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MARCH 6, 2013



DENVER
THE MILE HIGH CITY

SUN VALLEY NEIGHBORHOOD

DECATUR-FEDERAL

STATION AREA PLAN



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The vision set forth by this plan and the willingness of residents, businesspeople, and property owners to work with the city toward that vision, charts a course for Sun Valley to evolve into a thriving, healthy and livable neighborhood that better serves everyone who lives, works, or plays in the community.

Rocky Piro // Manager of Community Planning and Development // City and County of Denver



The Denver Housing Authority is transforming public housing in Denver, creating vibrant, sustainable, affordable mixed-income communities. Sun Valley is “next” on DHA’s list for mixed income development and presents tremendous potential for creating livable communities adjacent to light rail, downtown, regional trails, higher education, jobs and community amenities.

Ismael Guerrero // Director, Denver Housing Authority



This plan is a culmination of years of work led by a culturally diverse group of residents, a creative city planning team, activists for sustainable communities, family-owned businesses, and Denver Housing Authority that will set a clear vision for balanced, healthy, and innovative development in Sun Valley.

Councilwoman Judy Montero // District 9



Sports Authority Field at Mile High draws over 750,000 visitors a year. Providing more entertainment and shopping options near the stadium will heighten the experience for Broncos fans, help enliven the Sun Valley neighborhood, spread out event-related traffic impacts and bring more jobs to West Denver.

Malcolm “Mac” Freeman // Denver Broncos

introduction

Recently Denver has experienced a renaissance centered along the Platte River. Within the last thirty years the South Platte Greenway has become an amenity for the region and a boom to real estate values. The influence of riverfront revitalization is expanding north and south from its origins at Confluence Park. Sun Valley is at the heart of this revitalization.

For the Sun Valley neighborhood, this transformation couldn't be more welcome. Long known as the home to riverfront factories, public housing, football stadium surface parking, drainage ditches, and highway noise, the Sun Valley neighborhood has suffered. Despite these challenges, Sun Valley residents and business owners share a sense of pride for this community and strong determination to help it rise up to meet its potential.

Change is in the air. Recent improvements to the greenways and trails improve the safety and livability of the area and put Sun Valley on the map as an important crossroads for regional bicycle trails. April 2013 brings a pivotal moment, when the West Light Rail Line connecting downtown Denver, Lakewood and Golden opens, including the Decatur-Federal Station in Sun Valley. Sun Valley residents will have convenient transit access to downtown and to a region of opportunities. Light rail access also enhances Sun Valley's opportunities as a destination - not just for football, but for a variety of entertainment or employment purposes.

With tremendous potential for infill development to integrate with greenways, the light rail station, Sports Authority Field at Mile High, a high concentration of community amenities, and a thriving employment district, Sun Valley is about to experience its own renaissance.

The Decatur-Federal Station Area Plan guides future growth and change near the light rail station and in the Sun Valley neighborