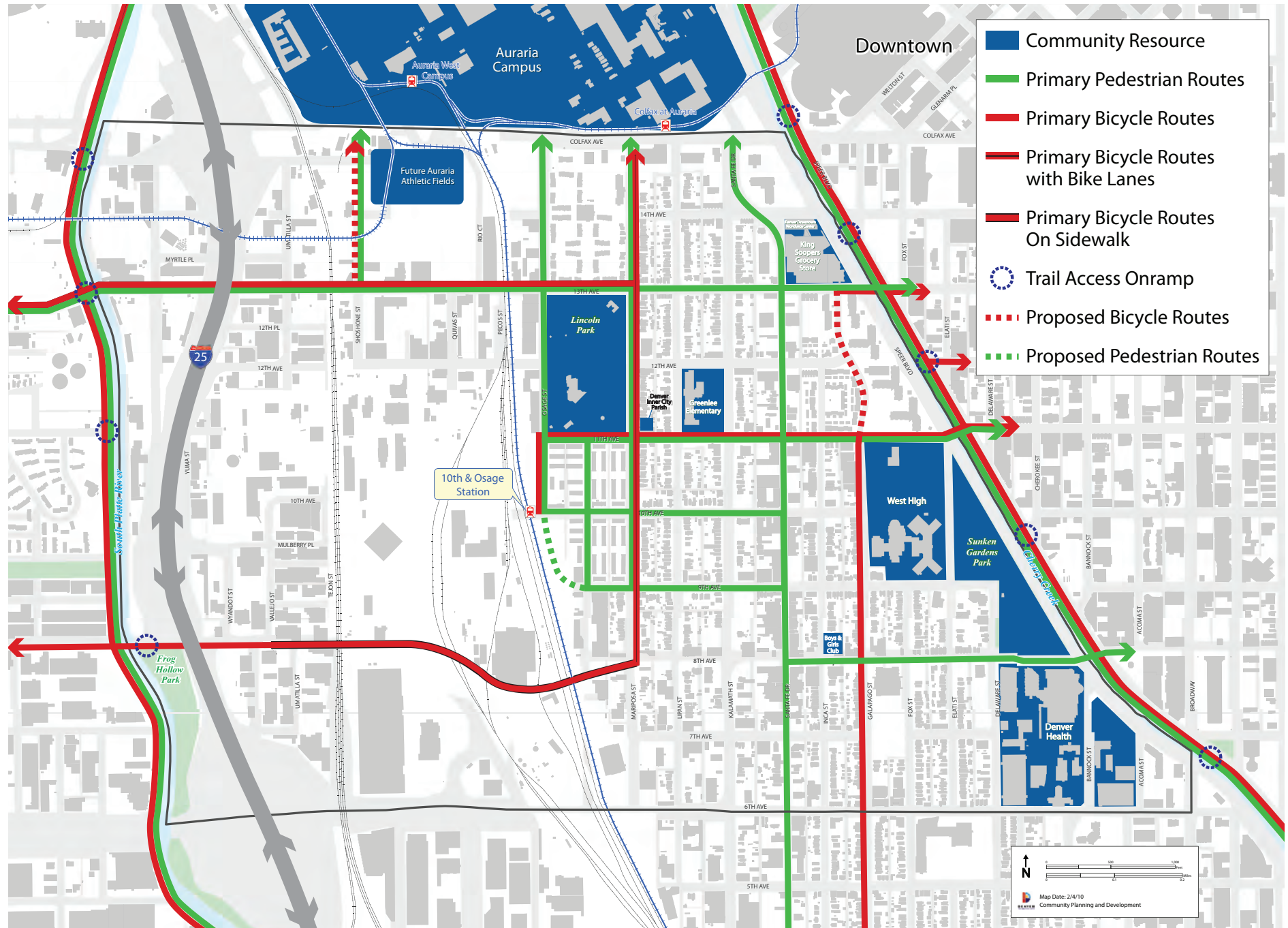




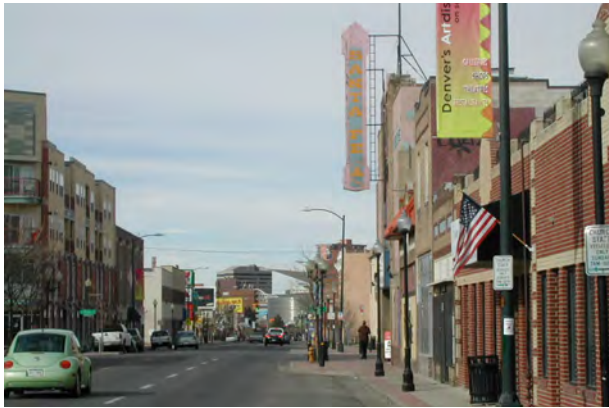
Auto and Bus Circulation



New and Enhanced Streets



Pedestrian and Bicycle Circulation



Strong, established businesses in both the industrial and commercial sections provide primary economic jobs for local residents and for the region

## Recommendations

### *Sidewalk, Pedestrian, and Bicycle Improvements*

- Sidewalks and pedestrian facilities are integral components of the transportation system. New roads and transit facilities must be designed to include pedestrian facilities and when existing arterials are reconstructed they should be furnished with sidewalks and pedestrian access to neighborhoods.
- Improve pedestrian connections across high volume streets that create barriers to/within the neighborhood.
- Implement bike lanes on 13th Avenue per the recommended cross section. This bicycle connection is critical to improving connectivity to the Platte River Trail.
- Improve pedestrian treatments at intersections to address pedestrian/vehicle conflicts.
- Improve vehicular, pedestrian, bicycle and bus access to the 10th and Osage Station.
- Direct bicycle access should continue to be provided to the station which should also be equipped with high quality bicycle parking.
- Work with Denver's B-Cycle program to have a station located at or near the 10th and Osage light rail station.

### *Traffic and Street Improvements*

- Extend Osage to 9th Avenue upon redevelopment of S. Lincoln Park Homes and to 8th Avenue in the longer term.
- Maintain designated truck routes that reduce the impacts of noise, vibration and exhaust from industrial traffic on residential areas.

- Re-open 11th Avenue between Kalamath and Lipan to reinstitute the grid (planned for construction summer 2010 with TOD bond).
- Improve the at-grade crossing at West 13th Avenue where multiple sets of train tracks limit access to and within the industrial area. When improvements are made, bicycles and pedestrians should be accommodated and the tracks should be grade separated.
- Add pavement, curb and gutter to the unimproved streets and alleys in the neighborhood, especially in the industrial area.
- Focus street enhancements to 10th, 11th, 13th Avenues, Mariposa Street, Santa Fe Drive, and Navajo Street as indicated on the New and Enhanced Streets Diagram (TOD Character Area).
- Study the future potential of converting the one-way couplets of Santa Fe and Kalamath to two-way streets.
- Consider traffic calming measures to address high speeds along Santa Fe and Kalamath during non-peak hours. Any roadway improvements in this area should also focus on making the corridors more pedestrian friendly.

### *Bus and Transit Improvements*

- Improve bus stops and sidewalks in industrial areas to mitigate safety concerns created by the lack of clear pedestrian routes and minimal separation from vehicular traffic.
- Support the creation of “quiet zones” along the freight rail tracks to address neighborhood impacts from freight train horns.

- Expand bus service to provide direct access to the 10th and Osage station.
- Support the development of a shuttle along 10th Avenue from the Station to Santa Fe Drive.

*Infrastructure Improvements*

- Improve utility capacity including aging pipes and power lines that may limit future development.
- As DHA begins redeveloping South Lincoln and increasing the density around the station, upgrade of the stormwater drainage system should be prioritized in the City’s Wastewater Management Plan.
- Work with RTD to address the flooding on their property surrounding the 10th and Osage station using best practices and green stormwater design.

**Parks and Preservation**

**Parkways, Parks and Open Space**

A system of open spaces, is a critical component of classic urban neighborhoods. Not limited to publicly owned spaces such as Lincoln Park and La Alma Recreation Center, Sunken Gardens Park and Frog Hollow Park, the neighborhood’s open spaces include tree lawns and street trees and other functional, aggregated open spaces, such as courtyards, patios or plazas. Careful attention must be paid to preserving these open spaces through appropriate regulatory tools, as well as organized community efforts to promote open space acquisition and tree canopy preservation.

**Trails**

As part of its trail system, La Alma/Lincoln Park possesses two north-south trails: the Cherry Creek Trail and the Platte River Trail.

The Cherry Creek Trail provides an important connection to major destinations including the Auraria Campus, Downtown and Lo-Do, Confluence Park, and the employment and retail of the Cherry Creek Neighborhood. The access points to/from the Cherry Creek Trail are located along Speer Boulevard at Colfax, 14th Avenue, 11th Avenue, and 10th Avenue. These access points are crucial to the framework of the Denver bike system.

The Platte River Trail connects to suburban communities to the north and south and provides an important regional recreation and commuting option. Both trails could be enhanced with improved bicycle and pedestrian connections on east-west streets including 13th Avenue, 11th Avenue and 8th Avenue. Despite the status of the Platte River Trail as valu-



*Public Health is positively impacted by the availability of convenient recreational facilities and health services*

able open space, more needs to be done to improve its safety and aesthetics through changes in the abutting land use along the trail. The primary east-west access to the Platte River Trail is via 13th Avenue. The current at-grade crossing of 13th is being improved with completion of the West Corridor and Lakewood Gulch construction. These improvements will include a grade separated crossing that will improve the safety and connectivity of the Platte River Trail in Lincoln Park.

### Historic Places

La Alma/Lincoln Park is rich in historic legacies within both the built and natural environments. These include public and private structures and landscapes throughout the neighborhood. The La Alma/Lincoln Park Neighborhood contains four Denver Historic Landmark structures, a designated Historic Parkway, and a historic district and a park designated by the National Register of Historic Places:

- The Buckhorn Exchange, 1000 Osage Street, (also on the National Register of Historic Places)
- Byers Library, 675 Santa Fe Drive
- West High School
- Westside Court Building at 924 W Colfax Avenue (also on National Register of Historic Places)
- Speer Boulevard Historic Parkway
- Westside Neighborhood District, which includes the blocks from West Colfax Avenue south to 13th Avenue and Kalamath Street west to Mariposa Street
- Sunken Gardens Park

The 2006 *La Alma/Lincoln Park Neighborhood Assessment* also identified the following sections of the neighborhood and individual buildings that may be eligible for historic designation:

- The area immediately south of the Westside District, from West 13th Avenue to West 8th Avenue
- South of 9th Avenue, between Delaware Street and Santa Fe Drive
- The west side of the 800 block of Delaware Street
- Denver Inner City Parish Chapel, 910 Galapago Street
- 841 Galapago Street
- 705 W. 8th Avenue
- 1021 W. 8th Avenue
- Operating Engineers Local #9, 990 Kalamath Street
- Laborer’s International Union, Local 720, 875 Elati Street

National Register Structures include:

- Midwest Steel and Iron Works Company Complex, 25 Larimer Street
- St. Joseph’s Roman Catholic Church of Denver, 600 Galapago Street

### Recommendations:

- Ensure the La Alma Recreation Center and pool continues to operate and serve the residents of the community.

- Tree preservation is an aesthetic, environmental and historic preservation issue. Tree preservation should be encouraged through:
  - Support of new regulatory tools to preserve the tree canopy, extension of tree protection granted to public right-of-way trees to front setbacks; enforcement of the existing Tree Protection Ordinance; and addressing tree protection prior to the beginning of construction projects.
  - Improving tree care and protection by residents and businesses through education opportunities including resources available through Denver Forestry, horticultural organizations, and university extension programs, and neighborhood schools.
  - Pursuing a street-tree planting program for the neighborhood. Identify opportunities for additions to the tree canopy, including street trees and plantings on public properties.
- Explore historic designation of potentially eligible buildings and districts.
- Enhance Cherry Creek Trail and Platte River Trail connections to neighborhood bicycle and pedestrian routes.
- Promote land uses that will generate activity and “eyes on the park” near Sunken Gardens Park and the Cherry Creek Trail.
- Enhance and protect the South Platte River as a neighborhood and citywide amenity.
- Maintain and preserve historic landmark structures, including Byers Library, as a public amenity.

## Economic Development

The La Alma/Lincoln Park neighborhood provides an employment base for the city with high-end service sector jobs and commercial and industrial services. Strong, established businesses in both the industrial and commercial sections provide primary economic jobs for local residents and for the region. Santa Fe Drive has an emerging identity as an arts and culture district with a Latino character that provides a unique cultural opportunity.

Institutional uses that are significant regional employers include Denver Health Medical Center, the RTD Maintenance Facility, Denver Water, Denver Public Schools, and the nearby Auraria Campus.

### Priority Issues and Opportunities

The completion of FasTracks promises to bring the Denver region unprecedented opportunity to promote and facilitate higher-density, mixed-use residential and commercial development. The 10th and Osage Station in the La Alma Lincoln Park Neighborhood is positioned to see some of the greatest benefits from transit oriented development due to its location on the Central Corridor and very frequent transit service. The proximity of the 10th and Osage Station to the Auraria Campus and Downtown, and direct connections to the employment centers of the Southeast Corridor will make it an attractive location for businesses, residents and regional services.

However, the realization of TOD will require a combination of near and long term efforts and the use of innovative strategies. Future economic development will be most effective if carried out under a broad framework that establishes strategies to promote economic development in neighborhoods surrounding transit stations.

### Recommendations:

- Ensure businesses looking to locate (or already located) in Lincoln Park are educated about OED’s Small Business Lending Group that offers “gap” financing to eligible start-up and expanding businesses.
- Promote the two gap financing programs available to businesses in the Lincoln Park neighborhood:
  - Denver’s Revolving Loan Fund (RLF) program
  - Neighborhood Business Revitalization (NBR) loan program.

The goals of the RLF and NBR programs are to create jobs in Denver’s targeted industrial and commercial business areas and stimulate the revitalization of neighborhood retail districts. La Alma Lincoln Park neighborhood is part of the RLF area and Santa Fe Drive is a NBR corridor.

- Increase community policing and youth services to reduce crime and improve perceptions of safety in order to attract new businesses and residents.
- Establish appropriate development controls to reinforce the historic character of retail and bolster the attractiveness of the Santa Fe Arts District.
- Promote adaptive reuse of vacant structures.
- Improve infrastructure and parking management through special districts.
- Increase graffiti removal to attract continued investment in the community.

- Continue the Down payment and Home Ownership Counseling program developed by OED’s Business and Housing Services Division. OED has partnered with non-profit organizations to help provide Denver area residents with down payment and homeownership counseling assistance toward the purchase of an affordably priced home.
- Work with the Office of Economic Development to promote their Rental and Senior Housing Assistance Programs in Lincoln Park. The programs provides referrals and resources to renters and lower-income elderly.
- Educate residents about Denver’s Single Family Rehabilitation Programs. Rehabilitation of homes adds much needed value for homeowners and the surrounding neighborhood. Programs include: Home Rehabilitation Repair and Emergency Home Repair.
- Ensure continuation of the HOME Program. OED administers the federal Housing and Urban Development’s HOME Program (HOME). HOME partially funds affordable housing





Mayor John Hickenlooper initiated an ambitious tree planting program with a goal of adding one million new trees in metropolitan Denver by the year 2025. Lincoln Park should take advantage of this program to enhance the streetscapes



Access to fresh fruit and vegetables can improve public health in the neighborhood

development projects throughout targeted areas of the City which includes the La Alma Lincoln Park neighborhood. The soon to be South Lincoln Development Senior Citizen residence and the La Villa de Barela on 10th and Santa Fe are examples of projects funded through the HOME Program.

- Utilize Community Development Block Grant money in La Alma/Lincoln Park. Through HUD's Community Development Block Grants OED funds neighborhood improvements and neighborhood services in the Lincoln Park neighborhood. These improvements can include infrastructure such as sidewalks and right-of-way improvements as well as acquisition and renovation of non-profit buildings. In addition, non-profits can get assistance with operational and program related expenses.
- Continue workforce development in the neighborhood. Lincoln Park residents can go to the Denver Workforce Center at 1391 North Speer Blvd. Suite 500 (in the Parkway Professional Building above King Soopers) for placement, training, or resume assistance. The Workforce Center can also assist employers to find employees. By helping people build their careers and by helping companies meet their employment needs, the Workforce Center helps make Lincoln Park a better place to do business.

## Public Health

In September of 2009, DHA produced a health impact assessment (HIA) for the South Lincoln Homes neighborhood. The City provided information and insight into the HIA process. The conclusions and recommendations in the HIA document helped guide the Master Planning efforts for South Lincoln and are also a useful reference for this Neighborhood Plan.

An HIA process assesses the impacts of policies, redevelopment projects and programs on population health. The HIA examined the influences and solutions to public health that can be affected by home design, urban form, layout and architecture of buildings, provision of services and economic opportunities.

The HIA included information on nationwide evidence showing that decisions about how we use land and build our environment have significant impacts on individual and population health, safety and well being. The built environment can impact injury rates because of pedestrian and vehicular accidents due to roadway design. In addition, zoning ordinances that have separated uses, restricted development density, and required auto-oriented design through parking requirements, have helped create a built environment where daily travel for work and shopping require an automobile - eliminating opportunities to exercise by walking as part of daily routines. This has contributed to the growing epidemic of obesity and associated increased rates of cardiovascular diseases and diabetes.

Research cited in the HIA documents that, all else being equal, residents of walkable communities drive less, are more physically active and are less likely to be obese with reduced traffic collision risk and less air pollution.



The HIA notes that the La Alma/Lincoln Park Neighborhood has significantly higher poverty rates and lower education rates than Denver as a whole. In addition, a health survey conducted by Denver Health found that 77 percent of South Lincoln Park Homes residents have above normal blood pressure, 55 percent are obese or overweight, 40 percent smoked, and only 28 percent exercised aerobically three or more times a week. These results indicate a population at high risk for many serious health problems and a need to address health issues to the greatest extent possible through changes to the built environment.

The HIA included several recommendations for improving neighborhood health that can be carried forward as recommendations of this plan. The HIA can be found in the Supporting Documentation.

#### Recommendations:

- Incorporate attractive and safe streetscape amenities such as benches, game tables, and decorative pedestrian level lighting. Many public improvements, such as pedestrian street lights, require the formation of an improvement district.
- Incorporate low impact development storm water management techniques to improve water quality while providing an attractive natural amenity.
- Reduce automobile use and VMT in new development by reducing parking demand through unbundled parking (charging for parking separate from residential and commercial property prices and rents) and making parking costs transparent and optional.
- Reduce the parking footprint through parking management.
- Replace dead or dying trees through the Mile High Million Tree Initiative and allow for additional drought-resistant trees that will shade pedestrians and enhance air quality.
- Implement mitigation measures that reduce greenhouse gas emissions and vehicle miles traveled.
- Add 5-foot wide connected bike lanes as an environmental tool that not only encourages physical activity but improves safety. Bike lanes along with cars parked along a wide road such as Mariposa are important to slow vehicle speeds so it can be safe for all users.
- Identify walking routes in collaboration with the Santa Fe Arts District and Auraria Campus Students.
- Partner with the Denver B-Cycle program to explore bike sharing opportunities in the neighborhood.
- Work with RTD to integrate more bus stops and routes within the neighborhood and provide direct bus access to the 10th and Osage light rail station via 9th and 11th Avenues.
- Provide wider sidewalks in high pedestrian activity areas, such as 10th Avenue.
- Improve opportunities to access fruits and vegetables at grocery stores, including pedestrian improvements on neighborhood routes connecting to the supermarket located at 1331 Speer Boulevard (13th and Speer).
- Ensure there continue to be urban gardens (although these gardens do not exist in perpetuity, currently location include Court House Square Garden, Elati Garden, Greenlee School Garden, South Lincoln Park Garden), continue to operate and serve the neighborhood.
- Provide incentives to assist neighborhood small grocers to expand fruit and vegetable offerings.
- Pursue Colorado Safe Routes to School funds for education and infrastructure.
- Increase the visibility of pedestrians through signal-phasing, improved crosswalks, pedestrian refuge islands, and increased roadway lighting. Use zebra striping and countdown meters at pedestrian crosswalks located at all intersections with a traffic signal.
- Work closely with Denver’s Department of Public Works to promote special paving patterns to alert drivers to pedestrian crossings at key locations.
- Improve connectivity and access to key destinations such as Denver Water.





# Character Area Plans

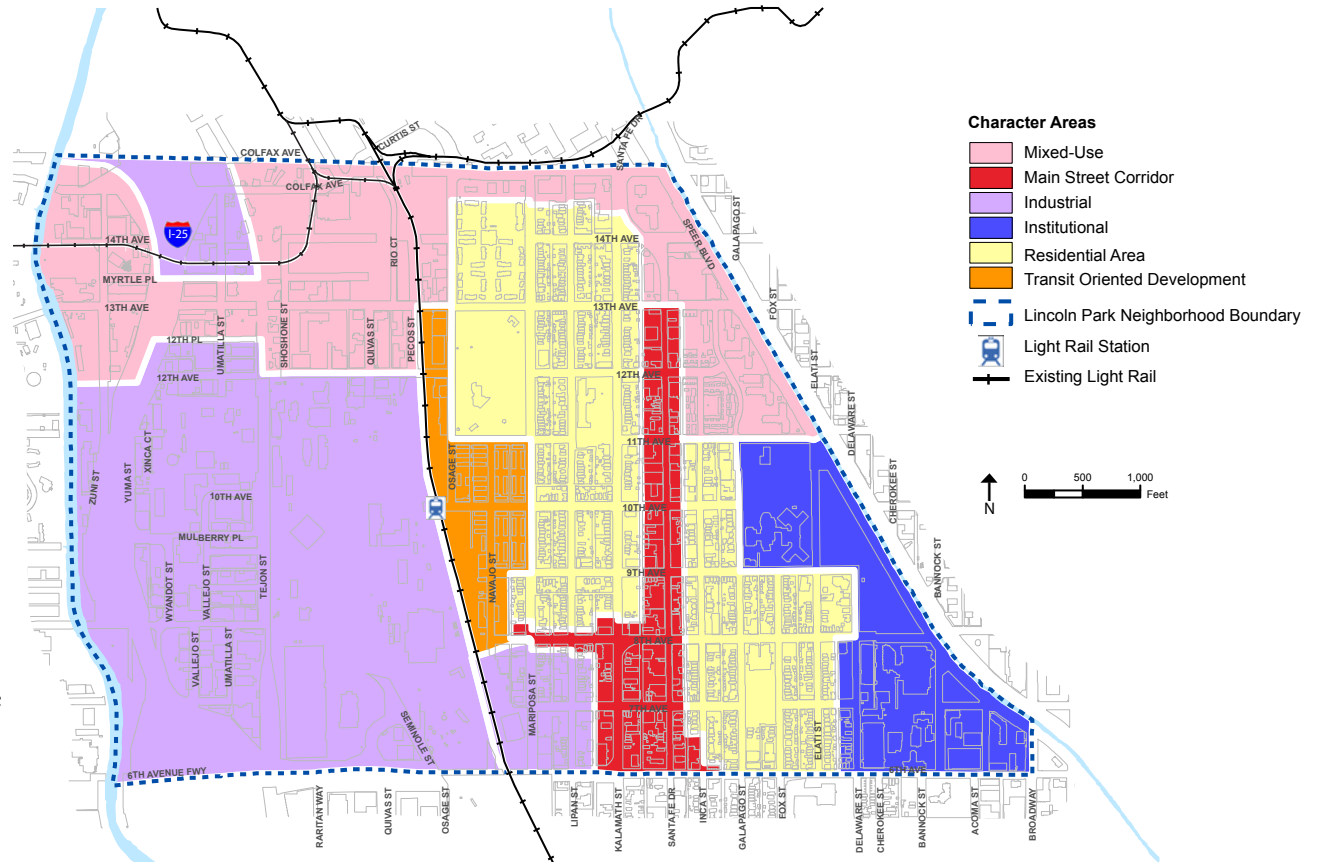
## Character Area Plans

The La Alma/Lincoln Park Neighborhood Plan establishes character areas which have distinct characteristics. The districts are characterized by their land use functions, locations, and distinct urban form. Although the boundaries are not absolute and some characteristics overlap district boundaries, the neighborhood character areas are:

- Main Street Corridor
- Mixed Use Area
- Residential Area
- Institutional
- Industrial
- Transit-Oriented Development

Character areas do not represent zoning, nor do they convey or deny any rights. Zone changes that may be proposed as part of any development must be initiated under a separate procedure established under the City and County of Denver’s Revised Municipal Code. The character areas provide policy guidance regarding the appropriate character of sub-areas and should be used when evaluating potential land use changes and infrastructure investments.

The overall intent of this section is to define the character of La Alma/Lincoln Park’s unique districts. By so doing, it serves to infuse the areas with a sense of place that can be enhanced and carried into the future. With a single vision for each of the districts, residents, businesses, and developers will enjoy greater certainty and will know what to expect as development and redevelopment occurs over time.



*Designated Character Areas*

## Main Street Corridors

Santa Fe Drive from 6th Avenue to 14th Avenue and 8th Avenue from Mariposa to Fox Street generally are corridors that have historically supported commerce and have a primarily commercial character. Historically, many commercial corridors were pleasant tree-lined streets with smaller scale neighborhood-oriented retail shops. They were easily accessible by foot, car, or transit, usually trolley or bus.

The intent for these corridors is to recapture the pedestrian and transit-friendly character of the streets with traditional development patterns and enhanced streetscaping while accommodating vehicular traffic, parking, and new uses, including residential, commercial and art gallery uses.

The Santa Fe corridor between 6th and 11th Avenues has a variety of arts related businesses intermixed with retail development, residential and some offices. The emerging identity along Santa Fe Drive as an arts and culture district with a Latino character provides a unique sense of place along the corridor. This distinct character should be supported and continued as development and redevelopment continues.

## Land Use and Urban Design

### Primary Issues

- Undesirable uses and building forms interrupt the cohesive business environment.
- Impacts of arts district events may affect adjacent residences.
- Automobile-oriented development may undermine the traditional development patterns and pedestrian-friendly design of the commercial areas.

- Character-defining historic buildings are threatened with demolition.
- Challenge of parking for large events such as First Fridays Art Walk.
- Narrow sidewalk width along portions of Santa Fe Drive.

### Primary Opportunities

- Santa Fe Arts District identity is strengthening and attracting retailers.
- Relationship to Kalamath can be complimentary in terms of uses and scale.
- Rehabilitation of the Denver Civic Theater at 721 Santa Fe Drive.

### Goals

- Appropriate mix of uses that support a diversity of businesses and allow more restaurants and shops to accommodate them.
- Commercial operations are managed to avoid negative impacts from lighting, hours of operation, noise, trash removal, etc.
- The viability of multi-family residential, live-work, and commercial uses are maintained and enhanced.
- Adequate, well-planned parking to support customers, residents, and employees is provided through strategic parking approaches.
- Destination development along the corridors is expanded.
- A consistent visual identity is created for the Santa Fe Arts District.



- Zoning is established that promotes safe, active, and pedestrian-scaled commercial form and uses.
- Context-sensitive development is supported.
- The retail corridor is spatially defined with thoughtful urban design that considers scale, vistas and landmarks.

**Recommendations**

- Support infill development of retail, office, live-work and residential uses. Mixed-uses projects, with commercial, artist, or public uses on the ground floor and residential uses on upper levels are especially appropriate (e.g., 910 Santa Fe Drive).
- Buildings with nonconforming or inappropriate uses should be adaptively re-used or replaced.
- Industrial buildings that do not address the street are inappropriate. Existing industrial developments are encouraged to be redeveloped, restructured, and landscaped to take advantage of market opportunities.
- Adjacent residential areas should be protected from the activities of commercial areas by



adequate buffering and by ensuring that adequate off-street parking and circulation is provided. Buffering methods may include: locating traffic, noise, light and activities away from the residential uses; using attractive fencing and landscaping to buffer adjacent residences and transitions from commercial uses to residential uses through consistent sidewalks, treelawns, setbacks, and architectural treatments.

- Develop vacant land in a manner that is consistent with surrounding land uses in terms of character and use.
- Promote commercial districts along Santa Fe as a destination for locally owned shops, restaurants and artist venues.
- Protect the architectural character of Santa Fe as a defining feature of the community and preserve the historic integrity.
- Zoning for Santa Fe and portions of 8th Avenue should ensure that buildings are oriented to the street to form a consistent street wall, the ground floor is activated with retail, pedestrian entries, and display windows; and a mix of uses are provided including live/work, light industrial, neighborhood serving commercial and services, and residential options (e.g., C-MS-5)
- Destination uses such as art galleries and theaters are supported by complimentary land uses.
- 1-5 stories of development are supported with the greatest intensity focused to the intersection of enhanced transit corridors.
- Parking is located in the rear of sites, underground or in structures wrapped with commercial and or residential uses to minimize the visual

impact of parking facilities. Use side streets and alleys for parking access wherever possible.

- Integrate distinctive benches, lighting and maintenance into the overall streetscape plan, adding to what has been achieved by the Santa Fe Maintenance District.
- Include trees as part of the streetscape both as an amenity providing shade and as a separation between pedestrians and street traffic.
- Recommend masonry or stucco as preferred building materials (example - Museo de las Americas).
- Maintain the viability of the Byers library structure as a community resource and ensure Denver Public Libraries continues to operate a library in the neighborhood.

**Mobility and Infrastructure**

**Primary Issues**

- Parking is poorly located and designed, undermining a pedestrian-friendly environment and unattractive for new businesses. At peak times parking is challenging for customers and employees, creating a general perception of inadequate parking.
- Sidewalks and pedestrian amenities are inconsistent throughout the character area. Pedestrian crossings are challenging.
- Residents identified bus stops as uncomfortable and unsafe.
- The one-way couplets of Santa Fe and Kalamath have high traffic volume at peak hours and high speeds at non-park hours creating barriers to pedestrians and bicyclists.

**Primary Opportunities**

- High volume transportation corridors offer opportunities for economic development, increased density, and increased transit use.

**Goals**

- A stable, attractive pedestrian-oriented corridor with a mix of uses.
- The function and appearance of Santa Fe Drive is improved to enhance the convenience, ease and enjoyment of transit, walking, shopping, and public gathering.
- Sidewalks and pedestrian amenities are added and improved in conjunction with business revitalization.
- Bus and light rail service is enhanced to be efficient, comfortable, and convenient.
- Connection to the 10th and Osage light rail station is provided with bus, shuttle, and improved pedestrian amenities.

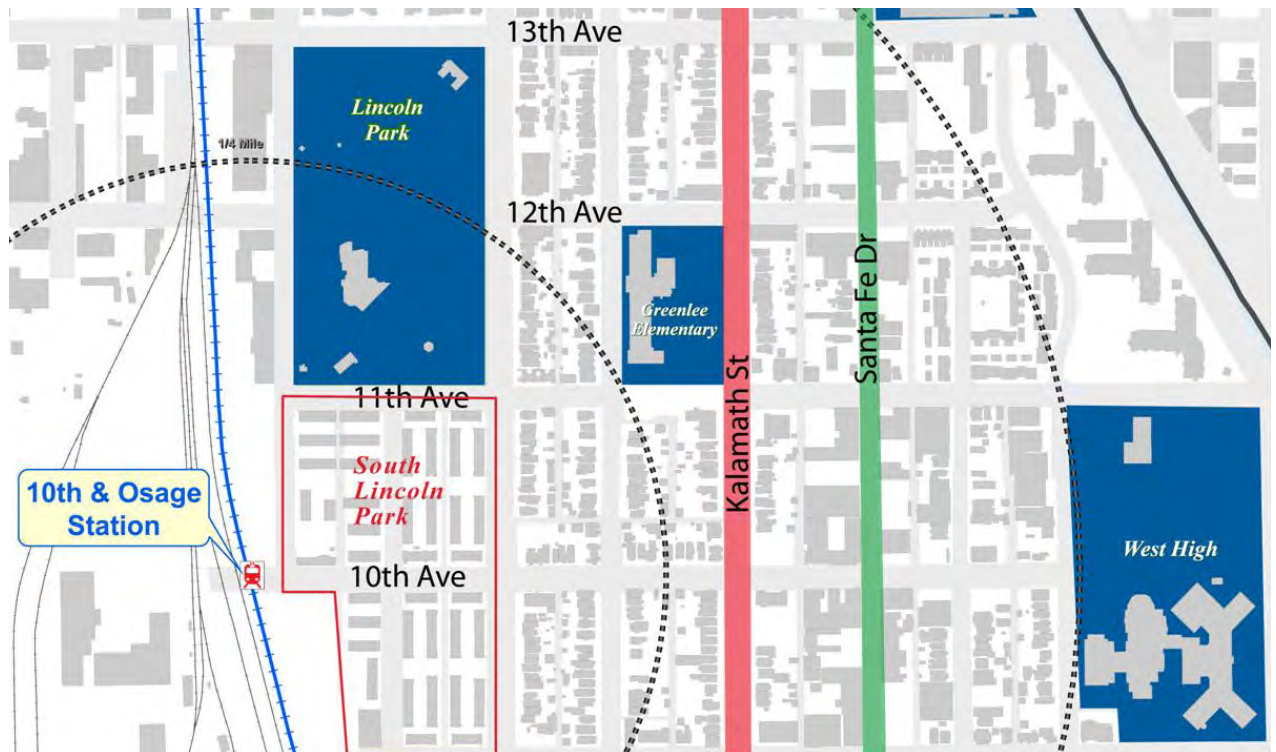
**Recommendations**

- Minimize curb cuts, and remove curb cuts when not needed and encourage any new curb cut, drive aisle, or ramp to parking structures to be perpendicular to the public street and other public right of way.
- Explore options for expanding sidewalks and adding street trees along Santa Fe and 8th Avenue, which may require narrowing already sub-standard lanes, removing traffic lanes, or acquiring additional right-of-way to accommodate pedestrians.
- Ensure the implementation of the City’s new standards for pedestrian crossing times to ensure

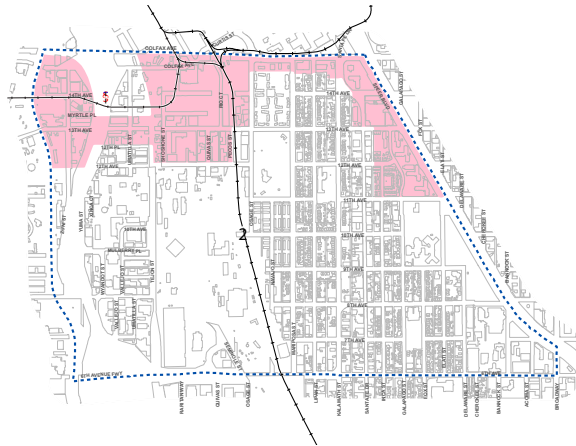
adequate time for pedestrian crossings at traffic signals along busy corridors.

- Maintain on-street parking on Santa Fe Drive and 8th Avenue.
- Any displaced street parking should be recaptured in centralized and shared-use parking lots and structures. Parking facilities must comply with the urban design goals and standards for the area.
- Explore mechanisms to tap potential locations for shared parking especially in peak times.
- Consider mechanism to develop shared parking such as through a district.

- Work with Public Works and CDOT to ensure Santa Fe and Kalamath accommodate pedestrians and bicyclists in addition to vehicles when road maintenance and/or reconstruction occurs.
- In coordination with the Department of Public Works conduct a Feasibility Study of Pedestrian Crossing Improvements of Santa Fe and Kalamath from 9th to 13th Avenue (using 2011 CIP funding) to determine how to improve multi-modal connectivity from the station to Santa Fe and the greater neighborhood. Special focus should be given to bike/ped access to the existing super market at 1331 Speer Boulevard and direct connectivity along 10th Avenue.



Pedestrian Crossing Feasibility Study



### Mixed Use Area

The Mixed Use character area extends through the northern part of the neighborhood along 13th as it passes under I-25 and over the freight and light rail tracks to Osage Street. It continues north along Osage and east again along Colfax and south along the west side of Speer to 11th. High-rise apartments (the Parkway) some of which are being converted to condominiums are located along Speer Boulevard and the edge of Cherry Creek.

There are many opportunities in this area to improve urban form and connections between the La Alma/Lincoln Park Neighborhood and the S. Platte River, Cheery Creek Trail, and the AHEC Campus. Many of these were identified in the Auraria West Station Area Plan (adopted June 2009). The recommendations for the Mixed Use Character Area in this Plan are consistent with those found in the Auraria West Station Area Plan.

As a result of FasTracks, many infrastructure changes are occurring in this character area that will impact land use and mobility. Currently, freight trains access the Burnham Yard from a track that parallels the central corridor light rail alignment, which passes under the Colfax viaduct and continues south between Rio Court and Osage Street. As part of the FasTracks project, this track, known as the “Burnham Lead,” will be relocated to the west. Heading north, after crossing 13th Avenue it will jog northwest and cross Rio Court at grade. It will continue west behind the commercial properties on 13th, cross Shoshone Street and then head north to run parallel to the Southern Pacific Railroad alignment. AHEC has recently purchased 13.5 acres of the property north of the new Burnham Lead alignment to develop recreation fields

to meet their growing demand for athletic facilities. AHEC will be working to improve the connection to the fields from the campus.

### Land Use and Urban Design

#### Primary Issues

- Vacant and underutilized properties mixed with viable industrial and commercial businesses.
- Lack of identity or sense of connection to the La Alma/Lincoln Park neighborhood or to AHEC.

#### Primary Opportunities

- Moderate to large parcel sizes provides the opportunity for some mixed use redevelopment.
- AHEC’s future recreation fields will attract many people to this area.
- Plenty of residential uses within walking distance to support local businesses and provide workforce.
- Most buildings on 13th have entrances facing the street.

#### Goals

- Transition from heavy industrial to mixed use.
- A comfortable, convenient connection for students, employees and residents is provided between AHEC and residential areas of La Alma/Lincoln Park.
- Jobs, retail and services are provided to local residents.
- Mixed income housing is provided.



**Recommendations**

- Office-Employment along 13th - Both horizontal and vertical mixed use is encouraged along 13th. Employment uses may include office and/or light-industrial uses. Family wage jobs (sufficient to support a spouse and children), nontraditional employment and live/work opportunities are encouraged. Utilize Denver’s new zoning code to support this transition (e.g., I-MX-5 along 13th Avenue).
- Commercial and Retail on Osage and Colfax - Pedestrian-oriented commercial and retail are encouraged on the west side of Osage and on the south side of Colfax with the goal of serving the daily needs of the neighborhood and students. Office or residential may also be supported on upper stories along these streets.
- Active edges - Create active building frontages along 13th, Osage and Colfax as properties redevelop. Building entrances should orient to these streets and a minimum of 60 percent transparent glass or screens along ground-floor facades is recommended.

**Mobility and Infrastructure**

**Primary Issues**

- Portions of W. 13th Avenue and Osage Street lack curb and gutter, sidewalks and pedestrian amenities.
- Truck route and bicycle designation on 13th Avenue can cause conflicts where bicycle infrastructure is lacking.
- Bikes, automobiles, pedestrians and trucks have to share the road.

- Challenging pedestrian access to Colfax at Auraria light rail station and supermarket at 1331 Speer Boulevard.

**Primary Opportunities**

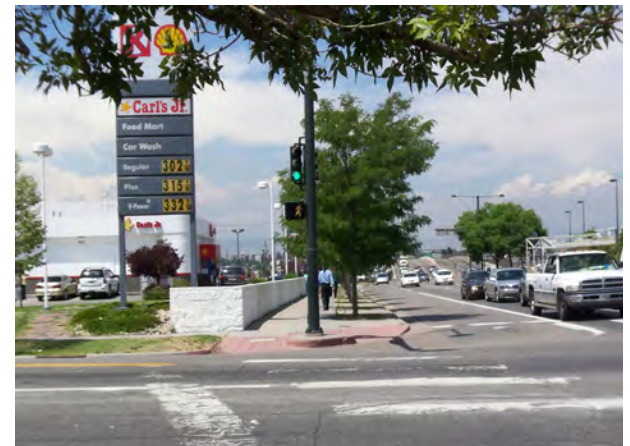
- 13th Avenue is the primary east-west pedestrian and bicycle connection in this neighborhood.
- 13th Avenue is a bike route and therefore sees a lot of bicycle activity.

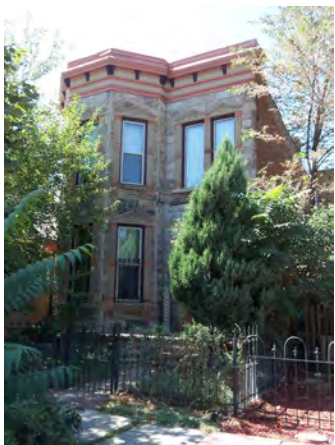
**Goals**

- Transition from auto- and truck-oriented streets to multi-modal corridors that also accommodate pedestrians and bikes.
- Provide jobs, retail and services to local residents.

**Recommendations**

- Where lacking, install curb, gutter and sidewalks along 13th and the west side of Osage upon private development.
- Install bicycle signage and a bicycle lane along 13th marking the D-10 route.
- Implement the approved cross section for 13th Avenue that includes bike lanes, detached side walks and a new center turn lane (See TOD Section)
- Enhance connections between AHEC and east side of La Alma/Lincoln Park via 5th - Rio Court and 13th.
- Improve pedestrian connection along Santa Fe to supermarket at 1331 Speer Boulevard.
- Determine measures to improve pedestrian connections to/from Colfax at Auraria light rail station (Lipan and Colfax intersection).





## Residential Area

La Alma/Lincoln Park has an emerging identity as a historically-significant and culturally-rich neighborhood. The northern area is roughly bounded by Mariposa and North Osage to the west, West Colfax Avenue to the north, the alley between North Kalamath and Santa Fe to the east and 8th Avenue to the south. The southern portion of the residential area includes the residential area north of 6th to 11th and generally from Inca to Elati (excluding West High School and Denver Health). The Residential area of the La Alma/Lincoln Park neighborhood is a vibrant urban community. The housing stock provides diversity of size, style, and affordability. The population density (based on small lot development) allows neighborhood-serving businesses to prosper. Residents have access to public transportation, services and shopping.

These characteristics make Lincoln Park attractive to other homeowners and the neighborhood appears to be undergoing some transition with a pattern of more affluent people moving into a traditionally lower-income neighborhood. However, some of the homes are not well maintained which could impact their long-term viability given the age of most of the homes.

The Lincoln Park neighborhood is 11% single-family and 10% multi-family. The northern residential character area is designated in Blueprint Denver an Area of Stability - Single-Family Duplex and includes a housing stock with diversity of size, style and affordability with Two-Unit zoning. The southern area is also designated an Area of Stability - Single-Family Duplex also with a mix of housing stock; however, this area was zoned R-3 and R-4 under Denver's for-

mer zoning code creating conflict between the zoning and Blueprint's Area of Stability designation. The southern area has been designated Rowhouse (U-RH-3A) with the recent Code Update.

There is a mix of small-lot single-family units, duplexes, rowhouses, and small apartment buildings. The residential character of the neighborhood is varied. There are smaller, older Victorian houses in the more northerly part, west of Santa Fe, some having porches, and many on small lots. Mid-sized two story 1930 homes were built between 8th and 11th and Kalamath and Mariposa, having larger lot sizes over all and alley access. Some have brick facades. Most housing is affordable at a variety of levels ranging from subsidized housing to middle level market rate. Low-density detached dwelling units and duplexes throughout the neighborhood are small wood frame and brick homes on small lots. Redeveloped housing is single unit and multi-unit privately owned or rented condos and town homes.

The unique character of Denver's downtown neighborhoods are desirable for individuals, families and businesses. Lincoln Park's residential area provides the opportunity for individuals and families to reside in historic homes with downtown proximity.

## Land Use and Urban Design

### Primary Issues

- Neighborhood Character/Neighborhood stability.
- Nonconforming lots - the predominant pattern of 3,000 sf lots in the residential area did not meet the minimum lot size in the historic residential zoning districts prior to the Zoning Code Update.

- The former R-3 zoning between Inca and Delaware, south of 9th was not appropriate for predominantly single dwelling units, duplexes and townhouses there today, especially since Blueprint Denver classifies this as an Area of Stability.
- The former R-4 zoning (West 9th Ave to West 6th Ave, Delaware to the alley between Elati and fox) was inappropriate and includes single family and low density multi-family housing, a few offices and churches. Also designated an Area of Stability.
- High percentage of absentee landowners and a correspondingly low rate of owner-occupancy.
- Conflict between maintaining goal of affordable housing and wanting improved maintenance and livability.
- Future of DPS Elementary Schools. Because DPS no longer operates Del Pueblo (4.3 acres located in the southern residential character area) as a school, the future land use designation of the site needs to be consistent with the surrounding neighborhood.
- Few of the historic homes and none of the districts have local Historic Landmark designation, leaving them vulnerable to demolition and neglect. Without designation property owners cannot take advantage of tax credit and funding opportunities for rehabilitation. In previous neighborhood meetings, residents indicated that they valued the neighborhood's historic and architectural heritage, but there was a lack of broad-based support for pursuing local historic district designations.

**Primary Opportunities**

- Historic homes.
- Affordable housing opportunities.
- Unique downtown neighborhood attributes.

**Goals**

- Neighborhood character is preserved.
- Enhance the valued attributes of the residential area and quality of life for residents.
- Maintain the current residential density.
- Remove existing nonconforming uses in the residential area.
- Support a diverse population by providing support services such as childcare facilities, transit, and a variety of housing opportunities.
- Home ownership opportunities are encouraged through job creation in adjoining areas.

**Recommendations**

- Safeguard the character of established neighborhoods that contain an intact inventory of buildings characteristic of a particular construction era such as Victorian, Craftsman, or mid-Century Modern.
- The context of the residential character area is Urban Neighborhood based on its regular grid and alley block pattern and predominant single-family pattern with duplex and other multi-family uses mixed in. Within the Urban Neighborhood context, the residential zone district should promote existing development potential in compact forms acceptable to the community at large and further smart growth



*Residential Area Continued*

outcomes. The future development intensities should help sustain transit, as well as nearby retail and services.

- Utilize Denver’s new Zoning Code to ensure the small lot size that characterizes the residential area is supported. Existing small lot single-family and multi-family development should be legalized and allowed to continue, and the context should remain urban neighborhood.
- The recommended zone district for the northern residential area is a two-unit district allowing urban houses and duplexes with a minimum lot area of 3,000 square feet. Detached accessory dwelling units should also be allowed (e.g., U-TU-B).
- The southern residential character area is roughly bounded by Inca Street to the west, 9th Avenue to the north, Delaware to the east and 6th Avenue to the south. The southern residential area should be zoned an urban neighborhood rowhouse district that allows up to two and a half story rowhouses, and apartments up to three stories on certain corner lots (e.g., U-RH-3A).
- To promote stability within the neighborhood the 4.3 acre Del Pueblo School site should have the same zoning as the surrounding residential area (e.g., U-RH-3A).
- Implement a rowhouse zoning district on the west side of Kalamath up to two and a half stories from 11th to 14th Avenue to recognize current conditions and promote a better transition from the main street corridor to the residential neighborhood (e.g., U-RH-2.5).

- Update the Concept Land Use on the Blueprint Denver Map for the east side of Kalamath from 8th to 14th Avenue from Commercial Corridor to Urban Residential.
- The greatest vertical intensity of development should be directed to major intersections, along 10th Avenue, and in closest proximity to the 10th and Osage light rail station.
- Use Denver’s Historic Resource Survey (pilot program in 2013) to inform potential landmark designations and preservation strategies in the neighborhood.
- Educate residents and property owners about the home maintenance, finding options, City regulations and requirements, and historic preservation.

**Mobility and Infrastructure**

**Primary Issues**

- Parking along Santa Fe.
- Kalamath Street is an arterial street with high traffic volume and speed, but the adjacent land use is primarily residential at the north end of the neighborhood.
- Bicycle and pedestrian infrastructure needs improvement throughout neighborhood (including sidewalks).

**Primary Opportunities**

- Proximity to downtown, Auraria Campus and transit.

**Goals**

- Neighborhood development that supports increased transit ridership and reduced automobile dependency.

- Key community resources are well connected and accessible for cars, pedestrians, and bicyclists.
- Overflow parking from the commercial areas does not negatively impact the residential areas.

**Recommendations**

- To help reduce conflict between the commercial corridors, light rail transit riders, and neighborhood residents, better management of parking should be explored. Implement tools from the Strategic Parking Plan that mitigate and balance the impact of multiple parking user groups.
- Improve multi-modal connections – improve access to the area, complete the street grid across barriers where feasible and make critical connections to light rail, bus service and bike routes.

## Institutional Area

The Institutional Character Area is bordered by Delaware and Galapago Streets to the west, 11th Avenue to the north, Speer Boulevard to the east and 6th Avenue to the south.

Institutional uses are included in Blueprint Denver's recommendations for campus areas. These areas are typically dominated by a single, large institutional user. However, the Lincoln Park Institutional Character Area contains two institutional uses: the Denver Health Medical Center and West High School. It also contains the Sunken Gardens Park.

The Denver Health Medical Center is located at approximately 8th Avenue and Bannock Street. Denver Health is Colorado's primary safety net institution providing care for the uninsured. In 2008 more than 40 percent of the care that Denver Health provided was to uninsured patients. Denver Health provides care to twenty-five percent of all Denver residents, or approximately 150,000 individuals. The Denver Health Medical Center includes Denver Health's 500-bed main hospital and Rocky Mountain Regional Level 1 Trauma Center, the only Level 1 Trauma Center in the area.

Denver Health continues to be a national model for an integrated health care system. It is also a major employer for the City and County of Denver. Denver Health's mission has been impacted by the relocation of three hospitals in recent years, St. Anthony's (scheduled 2011), Children's Hospital and University Hospital, which has led to Denver Health reevaluating its future space needs to ensure that healthcare services for Denver residents are sufficiently met. Any future needs space precipitating expansion of the

campus will require a collaborative master planning process with the Lincoln Park Neighborhood and any other affected neighborhood organizations.

According to the Piton Foundation, West High School was at 45 percent capacity with 890 students enrolled in 2009. The student body is 87 percent Hispanic/Latino and 14 percent are Spanish speaking English language learners. 80 percent of the students are eligible for free or reduced lunch. On the 2008 CSAP proficiency test, only 23 percent of West High Students were proficient in reading, 9 percent in writing, and 7 percent in math. Compared to other Denver schools, West High School has a proportionately higher percentage of Hispanic/Latino students and students in poverty, and lower rates of proficiency in reading, writing and math.

Sunken Gardens Park is an 11 acre park that features benches and picnic tables, a playground and basketball court. The park suffers from perceptions of a lack of safety and security. The park is not highly visible from the buildings in the surrounding area and is bordered by streets with fast-moving traffic and high-vehicle volumes.

## Land Use and Urban Design

### Primary Issues

- Sunken Gardens Park provides important green space and recreational amenities. However, it is not heavily used by area residents and suffers from perceptions of crime.
- The demand on Denver Health continues to increase with the closure of local hospitals and the increased need for public health providers in the area causing the need for expansion and upgrade of the current campus.



*Institutional Area Continued*

- Denver Health provides the only Level I Trauma Center in the region and the need to maintain the center in its current location is increasingly important to the residents of Denver.
- There are a significant number of surface parking lots in the neighborhoods surrounding the Denver Health Medical Center that create dead-space and contribute to a lack of pedestrian activity.

**Primary Opportunities**

- Denver Health and West High School are institutions that serve high-need populations in the neighborhood and the city.
- West High School is a historic structure that adds significant character to the area, includes many community facilities, and provides a highly-visible gateway to the neighborhood.
- Denver Health Medical Center provides many high-paying jobs and could draw new residents and businesses to the area.

**Goals**

- Tie the Institutional Character Area to the surrounding neighborhood with complementary land uses including denser residential and active retail.
- Use the historic character of West High School and early buildings within the Denver Health Medical Center to inspire improvements to the area.
- Support Denver Health in its current location.
- Reduce the undesirable impacts of parking surrounding the Denver Health Medical Center.

**Recommendations**

- Work with Denver Health to incorporate Master Plan elements.
- Support Denver Health at its current location by allowing needed infill and expansion in the future.
- Design gateway element around Sunken Gardens Park for those entering neighborhood from the Golden Triangle along 8th Avenue.
- Promote West High School’s role as a community center with more cooperation between the school, neighborhood and business groups, and the City and County of Denver.
- Improve maintenance, lighting and police monitoring in Sunken Gardens Parks.

**Mobility and Infrastructure**

**Primary Issues**

- Transportation access for transit-dependent populations is critical for the users of both the hospital and the school.
- The West High School and Denver Health Medical Center campuses and Sunken Garden Park interrupt the local street grid.

**Primary Opportunities**

- The area is potentially well served by the Cherry Creek multi-use trail but lacks adequate access across Speer Boulevard.
- Greenlee Elementary School (K-5) is a turn-around school with 3 years of federal funding to help improve performance.

**Goals**

- Promote transit access to both Denver Health Medical Center and West High School.
- Promote walking and bicycle access to West High School, Sunken Gardens Park and Denver Health Medical Center.
- Provide circulation through the Denver Health Medical Center and connectivity to surrounding neighborhoods.

**Recommendations**

- Make improvements to bus facilities serving the institutional character including improves stops and shelters, maps and schedule information, and way-finding.
- Provide improved sidewalks meeting the standards of Denver’s pedestrian master plan within the institutional character area tying to improvements in the adjacent neighborhood.
- Provide way-finding and improved access to the Cherry Creek Trail.
- Improve intersections and cross-walks on Speer Boulevard, 8th Avenue and 6th Avenue to provide more frequent and safer pedestrian crossings.
- Improve pedestrian connections through and along the perimeter of Sunken Gardens Park.

## Industrial Area

The Industrial Character Area is roughly bounded by I-25 to the west, 12th Avenue to the north, the Union Pacific Railroad (UPRR) and RTD Central Light Rail (LRT) Corridor to the east and 6th Avenue to the south. A pocket of the character area crosses to the east side of the LRT corridor, between 8th Avenue and 6th Avenue and continues east to the alley between Kalamath and Santa Fe. Another pocket at I-25 and Myrtle is expected to remain industrial while development along 13th Avenue is considered part of the Mixed Use Character Area.

West of the LRT, this area is an intact industrial island, comprised of large industrial parcels with few non-conforming uses. The area is largely dominated by rail facilities: RTD’s Central LRT Corridor which parallels Union Pacific’s Burnham repair yard (Burnham Yard) and the Burlington Northern Railroad mainline along Tejon Street, including a spur line that feeds the Burnham Yard from the north.

In conjunction with RTD’s FasTracks program, UPRR has in the recent past considered relocating the Burnham Yard, triggering a consideration for this property as an opportunity for TOD. Though the UPRR has since decided not to relocate the Burnham Yard, a vision for this property is included in the TOD Character Area ; however, until the Burnham Yard relocation occurs, this property will be considered part of the Industrial/Employment Character Area.

This character area represents a key component of Denver’s economic and employment base, employing an estimated 3,200 people, or approximately 28% of the jobs available within the LALP neighborhood. Major employers include Denver Water, LaFarge

Corporation and dozens of manufacturing, warehousing, distribution and wholesale trade businesses that provide a vital contribution to the city’s economy.

Guidance from Blueprint Denver suggests that this area will remain a major industrial/employment base, although change is welcome in terms of creating better and multi-modal transportation connections, improving urban design and encouraging new industrial infill development.

### Land Use and Urban Design

#### Primary Issues

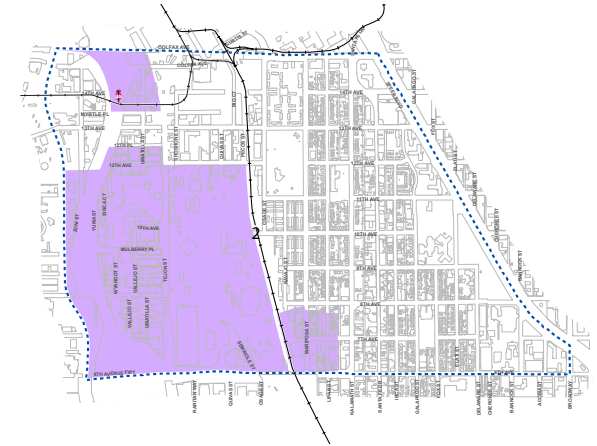
- Small lot sizes available in this area are not desirable for many industries looking to relocate to or within Denver.
- Buildings and streets are not designed to encourage pedestrian activity.
- In this neighborhood dominated by industrial land uses, employees do not have walkable access to restaurants and services during the work day.

#### Primary Opportunities

- This area acts as an island of industrial zoning that is fundamentally non-residential, allowing industrial businesses to operate efficiently with few direct impacts on residential neighborhoods.
- Vacant and underutilized properties offer opportunities for business expansion and infill development.

#### Goals

- Continue to support heavy industrial land uses in this area for the long term.



- Improve the overall appearance and walkability of the area through well designed and maintained buildings and streets.

#### **Recommendations**

- Retain industrial zoning and maintain a strong city policy against housing in the core industrial area (zoned I-A, I-B) during review of zoning and development applications.
- Support mixed land uses, including industrial, commercial and some residential on 13th (e.g., I-MX), to diversify land uses in the character area and give employees access to commercial uses within walking distance.
- When opportunities arise, work with property owners and Public Works to break down the scale of large industrial blocks by providing through streets, mid-block alleys, courtyards and other design elements.
- Encourage property owners to build to the lot line at the street frontage, unless a pattern of building set-backs exists, in which case the prevailing set-back pattern should be respected.
- Consider new design standards for industrial buildings and streets that are friendly to both businesses and pedestrians.
- Encourage new infill developments to utilize innovative, “green” materials and design that enrich the architectural character of industrial buildings.
- Provide loading and parking facilities in the rear of lots which can be accessed through an alley or secondary street.

- Create neighborhood identity and celebrate proximity to the Santa Fe Arts District by incorporating public art into the Industrial/Employment character area, such as sculptures or murals depicting industrial themes.

- Work with property owners, Denver Housing Authority and UPRR to pursue a quiet zone in this area.

#### **Mobility and Infrastructure**

##### **Primary Issues**

- An incomplete street grid and limited crossings of rail lines, I-25, Colfax and 6th Avenue make the area very difficult to access from adjacent neighborhoods and navigate.
- The merge onto I-25 North at Mulberry Place/ Yuma Street is too short, especially for trucks.
- A lack of pedestrian and bicycle connections to bus stops and light rail stations, despite their close proximity, make it inconvenient for employees to use alternative modes of transportation for commuting.
- Unimproved streets and alleys and the lack of sidewalks create conflicts between pedestrian, bicycle, vehicle and truck traffic.

##### **Primary Opportunities**

- The character area is located within close proximity to freight, I-25, I-70, major arterials and downtown.
- Four designated maximum weight truck routes serve the area: Speer Boulevard, Santa Fe Drive/ Kalamath, Colfax Avenue and the 6th/8th Avenue couplet.

#### **Recommendations**

- Improve multi-modal connections – improve access to the area, complete the street grid across barriers where feasible and make critical connections to light rail, bus service and bike routes.
- Restore the street grid as properties redevelop and as opportunities arise. Connections to be considered include Umatilla/Tejon, Wyandot, Quivas, 8th from Wyandot to Quivas, 12th, 14th. (See the Framework Plan - Mobility & Infrastructure).
- Reconstruct industrial streets according to standards set forth in Blueprint Denver.
- Maintain existing truck routes and consider need for another truck route as opportunities arise to re-establish a grid street pattern.



## Transit Oriented Development (TOD) Area

In an effort to prioritize planning and implementation activities related to transit and TOD, the City prepared the Transit Oriented Development Strategic Plan in 2006. Expanding on the goals and policies identified in the TOD Strategic Plan, the TOD Character Area (10th and Osage Station Area Plan) provides a sound policy basis for citywide decision-making and guiding positive change to the built environment. This section establishes a foundation of essential objectives and provides strategies on how to realize the vision.

The 10th and Osage light rail station is located in RTD’s Central Corridor at the west side Lincoln Park’s residential neighborhood. It is currently located adjacent to the Buckhorn Exchange Restaurant and the Denver Housing Authority’s South Lincoln Park Homes property. There is additional vacant land adjacent to the station purchased by the City from RTD to help catalyze TOD at this location.

The City and County of Denver is poised to take a significant leadership role in implementing the new transit lines and focusing growth into neighborhoods and areas near almost 40 transit stations. This section begins with the established TOD principles for the City of Denver. The unique qualities of the 10th & Osage Station area substantially contribute to this effort. Realizing this vision will depend on the ability to overcome distinct challenges and capitalize on strengths and opportunities described in this section. This section establishes the specific vision for the 10th & Osage Station. Next, the primary TOD objectives for 10th & Osage Station are described.

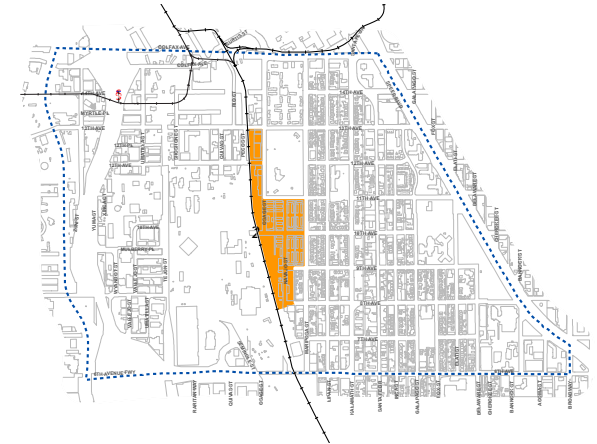
Developing a vision begins with establishing the underlying principles of transit-oriented development. Transit-oriented development is a mix of uses at various densities within a half-mile radius, or walking distance, of a transit stop. TOD should create specific areas that integrate transit into neighborhoods and help support lively and vital communities. The TOD Strategic Plan defines TOD in Denver and establishes strategies for implementation.

In order to succeed, TOD should address these five guiding principles:

- **Place-making:** Create safe, comfortable, varied and attractive station areas with a distinct identity.
- **Rich Mix of Choices:** Provide housing, employment, transportation and shopping choices for people of all ages, household types, incomes and lifestyles.
- **Location Efficiency:** Place homes, jobs, shopping, entertainment, parks and other amenities close to the station to promote walking, biking and transit use.
- **Value Capture:** Encourage all stakeholders – residents, business owners, RTD and the city – to take full economic advantage of the amenity of enhanced transit services.
- **Portal to the Region:** Understand and maximize the station’s role as an entry to the regional transit network and as a safe pleasant and private place to live.

The fundamental concept for the 10th and Osage Station Area includes the following key features:

- Highest density housing located immediately adjacent to the station.



- New promenade and open spaces that serve as a central organizing feature and link to the existing La Alma/Lincoln Park Neighborhood and Santa Fe Arts & Business corridor.
- An east-west commercial hub surrounding parks and open spaces.
- New or improved station access roads: Quivas Street (long term) and Osage Street (short term).

### **Denver Housing Authority S. Lincoln Master Plan**

After participating in the 10th and Osage station area planning effort, the Denver Housing Authority initiated their redevelopment of South Lincoln Park Homes (S. Lincoln) by retaining a Master Planning Team. The team completed a Master Plan for the site in January of 2010 that carries forward the goals and recommendations included in this TOD Character Area (10th and Osage Station Area Plan) section.

The overall concept of the Master Plan creates pedestrian zones throughout the community that focus density within a mixed use environment, integrate natural and built features, provide a variety of passive and active open spaces, celebrate culture and community art and organize transportation and water management systems. The emphasis is on ‘green streets’ with new tree plantings along with tree preservation and comfortable sidewalk widths to encourage walking, making it easier to meet neighbors and provide better access to community amenities. Designated bike routes are delineated, providing access to the Cherry Creek Trail and the Platte River Trail.

The Denver Housing Authority’s design team worked toward a plan that met their various constituents’ needs. Open community meetings we held in con-

junction with the Steering Committee meetings. At these events, the residents and the community were invited to learn about the progress of the plan and to provide feedback on all aspects of the design.

Along with the traditional outreach efforts, the design team conducted a Cultural Audit to gain insight into the DNA of the area. This process reaches out to residents and the community through one-on-one intercept interviews and scheduled interviews with local leaders and interested individuals. Those who could not participate in the community meetings, due to work schedule, or lack of interest in the public process, were given this opportunity to share their ideas and concerns.

Feedback, comments and concerns were documented and posted at the project office, located on the South Lincoln property, and on the DHA website. Cultural Audit feedback was gathered and assembled in an audiovisual piece shared with the community at the first public meeting.

The Denver Housing Authority supplemented these goals further with specific areas of concern for the development of a potential HOPE VI application.

### **Key Recommendations**

The key recommendations for the 10th and Osage Station Area (including S. Lincoln) include:

#### **Create an amenity for TOD housing:**

- The TOD is primarily composed of high-density housing with retail and commercial ground-floor uses near the station platform.
- New open spaces, a promenade along 10th Avenue and proximity to light rail transit combine

to build an amenity package that will support market rate housing in the station area.

- New green space is intended to link and strengthen the existing Lincoln Park.

#### **Increase exposure and visibility:**

- Connections are created and improved from the station to the Santa Fe Arts & Business Corridor along the 10th Avenue Promenade.
- Access to the station is increased by extending Osage Street south to 8th Avenue and Quivas Street south to 6th Avenue (long term). The new connections produce adequate amounts of drive-by traffic to support retail and commercial uses.
- The station remains visible and continues to function as a neighborhood walk-up station.

#### **Create an active transit-oriented environment:**

- Retail and commercial ground floor uses near the station platform complement the residential land uses to activate the station area.
- Housing options include a range of types for a variety of income groups and ages.
- Incubator spaces for locally-based, community-supportive entrepreneurial businesses are encouraged.
- Live/work opportunities are introduced along the 10th Avenue Promenade and potentially along station access roads.
- The Denver Housing Authority’s (DHA’s) S. Lincoln property should be designated an urban center context with mixed use zoning to take advantage of the proximity to transit and allow increased density and an appropriate scale

of uses. Heights should range from 12 stories at the station to 5 stories along Mariposa (e.g., C-MX-12, C-MX-8, and C-RX-5).

- To encourage ground floor activity in the station area, allow some non-residential uses to occur on the ground floor of residential buildings such as library, daycare, and other neighborhood-serving commercial or office uses. Encourage more intense uses to locate in nearby commercial districts that serve the neighborhood.

**Land Use**

**Primary Issues**

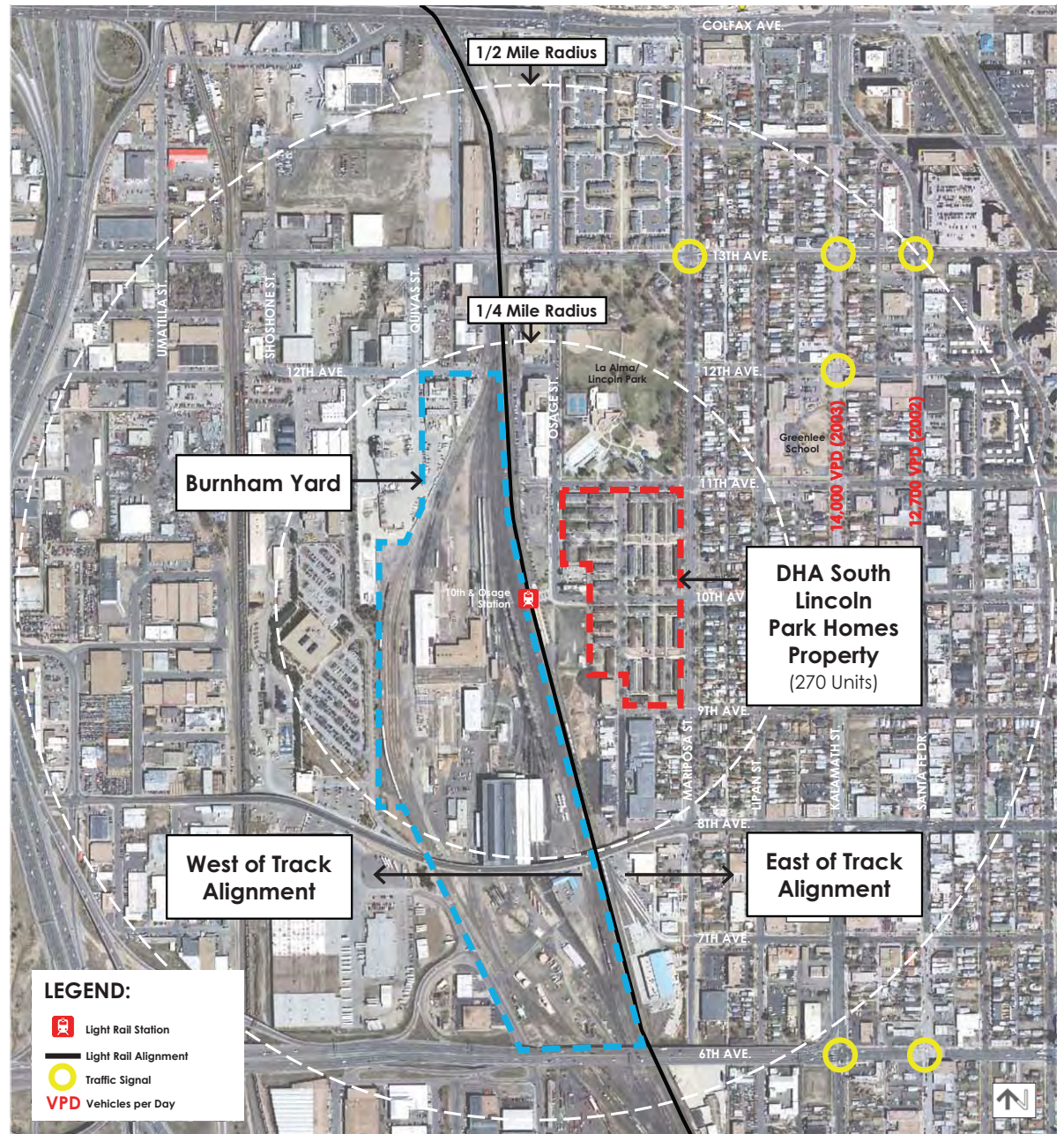
- Phasing of redevelopment and complications of relocation for public housing residents.

**Primary Opportunities**

- Surrounding neighborhood of Lincoln Park is a stable, vital neighborhood because of the character, quality and proximity to downtown and other regional destinations and transportation.
- Strength and success of Santa Fe Arts District.
- Close proximity of stable neighborhoods creates need for transition and special edge treatment.
- The 10th and Osage Station has excellent potential as Denver’s model TOD because of the interest of the Denver Housing Authority and the City to develop underutilized properties surrounding the station.

**Goals**

- Support locally owned and local-serving businesses.
- Encourage sustainable development.
- Provide a community gathering place.
- Opportunities for local entrepreneurs.



TOD Study Area



- Create a “destination” to serve as the area’s culture identity.
- Provide opportunities for a mixed-use, mixed-income neighborhood that maintains/sustains low-income and affordable housing.
- Provide opportunities for local job training and education.
- Maximize short- and long-term land-use opportunities in the station area, including a broad mix of residential, employment and retail uses.
- Maximize housing opportunities for a range of income levels.

**Recommendations**

The land use framework illustrates new development within a 1/2-mile radius of the station. Major parcels that are envisioned for transit-oriented redevelopment include the DHA owned South Lincoln Park Homes property east of the track alignment (short term) and the Burnham Yard parcel west of the alignment (long term). The primary land use within the station area is residential. Commercial, employment and open space uses are also suggested. The focus for recommendations in the Station Area does not include the Burnham Yard west of the tracks. Although a long term vision was developed for this area it is anticipated that if and when the Burnham Yard were to become available for redevelopment, a separate planning exercise would be necessary.

**Residential**

The 10th & Osage Station area offers a key opportunity to provide significant amount of transit-oriented housing. The housing framework suggested should meet a market niche for those wishing to live within close proximity to the downtown core, but are unable

to afford higher cost areas such as the Central Platte Valley or Lower Downtown. The redevelopment of DHA's S. Lincoln Park Homes should increase the amount and quality of public housing that currently exists in the neighborhood. The project should create a mixed-income neighborhood that seamlessly integrates market-rate and affordable housing and infuses additional market-rate housing into the station area.

### **Retail**

Only a limited amount of ground floor retail land use is suggested for the station area (see the urban design section for specific ground floor locations).

Retail is generally intended to be local serving and support and complement the existing Santa Fe corridor. All new retail should be should be pedestrian oriented and existing uses such as the Buckhorn Exchange should be preserved and strengthened.

### **Commercial**

Regional destination commercial development is suggested for parcels between 6th Avenue and 8th Avenue; (pending long term redevelopment of the Burnham Yard). These areas may include large floor plate auto-oriented uses. However, they should have a strong pedestrian bias. The uses should anchor and strengthen “main street” style pedestrian oriented retail along the corridors. In addition, commercial services that support and strengthen the station area neighborhood, but are not reliant on proximity to the station area, are most appropriate south of 8th Avenue.

### **Office/Employment**

Employment uses may include office and/or light-industrial uses and are recommended to be generally consolidated along 13th Avenue. Jobs, especially family-wage jobs, nontraditional employment,

and live/work opportunities should be encouraged throughout the station area. A Learning and Information Center should be incorporated into the first phase of the South Lincoln redevelopment to deliver resident services and enhance local job training. The Learning and Information Center could compliment the existing Byers Library services by providing larger more modern space that better serves the needs of the community.

### **Private Open Space**

Private open spaces include courtyards, small plazas and retention/detention areas for stormwater. Courtyards are generally located within each block and should be maintained by private owners

### **Parking**

All parking is generally located on site. Parking should be consolidated, provided below grade or within a ground floor podium

### **Urban Design**

Ground-floor retail and commercial uses are an essential component of an active and vital station area. The ground-floor uses framework identifies the critical locations for these uses. The suggested locations support economic viability because they front major circulation routes (10th Avenue, Osage Street, and Santa Fe Drive) and activate primary pedestrian routes along the 10th Avenue Promenade. These locations also provide services to light rail passengers and activate the station platform. Other locations within the study area may include retail or commercial uses; however, they are not priority areas.

### **Retail Ground-Floor Use Definitions**

Retail uses are defined as businesses that engage in the sale of merchandise. Primary permitted uses should

be limited to eating and drinking establishments and merchandise sales.

Configuration of merchandise sales should include continuous edge-to-edge storefronts. Commercial uses such as banks and real estate offices should not be permitted in retail locations.

### **Commercial Ground-Floor Definitions**

Commercial uses are defined as businesses that engage in the sale of services. Primary permitted uses should be limited to financial services, real estate services, insurance services, and lodging. Commercial storefront use configuration may be interrupted by office, housing or retail uses. Live/sell or Live/work home occupation uses are also appropriate along commercial frontages.

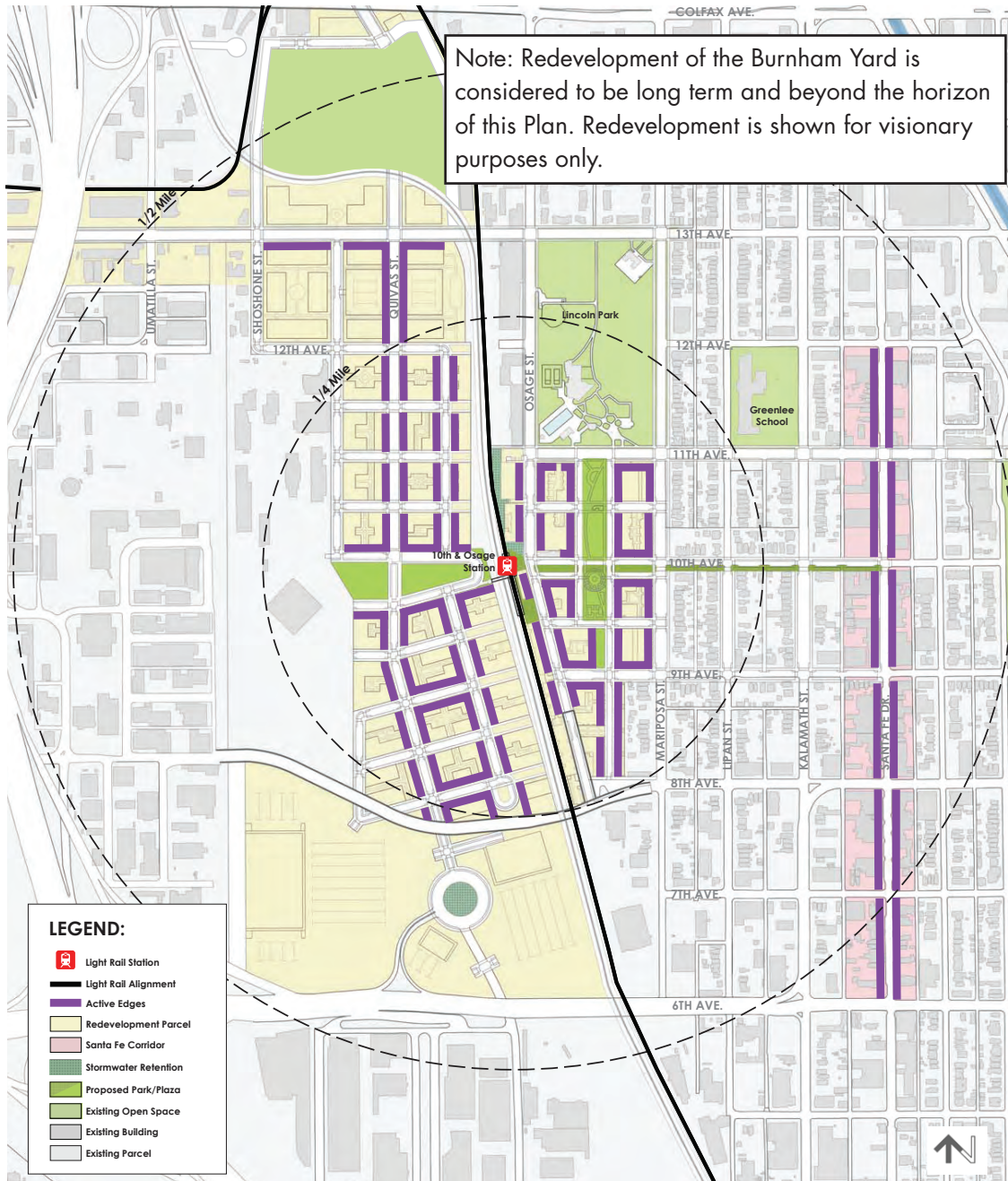
### **Active Edges**

Active edges are characterized as building frontages with direct entries from the sidewalk and a high degree of transparency. This increases visual and physical interaction between people inside and outside of the buildings, creating a safe and vibrant pedestrian environment.

### **Recommendations**

Active edges should be located along the following streets in the study area:

- Existing north-south Osage Street.
- Mariposa Street and Santa Fe Drive.
- Existing east-west 13th, 11th, 10th, and 9th Avenues.
- New north-south and east-west streets as indicated in the New and Enhanced Streets Diagram.



Recommended Active Edges

- Primary entrances to all ground floor uses should be oriented to the public right-of-way.

The following **active edge criteria** should be met for all other uses:

- Primary entrances must be oriented toward the street. “Quasi-public” terraces, stoops or porches are appropriate, but not essential.
- Windows should be provided along facades, but no minimum percentage of transparency should be required.
- Art walls, flower booths, new stands or other activating uses are appropriate throughout.

**Build To Lines**

Build-to lines are identified in the same locations where ground-floor commercial uses are recommended. This will establish a continuous “street wall,” framing these pedestrian oriented streets.

**Recommendations**

Build-to lines should be located along the following streets in the study area:

- Quivas Street between the proposed open space and the 8th Avenue viaduct (pending redevelopment of Burnham Yard - long term).
- Osage Street between 11th and 9th Avenues.
- 10th Avenue between Osage and Mariposa Streets.
- 11th Avenue from Osage to Mariposa.

The build-to lines framework identifies locations where ground-floor building facades must be built directly to the property line. A build-to line can also be described as a zero-foot building setback from the

property line where the sidewalk is built directly up to the facade.

Build-to lines should be located along the entire block length where indicated on the diagram. The build-to lines framework identifies only the essential building frontages. Other building frontages may have ground-floor facades built up to the property line, but are not priority areas. The following build-to line criteria should be met:

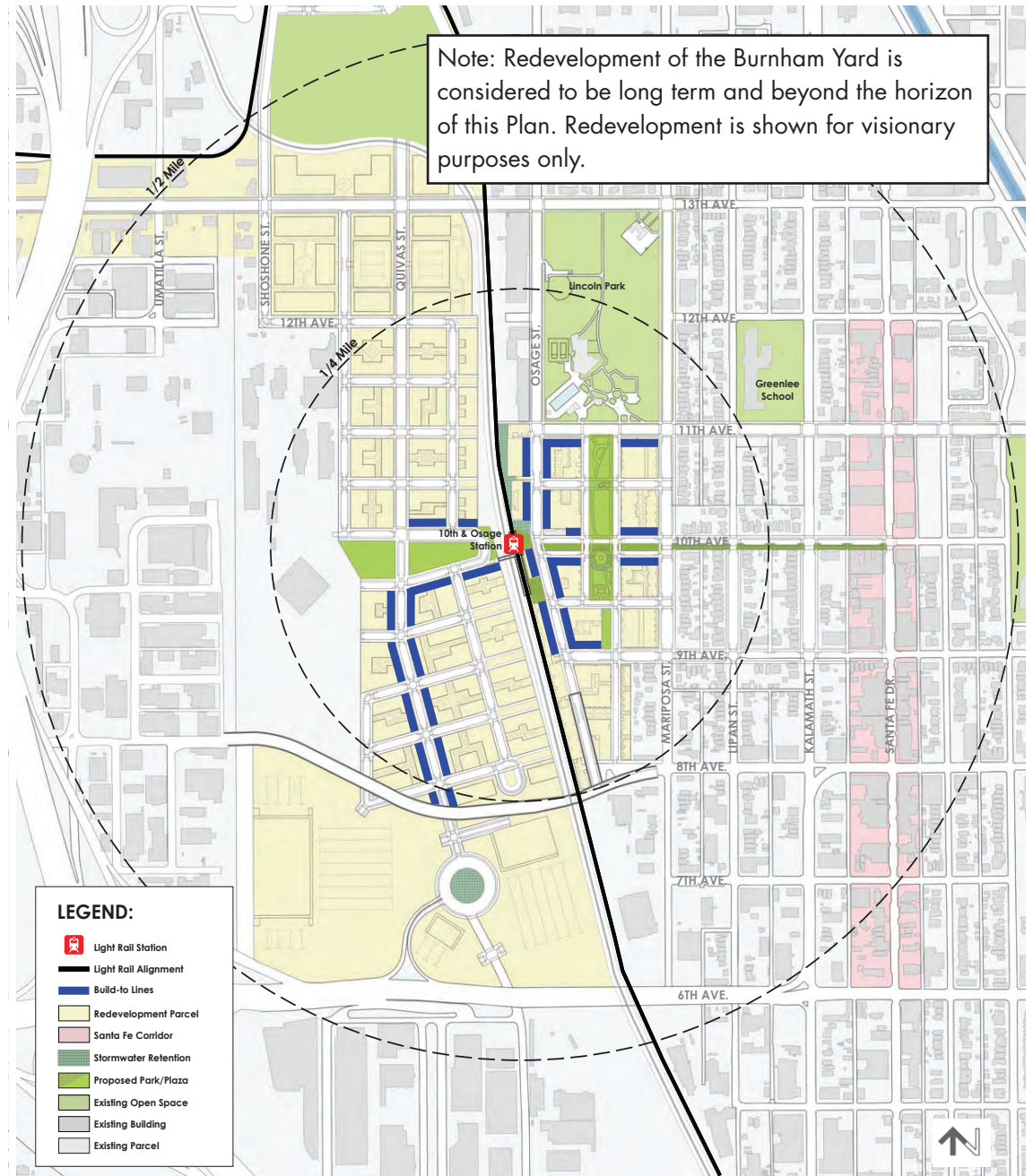
- Ground-floor entrances to buildings may be recessed up to five feet behind the build-to line.
- Windows and walls may be recessed up to 18 inches from the build-to line to accommodate columns or other architectural elements that engage the build-to line.
- Build-to lines should only be interrupted for access points to courtyards or other private spaces.

**Building Heights**

Building heights should maximize transit-oriented development opportunities, while remaining consistent with existing view plane ordinances. They should also respect and not overwhelm the scale and massing of adjacent neighborhoods. The building heights framework indicates minimum and maximum building height recommendations that respect the adjacent neighborhood.

**Recommendations**

- Building heights should transition away from established small-scale buildings along and east of Mariposa Street.
- Building heights range from one to twelve floors throughout the station area.



Recommended Build-to Lines

- The tallest buildings are located in close proximity to the station platform and park amenities.
- Two- to four- and four- to eight floor buildings are located near the station platform and along the proposed employment/office corridor on 13th Avenue.
- One- to three- and two- to three floor buildings are generally located in the transition zone near adjacent neighborhoods.

**Mobility and Infrastructure**

Mobility choices and connectivity are key ingredients to a livable station area environment because it increases access to jobs, conserves convenient and attractive connections. The street grid offers essential routes for auto and bus traffic to maintain regional mobility.

**Primary Issues and Opportunities**

- River, trail and nearby recreation amenities.
- Continuing increasing ridership at the station since its opening in 1994.

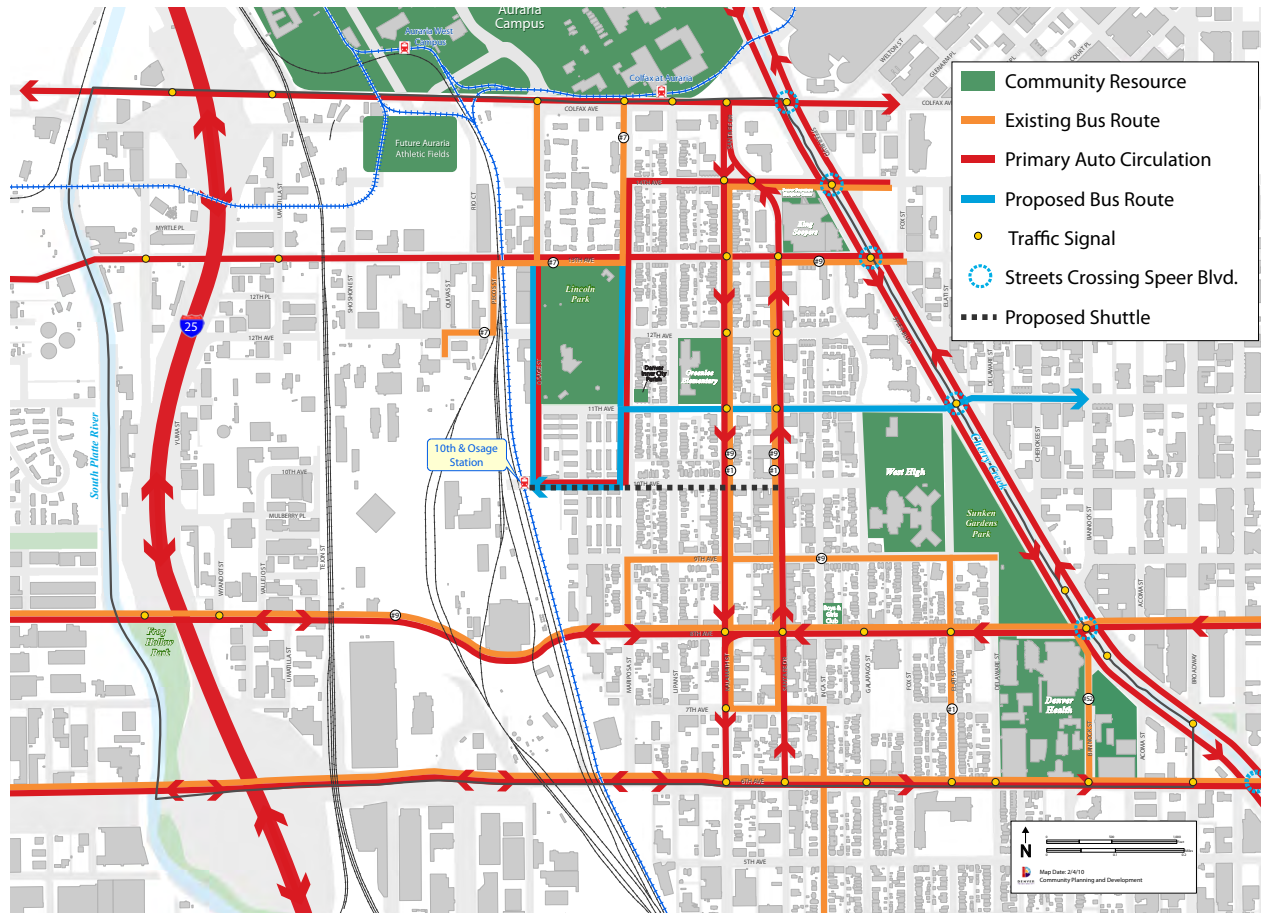
- Existing bus routes in station area but lack direct access to the station.
- Access to significant regional transportation routes of I-25, Santa Fe, and 6th Avenue.
- Need for significant infrastructure investment in terms of street improvements, stormwater and utilities.
- West side of the station area is cut off by rail yard, river and I-25.
- Flooding at and around the station.

**Goals**

- Plan for multi-modal station connectivity and pedestrian friendly environment.
- Envision potential integration of Union Pacific rail yard properties.
- Enhance connections between 10th & Osage station and Santa Fe corridor.
- Enhance transit ridership.
- Maximize pedestrian and bicycle access between land uses.
- Establish a comfortable, attractive and vibrant public realm.
- Extend the street grid through the station area.
- Improve the aging infrastructure.

**Primary Auto and Bus Circulation**

The intent of the auto and bus framework is to identify primary circulation routes that need to be added or improved to enhance connectivity and ventilate additional traffic resulting from new development. The proposed land use framework suggests a consider-



Primary Auto and Bus Circulation Framework



able amount of new development within the station area that will increase traffic on existing streets unless transportation improvements are made. Furthermore, the current 10th & Osage Station suffers from poor connectivity to major auto and truck transportation corridors as well as RTD’s current bus system.

**Auto.** Primary auto circulation routes are critical roadways that are necessary for improved station accessibility. These include the following considerations:

- Primary north-south automobile access shall be maintained or established along Quivas Street (long term), Osage Street, Mariposa Street, Kalamath Street and Santa Fe Drive.
- Osage Street is extended south to 9th Avenue (short term) and connects to the existing 8th Avenue viaduct via a new ramp (long term).
- The proposed ramp should be ADA compliant at a grade of no greater than 5%. In order to make this new connection, improvements to adjacent streets and intersections will likely be necessary.
- The anticipated increase in average daily vehicle trips, based on proposed development in the station area is identified in the Supporting Documentation.

**Bus.** Existing and proposed bus routes include the following attributes:

- Improved bus circulation that creates feeder routes to compliment the light rail system.
- Bus circulation that completes the station access grid with connections to major east-west arterials.
- New bus routes along Osage Street and 11th.

- A proposed 10th Avenue shuttle bus that provides service between the station and the Santa Fe Arts & Business Corridor.

### **Primary Pedestrian Circulation**

The primary pedestrian circulation system is intended to provide safe, direct, convenient and attractive connections for pedestrians moving to and from the station area, adjacent neighborhoods, and nearby destinations and attractions. The hierarchy of key pedestrian routes is identified in the graphic below. These include enhanced sidewalk routes, special off-street routes, and a pedestrian/bicycle bridge to connect to the west side of the tracks if the Burnham Yard were to redevelop.

**Pedestrian Routes,** Santa Fe Drive, Osage Street, 10th Avenue, 11th Avenue, and 13th Avenue. Premium pedestrian treatments are recommended for sidewalks and intersections adjacent to retail and commercial ground floor uses along Santa Fe Drive. Special off-street routes are recommended along Osage Street, 13th Avenue and 10th Avenue. 10th avenue should include a promenade treatment. Off-street pedestrian routes should be adjacent to but separated from bicycle routes. Striping signage (preferably in the paved surface) or physical curb or paving material should be used as separating elements.

### **Long Term Recommendations**

(pending Burnham Yard redevelopment)

- Pedestrian Bridge. A shared pedestrian/bicycle bridge is recommended to provide access to the light rail station from the west of the track alignment.
- Quivas Street. Quivas Street is extended from the south to restore the grid on the west of the alignment.

**Primary Bicycle Circulation**

The primary bicycle circulation framework is intended to provide safe, direct, convenient and attractive connections for bicyclists moving to and from the TOD station area, adjacent neighborhoods, and neighboring light rail stations.

On-street bicycle travel lanes, identified with striping or sharrows and located within the roadway, are recommended on 13th Avenue, Mariposa Street, 9th Avenue, and Osage street south of 10th Avenue.

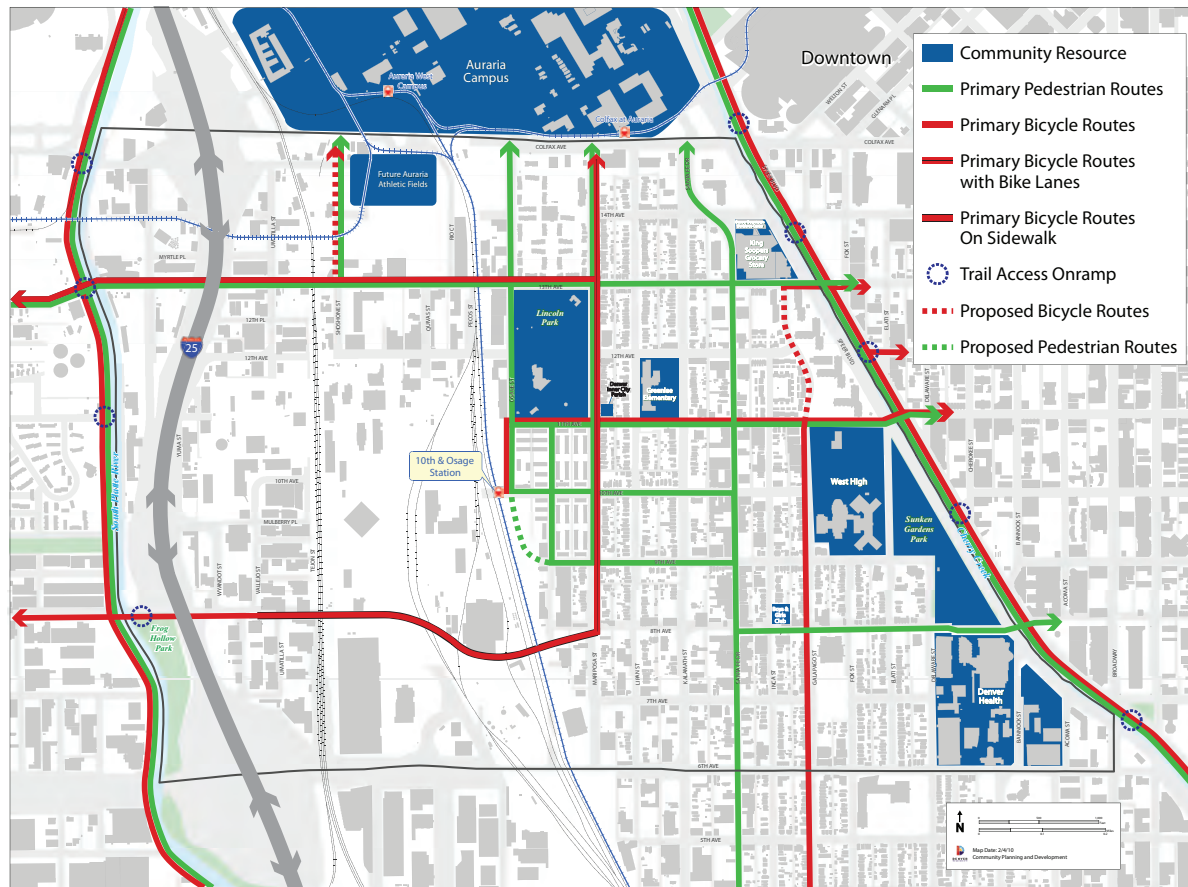
Other important considerations for the bicycle routes include:

- Upgraded bicycle facilities are recommended at the station.
- Cyclist-activated crossing signals should be considered for major intersections, including Kalamath, Mariposa, and Osage Streets where applicable.
- Intersections should be improved with surface treatments at major roadway intersections.

The most critical bicycle route is the primary bicycle access route on 13th Avenue. This route links the 10th and Osage Station, Auraria West Campus and Federal light rail stations and the downtown core. This bicycle route should be designed to create a safe and efficient route designed for both recreational and commuter bicyclists.

**13th Avenue.** The bicycle facilities along 13th Avenue should include five to six foot striped bike lanes (or sharrows where the right-of-way is constrained) and continue to be a designated bicycle route. 13th Avenue should also include signs that clearly signal shared and equal use of roadway travel lanes for both cyclists and vehicles.

**Osage Street and 11th Avenue.** The connection from the station to the Santa Fe Arts & Business Corridor, West High School and the Cherry Creek Trail should be designed to accommodate low to moderate volumes of auto traffic; allow cyclists to share travel lanes; and include bold, large roadway surface signs that clearly signals shared and equal use of roadway travel lanes for both cyclists and motor vehicles.



*Bicycle and Pedestrian Framework*

**Infrastructure**

Essential infrastructure investments are needed to ensure a successful station area. These projects provide a balance that leverages private investment, ensures infrastructure capacity and enhances the character of the station area.

**Stormwater.** Work to mitigate the flooding at the 10th and Osage Station using LID stormwater management techniques.

**New Streets.** Recommendations for new streets vary depending on location, however all new streets must:

- Provide sidewalk curb extensions or “bulb-outs” where curbside parking is located to minimize pedestrian street-crossing distances where possible.
- Comply with ADA standards for all new public sidewalks and bridges.
- Be a sustainable street that (1) apply widely accepted sustainable design principles, including stormwater infiltration and permeable surface treatments (2) promote least polluting ways to connect people and goods to their destinations, and (3) make transportation facilities and service part of a livable community.

**Enhanced Streets.** Enhanced streets are indicated in the figure on the following page. Enhanced streets may include the following:

- Sidewalk curb extensions or “bulbouts” where curbside parking is located to minimize pedestrian street-crossing distances where possible (constraints may include right-of-way and drainage issues).

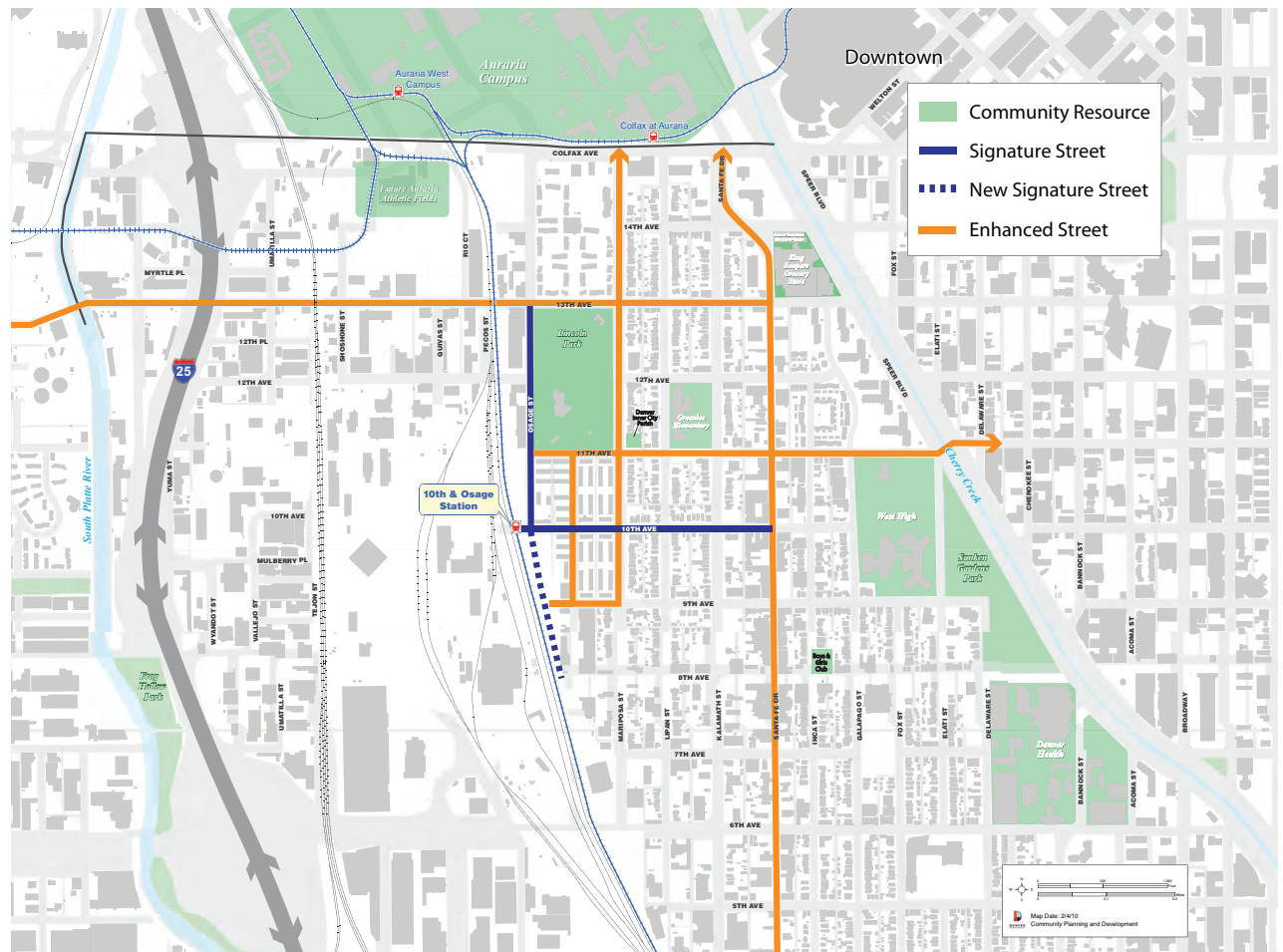
- Wider, or enhanced sidewalk area all of which must be ADA compliant.
- Sidewalk curb extensions to reduce pedestrian crossing distance.
- Enhanced pedestrian/bicycle amenities where appropriate.
- On-street parking.
- Pedestrian-scaled lighting and street furniture.

- Bus stop shelters.
- Sustainable street features.

**Street Categories**

New and enhanced streets can be further separated into two categories:

- Typical streets
- Signature streets



New and Enhanced Street Framework

Typical streets are intimate, neighborhood-serving, and have low traffic volumes. Signature streets provide key connections to and from the 10th & Osage Station and have enhanced “special” treatments. Typical and Signature streets are detailed in the following pages.

### Typical neighborhood streets

Typical neighborhood streets are intended to complement adjacent land uses and accommodate multiple transportation modes – pedestrians, bicycles and motorized vehicles – without compromising safety or function. These streets are generally designed to accommodate low vehicle traffic volumes.

Typical neighborhood streets are places for public interaction and environmental enhancement more than simple transportation corridors.

The cross section for typical neighborhood streets is 64 feet, measured from building edge to building edge. Typical Street design includes the following minimum elements:

- Thirteen-foot sidewalks or a combination of eight-foot sidewalks, and five-foot landscaped areas with trees, turf and ground cover between the sidewalks and the curbs.
- Two directional travel.
- Eight-foot curb side parallel parking lanes on both sides of the roadway.
- Landscaped curb extensions at each street corner.
- Green street design principles such as storm water infiltration and permeable surface treatments are encouraged.

### Enhanced Streets - 13th Avenue, Mariposa Street

The treatment of Mariposa Street is critical to the way the South Lincoln Homes redevelopment transitions to the existing neighborhood. The large right of way should be strategically designed to slow traffic and make it a more comfortable street for cyclists and pedestrians. Toward this end, American Recovery and Reinvestment Act (ARRA) funds were used to stripe bike lanes from Colfax to 8th Avenue in Fall 2009.

Enhancements to 13th Avenue improve regional circulation and reduce traffic congestion by providing transportation opportunities that include pedestrian, bicycle and auto. 13th Avenue is an important link between Federal light rail station, Auraria West campus, and 10th and Osage station. Enhancements for 13th Avenue should be made west of Osage.

### Signature Streets - Osage Street, 10th Avenue

Signature streets are intended to improve station area access to and from adjacent and nearby districts and regional corridors. They are also intended to provide primary access to and from the station area for multiple transportation modes and establish or improve neighborhood identity. Signature street should also ensure economic viability for commercial and live/work ground floor uses.

Signature streets may require additional width (building edge to building edge) to accommodate motor vehicles, and pedestrian and bicycle circulation enhancements. Signature streets include new streets as well as enhancements and extensions of existing streets.

Existing streets that should be enhanced or extended to become signature streets include:

- Osage Street enhanced from 13th Avenue to 9th Avenue (short term) and 8th Avenue (long term) up to the existing 8th Avenue viaduct.

- 10th Avenue enhanced from Osage Street to Santa Fe Drive.

### Signature Street - Osage Street

The enhancement and extension of Osage Street improves regional and nearby district access to and from the station and creates an economically viable environment that will support transit-supportive commercial uses by providing necessary drive-by traffic.

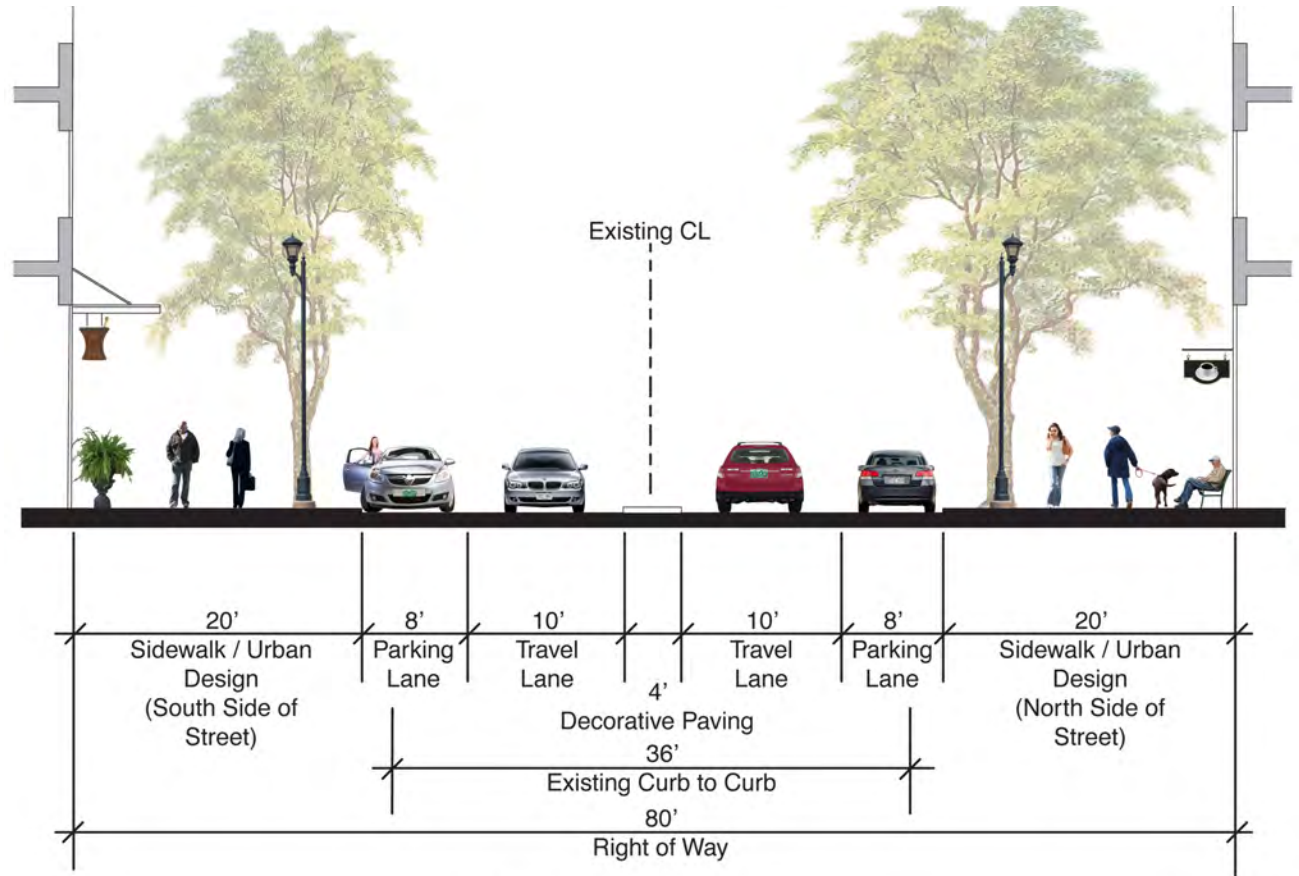
### Recommendations

- Existing street enhancements should be made from 10th Avenue to 13th Avenue.
- A new southern extension of Osage Street should be provided to 9th Avenue (short term) and 8th Avenue (long term).
- Osage Street should provide two way directional travel and have a typical cross section of 64 feet from 8th Avenue to 13th Avenue.
- A new ramp should be introduced connecting Osage Street to the 8th Avenue Viaduct, beginning south of 9th Avenue (long term).
- Turn lanes and traffic signals may be required at the new Osage Street and 8th Avenue intersection.
- At a minimum, on-street parking lanes should be provided from 9th Avenue to 11th Avenue.
- Osage Street should accommodate bicycle traffic through bicycle routing and adequate space for cyclists on or off the roadway.
- The street should be designed to accommodate feeder bus routes, bus transfer and drop-off locations shelters.

**Signature Street - 10th Avenue**

The existing ROW promenade on 10th Avenue, between Osage and Mariposa Street, features special pedestrian enhancements, decorative paving, and on-street parking. Enhancements to 10th Avenue maintain the existing 80-foot ROW. The design includes the following minimum elements:

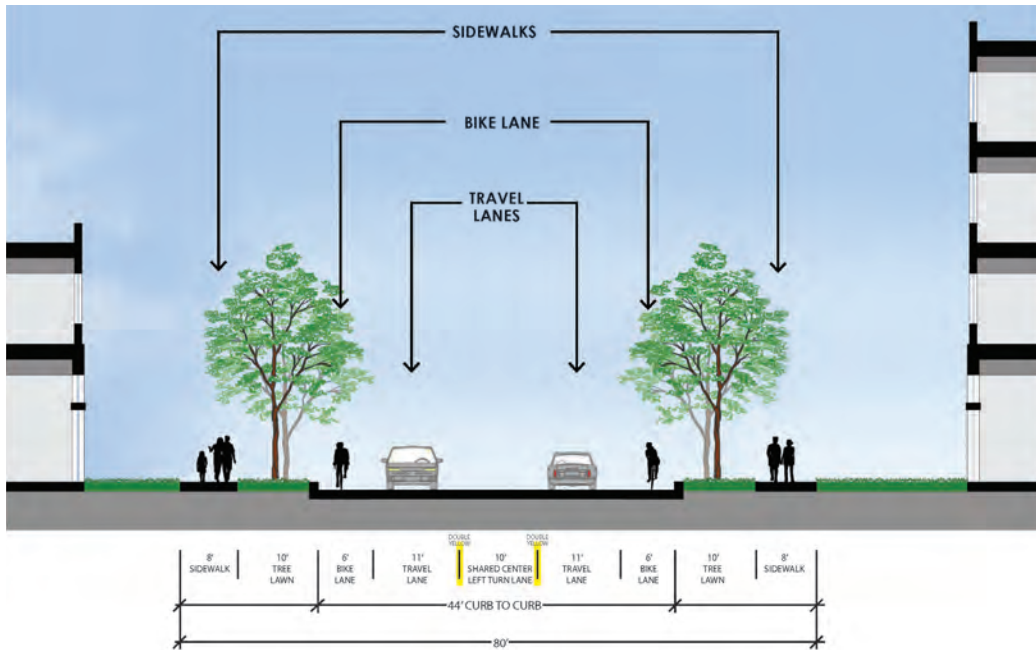
- A 20-foot sidewalk/amenity area on north and south side; eight-foot parallel parking lanes on north and south side, two ten foot travel lanes (one in each direction), and four foot decorative paving (narrow unplanted median) in the center; and Curb extensions at each street corner. This section of 10th should be reconstructed with the Denver Housing Authority redevelopment. Future improvements to 10th Avenue east of Mariposa Street should also be considered in the long term.



10th Avenue Promenade

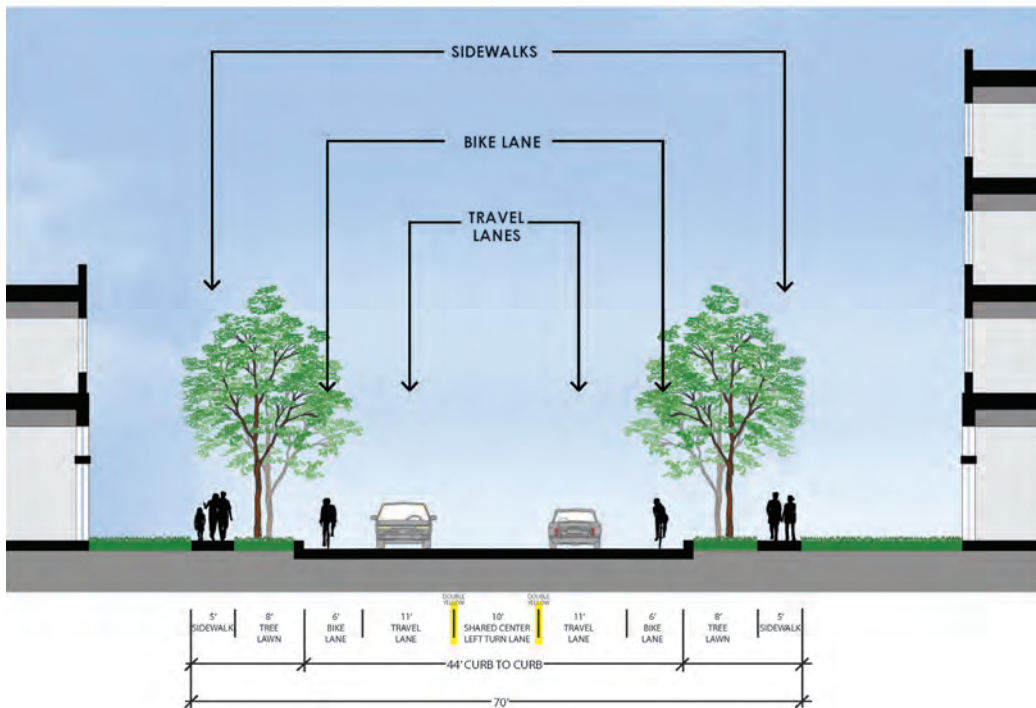
**Proposed Cross Section for 10th Avenue**

Using the existing 80' right-of-way this recommended cross section includes two 20' pedestrian and amenity zones, two 8' parking lanes, two 10' travel lanes and a 4' center decorative paving. This recommendation should promote slower vehicular traffic and improved pedestrian and bicycle conditions.



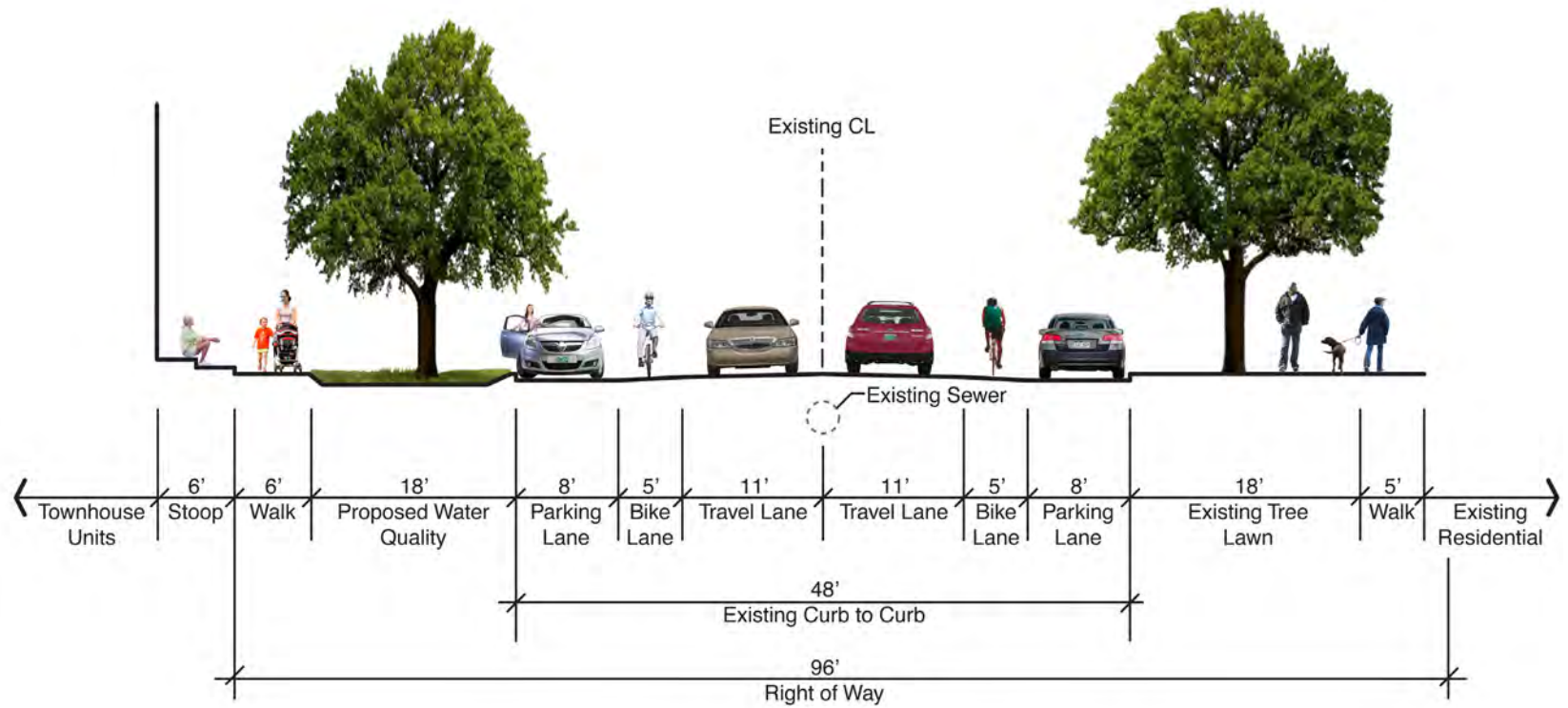
**Approved Cross Section for 13th Avenue: Quivas to Osage (80' right-of-way)**

Using the existing 80' right-of-way this approved cross section includes two directional auto travel (11' travel lanes) with a 10' shared center left turn lane, six foot bike lanes in both direction, and a 10' tree lawn on both sides with an 8' detached sidewalk. The Department of Public Works and Community Planning and Development collaborated to develop this cross section design. The implementation will be dependent on private investment and redevelopment along W. 13th Avenue.



**Approved Cross Section for 13th Avenue: Decatur to Quivas (70' right-of-way).**

Using the existing 70' right-of-way this approved cross section includes two directional auto travel (11' travel lanes) with a 10' shared center left turn lane, six foot bike lanes in both direction, and a 8' tree lawn on both sides with an 5' detached sidewalk. The Department of Public Works and Community Planning and Development collaborated to develop this cross section design. The implementation will be dependent on private investment and redevelopment along W. 13th Avenue.



### Proposed Cross Section for Mariposa Street

Using the existing 96' right-of-way this recommended cross section includes a new 18' water quality area on the west side between the 8' parking lane and the 6' sidewalk. The curb to curb recommendation includes maintaining two 8' parking lanes, two existing 5' bike lanes, and two 11' travel lanes. The existing 5' detached sidewalk should remain on the east side of the street. In order to achieve on-site stormwater detention for the South Lincoln Homes redevelopment, water quality may be provided within the right-of-way along Mariposa. An example is provided here; however, details of the water quality detention will need to be addressed at the time of development.





# Implementation & Next Steps



## Implementation

This section discusses phasing of the plan's implementation and identifies the essential action items necessary to accomplish the La Alma/Lincoln Park Neighborhood Plan recommendations.

### Phasing

The plan recommendations strive to direct appropriate change to the area over a period of 20 years. While the city will influence implementation of the plan through regulatory means, investments in infrastructure and partnerships, much of the change will be implemented by private property owners incrementally over a number of years or decades. Several factors influence the extent and the phasing of this plan's implementation:

**Investment in Infrastructure** - Infrastructure projects will likely facilitate an influx of private investment and development in the area. As private money flows into the area, the La Alma/Lincoln Park Neighborhood will emerge as a place with a unique identity - a place where people (residents, businesses, investors) want to be. Other major infrastructure improvements will occur over time as redevelopment occurs or as funding becomes available.

**Land Assemblage** - Realization of plan recommendations in areas of change depend largely on property ownership. In portions of the station area where a single property owner has purchased several properties, evidence of change will come more quickly, likely in the next five years (including the Denver Housing Authority's South Lincoln Park Homes). In parts of the station area where there are many individual property owners, we will not likely see much change until market conditions support the type of

development and reinvestment described in this plan.

**Zoning** - The New Zoning Code has facilitated implementation of this plan through context-based and form-based regulations that encourage mixed use development and an urban form. As part of the New Code adoption, many vacant and under-utilized properties in the areas of change have been rezoned to mixed use districts with property owner support. Where viable industrial businesses exist, rezoning in order to implement the plan will occur more slowly, as the market dictates, allowing for more gradual change.

**Business recruitment and retention** - As change comes to the La Alma/Lincoln Park Neighborhood, the city must balance the needs of both new and current residents and businesses. The recommendations in this plan are intended to be flexible enough to allow change to occur as the market dictates.

### Catalyst Projects

Several projects will act as catalysts to lead the charge toward neighborhood plan implementation:

- Public plazas and green spaces are built along 10th Avenue (Osage to Mariposa) and 10th Avenue is reconstructed as a Signature Street.
- Osage Street is extended south to 9th Avenue.
- DHA implements the senior housing project at 1099 Osage (plans completed and construction scheduled for Fall 2010). The 90 units of senior affordable housing is the first step in initiating the redevelopment of S. Lincoln.
- Denver's New Zoning Code is used to implement this plan's recommendations.

### South Lincoln Park Homes

The DHA redevelopment strategy incorporated in their Master Plan includes:

- Relocating all 270 existing DHA housing units on site in a higher density and mixed use configuration.
- Providing for the phased relocation of existing DHA tenants to new housing.

### Implementation Strategies

The following tables describe Implementation Strategies for the neighborhood and station area. The table is organized by Regulatory Tools, Public Infrastructure Tools and Partnership tools. Each implementation strategy includes a general timeframe and key responsibilities. The Plan recommendations are abbreviated for each section: 1) LU/UD = Land Use and Urban Design; 2) MO/IN = Mobility and Infrastructure; and 3) ECON = Economic Opportunities. Timeframes are organized by short term (1-5 years), medium (5-10) or long (10-20 years) term. This plan does not require these timeframes if opportunities arise sooner than predicted.

## Regulatory Tools

<i>Recommendations</i>	<i>Implementation Strategy</i>	<i>Timeframe</i>	<i>Key Responsibility</i>
LU/UD	<b>Support Rezoning</b> - Rezone or support rezoning application within the Station Area to allow for a future mixed-use neighborhood and residential development aligning with this Plan's Vision and recommendations. New zoning districts should promote diverse housing choice, integrated with employment and neighborhood serving uses. Districts that permit appropriate development intensities and building forms addressing active edges, build-to lines, and transitions between contexts should be considered in accordance with this Plan.	Ongoing	CPD, property owners
LU/UD	<b>Incentivize Active Ground Floor Uses in the Station Area.</b> Explore opportunities for economically rewarding development.	Short-Long	CPD, private property owners, City Council; RNO, <u>OED</u>
LU/UD	<b>Areas of Stability.</b> Apply appropriate small lot residential zoning in areas of stability to maintain the character of the neighborhood while allowing moderate infill and density.	Achieved with Zoning Code Update, 2010	CPD, private property owners
LU/UD	<b>Santa Fe Corridor.</b> Apply Main Street zoning to the Santa Fe corridor.	Achieved with Zoning Code Update, 2010	CPD
LU/UD	<b>Mixed Use Zoning.</b> Apply mixed use zoning to the South Lincoln Park homes property and the Colfax and 13th Avenue Corridors.	Achieved with Zoning Code Update, 2010	CPD
LU/UD	<b>Industrial Zoning.</b> Focus heavier industrial zoning west of the freight rail line and south of 13th Avenue. The 13th Avenue corridor should have industrial mixed-use zoning to limit heavy industrial uses and allow for greater combination of uses.	Immediate. Mostly achieved with Zoning Code Update, 2010	CPD
LU/UD	<b>Respect Neighborhood Transitions.</b> As properties backing to residential are expanded and redeveloped along Santa Fe, Colfax, and 8th Avenue, carefully consider transitions between the neighborhood and new mixed-use projects by encouraging parking in the rear, landscape buffers, and a gradual transition of building heights using setbacks to reduce the overall bulk of buildings toward the back of the lot.	Short	CPD
P/OS	<b>Create Public Open Space.</b> Develop a regulatory strategy for creation of public open space and plazas to link and strengthen the existing Lincoln Park. This could include requiring a General Development Plan or coordination with the New Zoning Code to incorporate flexibility in mixed use districts for aggregation of open space. DHA's Master Plan for South Lincoln Park Homes includes pocket parks and plazas along 10th Avenue. Work with DHA to ensure these are implemented.	Short-Medium	Parks and Rec., Land Owners, District 9, CPD, DHA

MO/IN	<b>Reduced Parking.</b> Reduce parking requirements in mixed use zoning districts adjacent to transit stations and further reduce parking requirements for affordable housing. Increase ways to meet minimum parking requirements. Incentivize structured and shared parking adjacent to transit stations.	Short-Medium	CPD, PW
LU/UD	<b>Facilitate Sustainability.</b> Eliminate regulatory barriers to sustainable building and development practices.	Short-Long	CPD, Greenprint Denver
MO/IN	<b>Develop New Street Standards.</b> Work with PW, Fire Department and the Living Streets Initiative on developing and enforcing new street cross section standards that are context-sensitive, guided by adopted plans and accommodate vehicle, bike, pedestrian and bus mobility.	Medium	PW, CPD, FIRE

### Infrastructure Tools

<i>Recommendations</i>	<i>Implementation Strategy</i>	<i>Timeframe</i>	<i>Key Responsibility</i>
MO/IN	<b>Extend Osage Street to 9th Avenue</b> in the short term and further south to 8th Avenue in the longer term or pending redevelopment of the Burnham Yard. Property acquisition will be required.	Short-Long	PW, CIP
MO/IN	<b>Reopen 11th Avenue between Kalamath and Lipan using TOD bond funding.</b> Eliminate the parking lot and reinstitute the grid with a street and detached sidewalks and a 4-way traffic signal at 11th and Kalamath.	Underway, Scheduled Completion Fall 2010	PW, TOD Bond
MO/IN	<b>Ensure 10th Avenue and Osage Street are developed as Signature Streets.</b> Work with the Denver Housing Authority and Public Works to ensure plazas are constructed and the recommended cross section is implemented along 10th Avenue from Osage to Mariposa upon road reconstruction.	Short-Long	CPD, PW
MO/IN	Improve Mariposa Street to create slower traffic and improve the pedestrian environment. Water quality may be provided within the right of way for green stormwater retention opportunities.	Medium	PW, DHA
MO/IN	<b>Conduct a Feasibility Study of Pedestrian Crossing Improvements of Santa Fe and Kalamath</b> from 9th to 13th Avenue to determine how to improve multi-modal connectivity from the station to Santa Fe and the greater community.	Short Funded 2011 CIP	PW, CIP
MO/IN	<b>Stripe Bike Lanes.</b> Install bike lanes along Mariposa using ARRA funding.	Completed 2009	PW

MO/IN	<b>Consider Bicycle/Pedestrian Infrastructure.</b> Ensure all new streets and transit facilities in the neighborhood are designed to include pedestrian facilities.	Ongoing	PW , CPD, DHA
MO/IN	<b>Implement the 13th Avenue Cross Section.</b> Install curb, gutter, sidewalk and bike lanes along 13th Avenue per the approved cross section.	Medium	PW, CIP
MO/IN	<b>Fund Improvements.</b> Seek funding to assist in paying for local improvements to attract development in areas focused around the 10th and Osage station.	Short-Long	CPD, PW, CIP
MO/IN	<b>Bike Improvements.</b> Install high quality bicycle parking at the station and work with Denver's B-cycle program to have a station located at the 10th and Osage Station (or adjacent property).	Medium	CPD, PW, B-Cycle
MO/IN	<b>Improve 13th Avenue Crossing.</b> Improve the at-grade freight crossing at W. 13th Avenue and support a grade separation for the light rail tracks in the long term.	Short-long	PW, RTD
MO/IN	<b>Update Aging Stormwater Infrastructure.</b> Prioritize upgrade of stormwater drainage system for the neighborhood.	Medium	Wastewater Management Department
P/OS	<b>River Access.</b> Improve access to and appearance of South Platte River in coordination with the River South Greenway planing efforts.	Underway	Parks, CPD, PW
MO/IN	<b>Improve sidewalks and street trees on 8th Avenue.</b>	Medium-Long	Parks, PW
MO/IN	<b>Improve Bus Stops .</b> Make bus stops in the neighborhood more comfortable and safe with adequate separation from vehicular traffic as well as benches, shade, lighting, and signage.	Medium	PW, RTD
MO/IN	<b>Improve Lighting.</b> Increase use of street, pedestrian, and bus stop lighting to increase safety throughout the neighborhood. Maintenance districts are required for any new pedestrian lighting.	Short	RTD, Bond issues
MO/IN	<b>Mitigate Station Flooding.</b> Work to mitigate the flooding at the 10th and Osage station using LID stormwater management techniques.	Short - Medium	RTD, PW
P/OS	<b>Tree Planting Program.</b> Pursue a tree planting program for the neighborhood and work to improve education about tree care and protection.	Medium	CPD, OED, PW, DPR, Greenprint Denver
P/OS	<b>Replace dead or dying trees through the Mike High Million Tree Initiative</b> and allow for additional drought-resistant trees that will shade pedestrians and enhance air quality.	Ongoing	Community Development Block Grants, property owners, neighborhood organizations
LU/UD	<b>Public Art.</b> Within the Lincoln Park neighborhood pursue additional public art funding through alternative sources.	Short	DOCA

MO/IN	<b>Walking Routes.</b> Identify and develop walking routes in collaboration with the Santa Fe Arts District and Auraria campus students.	Short-Medium	PW, DOCA, Santa Fe Arts District, AHEC
MO/IN	<b>Supermarket Access.</b> Enhance the pedestrian connections to the supermarket located at 1331 Speer Boulevard (13th and Speer) to improve local opportunities to access fruits and vegetables.	Short-Medium	PW
MO/IN	<b>Denver Water Access.</b> Improve the connectivity and access to Denver Water , so employees are better connected to the greater neighborhood.	Medium	PW

## Partnership Tools

<i>Recommendations</i>	<i>Implementation Strategy</i>	<i>Timeframe</i>	<i>Key Responsibility</i>
ECON	<b>Increase graffiti removal.</b>	Ongoing	PW, property owners, neighborhood organizations, Council district 9
Business Relocation	<b>Utilize OED for Appropriate Business Relocation.</b> As the station area redevelops there are existing industrial uses that are not consistent with the plan's land use recommendations. In addition, as the built environment changes over the years it may not be conducive for successful business operation. Office of Economic Development (OED) can play a pro-active role in assisting these businesses in relocating to a more desirable location in the city.	Short	OED, CPD
All	<b>Coordinate.</b> Most recommendations in this plan require coordination with other city departments and regional agencies. As these recommendations move forward, coordinate with the appropriate agencies to maximize potential for successful plan implementation.	Short	CPD, Parks, PW, Greenprint Denver, BMO, DOCA, OED
All	<b>Active Community Engagement.</b> Continue existing neighborhood communications, meetings and city processes to keep the community updated and engaged on the plan implementation and the neighborhood's roles/responsibilities.	Short-Long	CPD, neighborhood organization, District 9, Parks and Recreation
LU/UD	<b>Coordinate with RTD (Wayfinding and Station Identification).</b> Install wayfinding signage at gateway locations.	Short-Medium	CPD, Parks, RTD, PW
MO/IN	<b>Study Santa Fe and Kalamath Traffic Corridors.</b> Coordinate with RTD and CDOT to study the future potential of converting Santa Fe and Kalamath couplets to two-way streets or implementing other traffic calming measures.	Med-Long	CPD,PW, CDOT

MO/IN	<b>Quiet Zone.</b> Work with property owners, Union Pacific Railroad (UPRR) and RTD to implement a “quiet zone” along the freight line in Lincoln Park.	Short-Medium	PW, RTD, UPRR, property owners
MO/IN	<b>Pedestrian Study for Colfax.</b> In partnership with AHEC and Public Works, consider pursuing funding for a pedestrian study for the stretch of Colfax Avenue that bounds Lincoln Park to the north and AHEC to the south due to the heavy student and pedestrian traffic in this area.	Medium	PW, AHEC
ECON	<b>Promote Economic Programs.</b> Work with the Office of Economic Development to promote the various programs available to Lincoln Park residents and business owners.	Short	CPD, OED
MO/IN	<b>10th Avenue Shuttle.</b> Coordinate with DHA, Santa Fe Arts District, PW, and RTD to develop a regular shuttle along 10th Avenue from the 10th and Osage Station to the Santa Fe Arts and Business District.	Medium	RTD, DHA, RTD, Santa Fe Arts District
P/OS	<b>Maintain La Alma Rec Center.</b> Coordinate with Department of Parks and Recreation and Council District 9 to maintain community serving operations at the La Alma Recreation Center.	Short	PR, Council District 9, OED
MO/IN	<b>Safe Routes to School.</b> Collaborate with Public Works and Denver Public Schools (DPS) to pursue Safe Routes to School funds for education and infrastructure in the neighborhood.	Medium	CPD, PW, DPS
MO/IN	<b>Shared Parking.</b> Work with Public Works and local business districts to develop a mechanism for shared parking along the Main Street and Mixed Use corridors.	Medium	CPD, PW, Maintenance Districts
Preservation	<b>Landmark Preservation.</b> Coordinate with Denver’s Landmark and Preservation Division and Historic Denver, Inc. to use Denver’s Historic Resource Survey (scheduled completion 2013) to inform potential landmark designations and preservation strategies in the neighborhood.	Medium	CPD-Landmark, Historic Denver, Inc.







# Supporting Documentation



La Alma/Lincoln Park study area

## Neighborhood Location and Overview

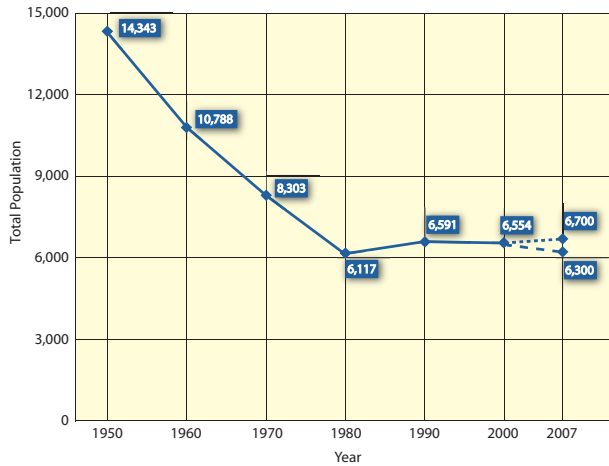
La Alma/Lincoln Park is a dynamic, mixed use neighborhood that extends east from the South Platte River to Speer Boulevard and north from 6th Avenue to East Colfax Avenue. In close proximity to Auraria Campus, the Central Business District and Civic Center, La Alma/Lincoln Park benefits from a variety of diverse influences that help create one of Denver’s most complex neighborhoods.

## Population and Housing Characteristics

In the last three decades La Alma/Lincoln Park’s population has remained relatively stable and currently is estimated at approximately 6,300 - 6,700 people. Accurate population counts at the neighborhood level will not be available until the 2010 census. The neighborhood experienced a sharp population decline between 1950 and 1980 largely due to loss of housing as the Auraria campus was developed.

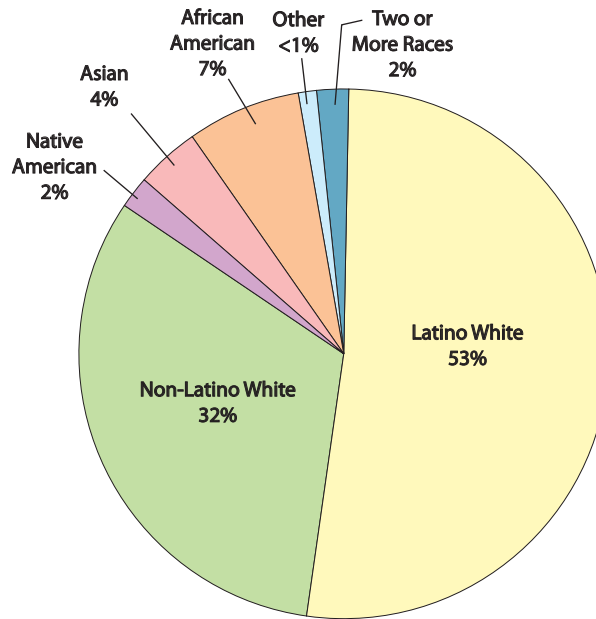
Racial and ethnic diversity characterize the La Alma/Lincoln Park neighborhood. The 2000 Census indicated that 2% of the population are Native American, 4% Asian, 7% Black, 35% Non-Latino White, 53% Latino, and 2% reported having more than one race. Birth data from the Colorado Department of Public Health and Environment reveal a decline in the overall percentage of Latino births in the neighborhood over the last decade. In the same time period, the percentage of Non-Latino White and African American births have been on the rise, indicating that the overall neighborhood demographics may be shifting in this direction as well.

**Total Population  
La Alma/Lincoln Park (1950-2007)**



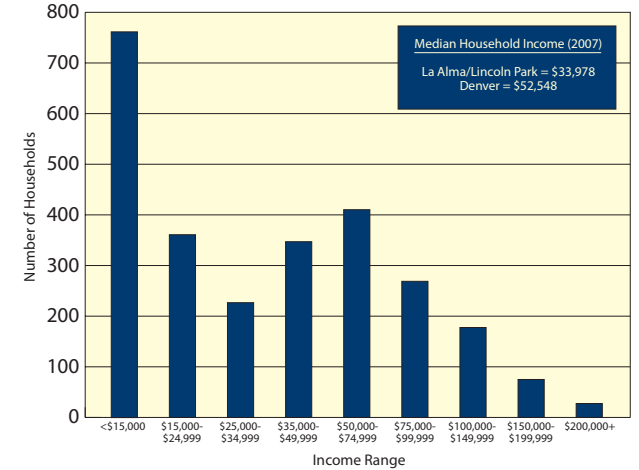
Source: U.S. Census (1950-2000); 2007 Estimates from ESRI and Denver CPD

**Population by Race and Ethnicity  
La Alma/Lincoln Park (2000)**



Source: Census 2000 via Piton Foundation

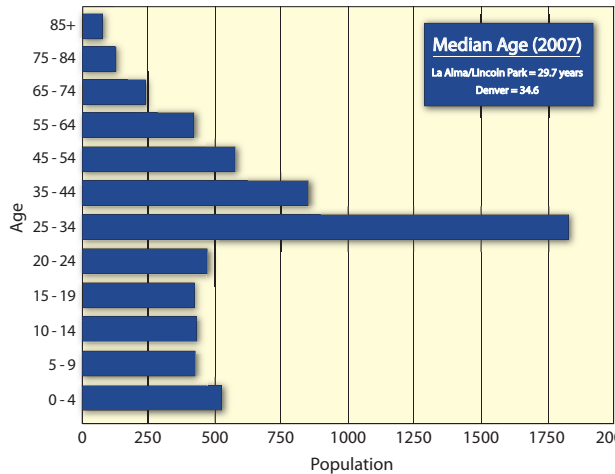
**Households by Income  
La Alma/Lincoln Park (2007)**



Source: ESRI Business Analyst Online (2007)

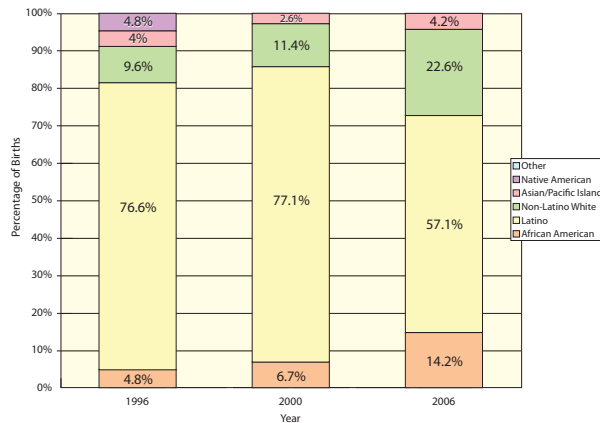
A median income level of approximately \$34,000 (compared to \$54,400 in Denver as a whole) reflects the presence of a large low-income population in La Alma/Lincoln Park. More than 700 households earn less than \$15,000 per year. Likewise, poverty levels have historically been higher among Lincoln Park residents than the city as a whole. For instance, in 2000 the neighborhood had 37.7% persons in poverty compared to 14.3% in Denver.

**La Alma/Lincoln Park Population by Age (2007)**



Source: ESRI Business Analyst Online (2)

**Births by Ethnicity  
La Alma/Lincoln Park (1996-2000)**

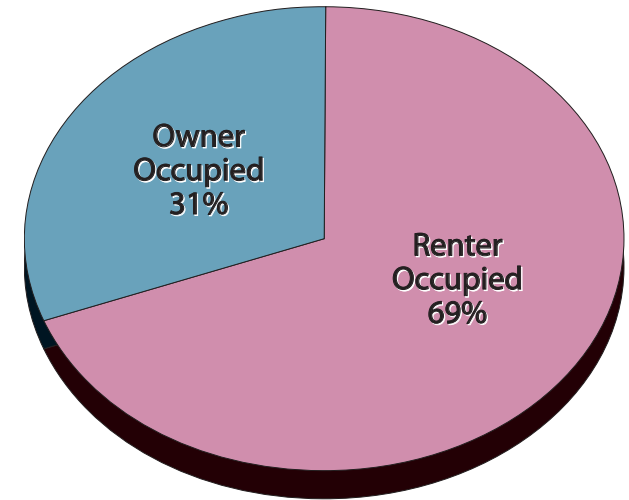


Source: Colorado Department of Public Health and Environment via Piton Foundation (2007)

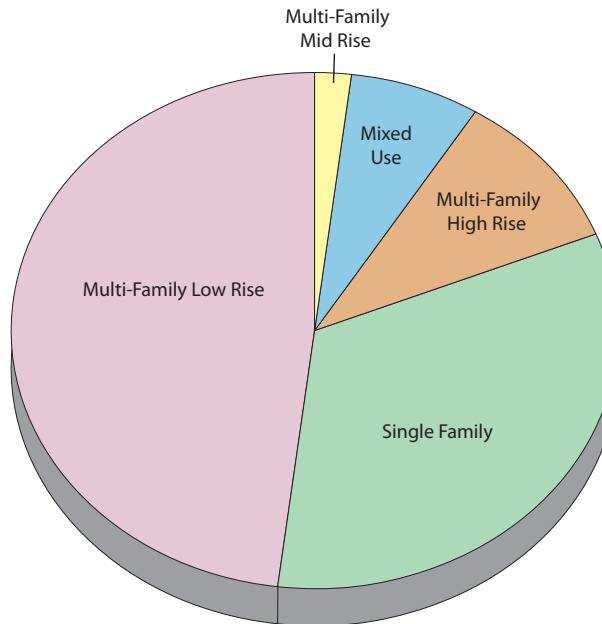
The number of dwelling units in Lincoln Park has swung wildly over the years. Between 1950 and 1980 the neighborhood lost over 2,000 units. At this time, the area that is now the Auraria campus was considered to be part of the Lincoln Park neighborhood, and much of this loss in housing resulted from the development of the Auraria Higher Education Center in the 1970's. The U.S. Census estimated slightly over 2,900 housing units in 2000, and Denver's Assessor's Data indicates that this number is slightly lower in 2007 at 2,202 units. Multi-family low rise structures and single family homes dominate the housing types available in the area. An estimated 39% of dwelling units are owner-occupied. MLS data between the 4th quarter 2006 and 3rd quarter 2007, during which time 40 homes were sold, reveal that the average single family home value in La Alma/Lincoln Park is \$183,000 (Your Castle Real Estate, 2007).

La Alma/Lincoln Park is one of Denver's oldest neighborhoods. Though no historic residential districts are in place, at least 1,058 (38%) of the neighborhood's dwelling units were built before 1940, and at least 706 (25%) of dwelling units were built before 1900. Housing built before 1900 consists primarily of small single family homes and some duplexes.

**Percentage of Housing Units that are Owner-Occupied La Alma/Lincoln Park (2008)**



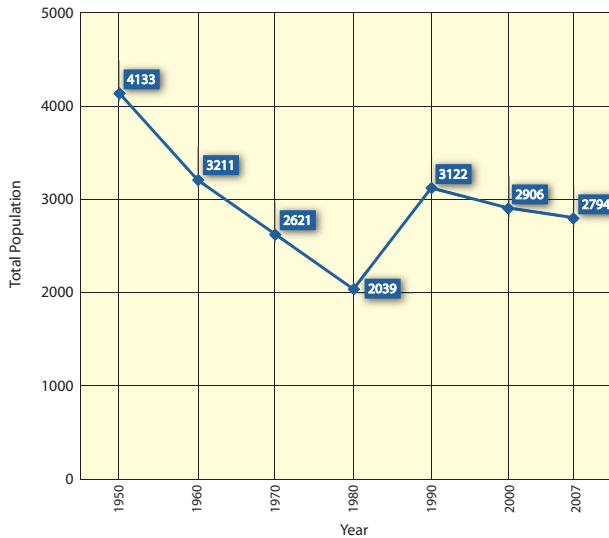
**Disrtibution of Housing Units by Structure Type La Alma/Lincoln Park (2008)**



Low Rise: 1-3 stories  
 Mid Rise: 4-7 stories  
 High Rise: 8+ stories

Source: Denver Community Planning and Development, 2008

**Total Housing Units La Alma/Lincoln Park (1950 - 2007)**

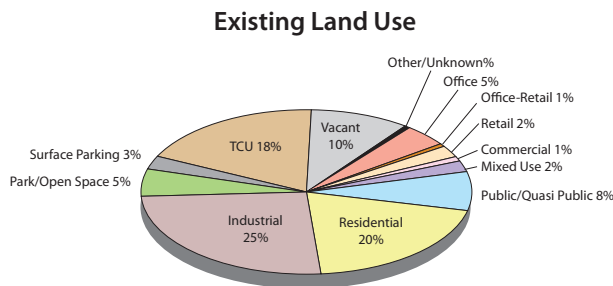


Source: U.S. Census (1950 - 2000), Denver Assessor's Office (2007)

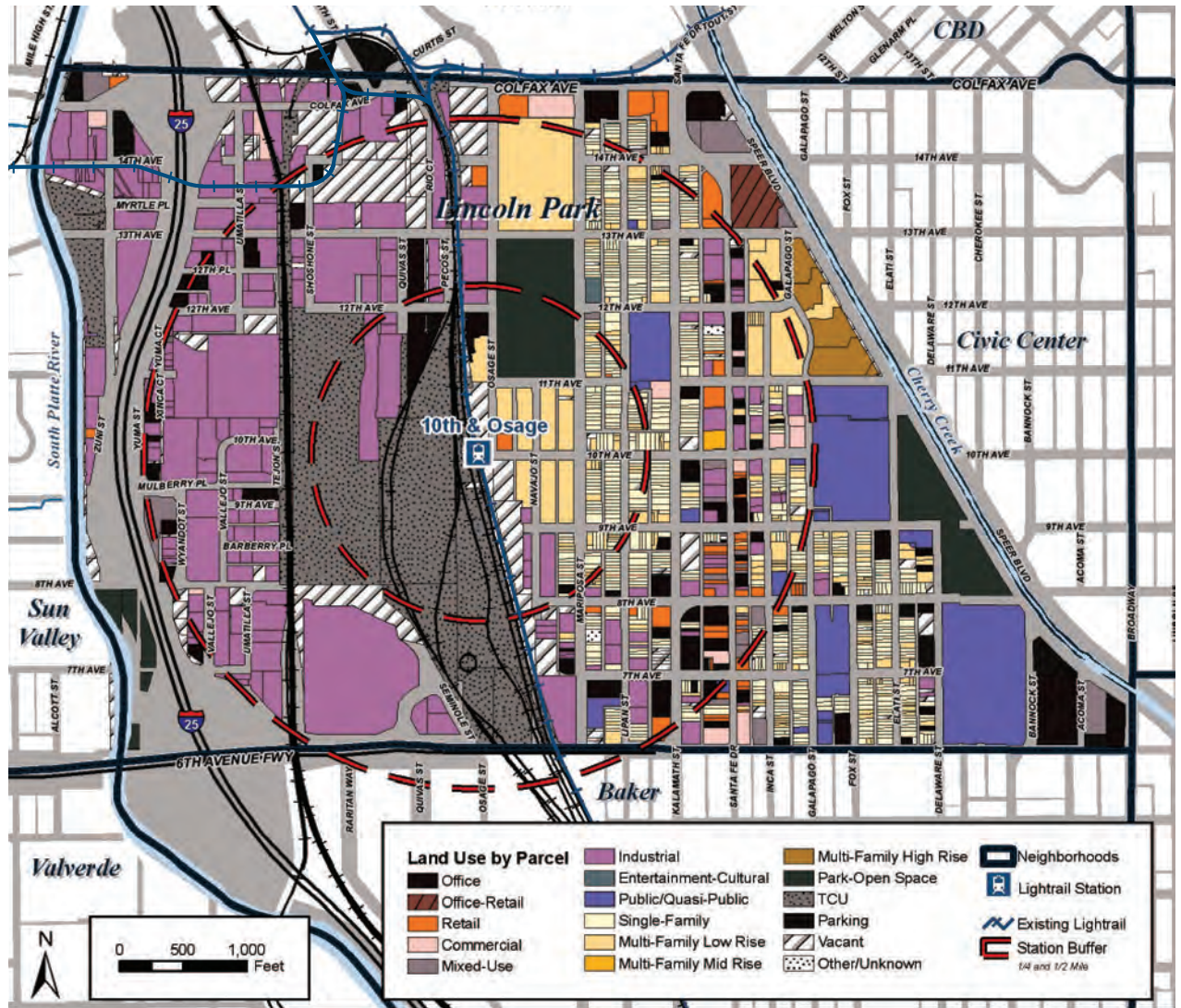
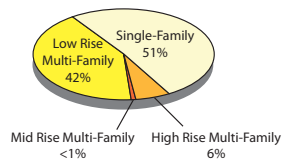
## Existing Land Use

The La Alma/Lincoln Park neighborhood is centrally located within Denver just west of Civic Center and southwest of the Central Business District. Several major corridors that border or transect the neighborhood have impacted land uses throughout the neighborhood. East-West corridors include Colfax Avenue and 6th Avenue. North-South corridors include the Platte River, I-25, Burlington Northern Railroad, Southern Pacific Railroad, the RTD Central Corridor light rail, Santa Fe commercial corridor and arts district, Speer Boulevard and Cherry Creek. With large amounts of acreage dedicated to industrial and Transportation, Communication and Utilities (TCU) uses, Lincoln Park’s development reflects the abundance of transportation assets in the neighborhood.

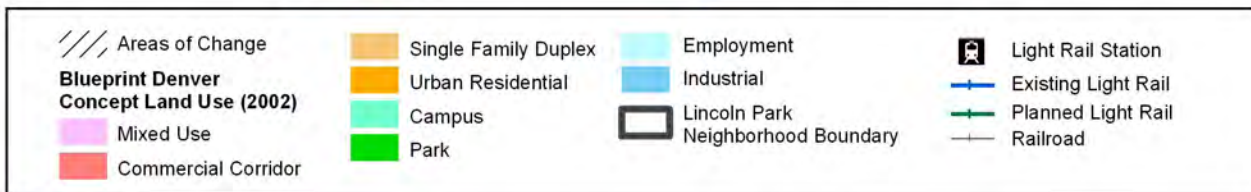
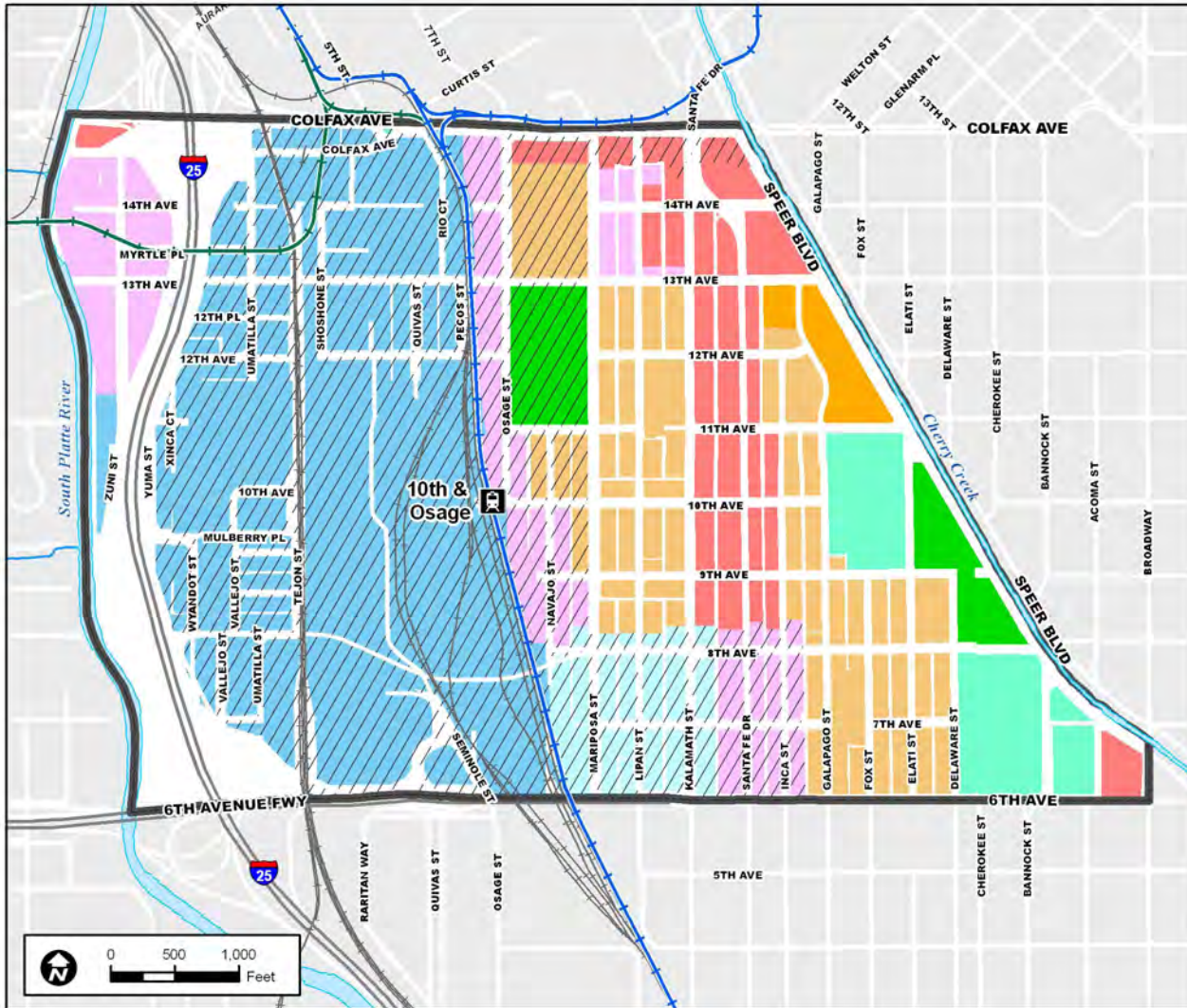
**Distribution of Existing Land Use and Housing Type by Acreage La Alma/Lincoln Park (2007)**



**Housing Type (Subset of Residential)**

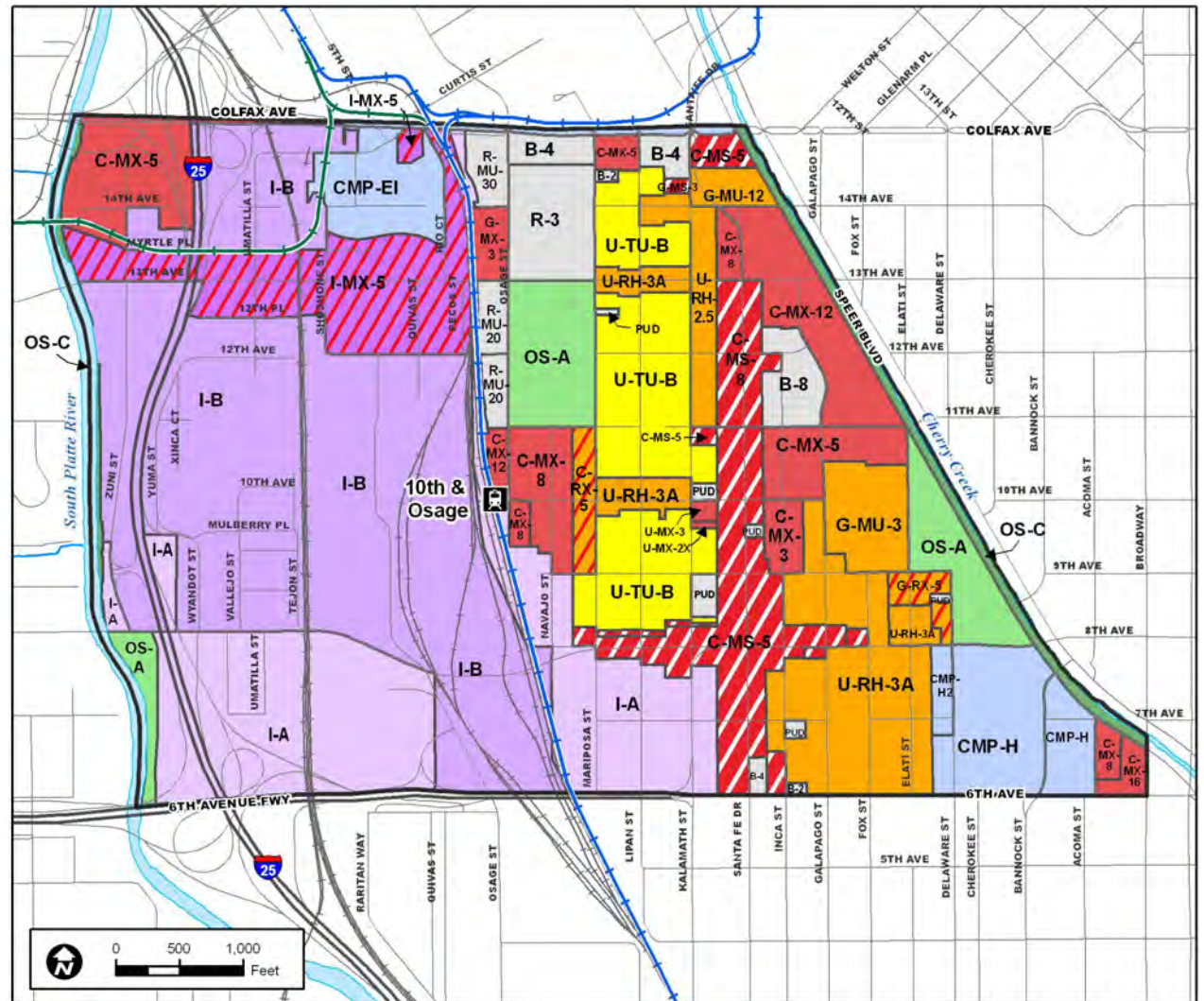


Land Use by Parcel



Blueprint Denver Conceptual Land Use

Denver Zoning Code	Acreage	Percent
C-MS-5	26.1	4.6%
C-MS-8	6.5	1.2%
C-MX-12	16.3	2.9%
C-MX-16	1.9	0.3%
C-MX-3	2.6	0.5%
C-MX-5	19.2	3.4%
C-MX-8	10.9	1.9%
C-RX-5	2.8	0.5%
CMP-EI	14.8	2.6%
CMP-H	23.0	4.1%
CMP-H2	1.7	0.3%
G-MS-3	0.4	0.1%
G-MU-12	2.4	0.4%
G-MU-3	10.9	1.9%
G-MX-3	3.1	0.5%
G-RX-5	2.5	0.5%
I-A	70.2	12.5%
I-B	171.4	30.6%
I-MX-5	33.8	6.0%
OS-A	28.2	5.0%
OS-C	0.7	0.1%
U-MX-2X	0.2	0.0%
U-MX-3	0.4	0.1%
U-RH-2.5	6.2	1.1%
U-RH-3A	34.6	6.2%
U-TU-B	37.4	6.7%



Zone Districts

Former Chapter 59	Acreage	Percent
PUD	2.2	0.4%
B-2	0.4	0.1%
B-4	4.9	0.9%
B-8	5.4	1.0%
R-3	12.1	2.2%
R-MU-20	4.4	0.8%
R-MU-30	3.3	0.6%

The west side of the neighborhood (west of the Southern Pacific Railroad and RTD light rail) contains nearly 145 acres of industrial, 105 acres of TCU and 55 acres of vacant land.

East of the Southern Pacific Railroad and RTD light rail a mixture of land uses have developed to create a much different neighborhood character. Commercial and mixed use buildings line major streets such as Santa Fe, 6th and 8th Avenue. A mix of residential types dominated by single family and low rise multi-family structures pervades throughout the neighborhood. Denver Health and several Denver Public Schools facilities constitute public or quasi-public land uses, primarily in the southeast corner of the neighborhood.

### Blueprint Denver Land Use

*Blueprint Denver: An Integrated Land Use and Transportation Plan* was adopted in 2002 and places a city-wide priority on land use, transportation, housing, environmental sustainability and protection of Denver’s historic legacies. Blueprint Denver identifies Areas of Stability and Areas of Change throughout the city with the goal of directing new developments and infill project toward Areas of Change in order to preserve Denver’s stable neighborhoods. I also establishes citywide concept land use and concept

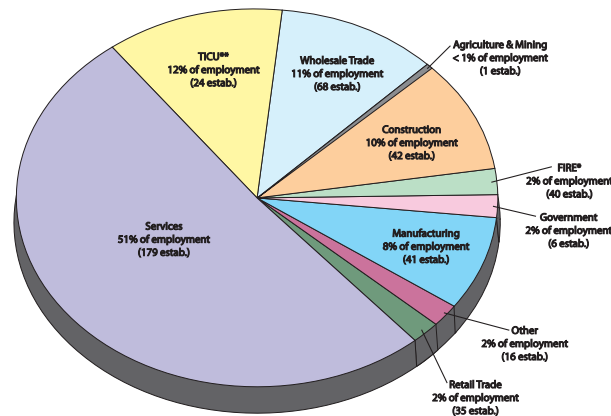
street classifications. Blueprint identifies the eastern portions of Lincoln Park as Areas of Stability including the two primary residential enclaves

(but excluding Lincoln Park Homes) and the Denver Health facilities. The largely industrial western half of the neighborhood is considered an Area of Change, as is the land between the RTD light rail and Mariposa Street and 6th, 7th and 8th Avenues between Mariposa and Inca.

### Existing Zoning

The following is a list of existing zone districts, both from the Denver Zoning Code and Former Chapter 59, in the La Alma/Lincoln Park neighborhood:

**Share of Employment and Number of Establishments by Sector La Alma/Lincoln Park (2006)**



\* FIRE = Finance, Insurance and Real Estate  
 \*\* TICU = Transportation, Information, Communication, Utilities

### Market Profile

Business mix and employment share were originally included in the Supporting Documentation “The Community” template, but now that we are including a Market Profile, these may belong here. We are collecting this data for State of the Neighborhood, so I included it here anyway.

La Alma/Lincoln Park’s economy is driven by the Services sector, which provides over half of the jobs and characterizes half of the establishments in the neighborhood. Wholesale trade, construction, and services sectors provide greater share of jobs in La Alma/Lincoln Park than these sectors do in the city as a whole, whereas FIRE, government, and retail trade sectors provide a smaller percentage of jobs in this neighborhood compared with the rest of the city.

Services and retail trade comprise the largest business sectors in La Alma-Lincoln Park. The most well known neighborhood businesses are located within the Santa Fe Arts District, which extends along Santa Fe Drive north of 6th Avenue to Colfax and is lined with art galleries, coffee shops and restaurants. The wholesale trade, construction and manufacturing sectors encompass a large share (23%) of this neighborhood’s economy compared with these sectors’ share (13%) of the city’s economy as a whole.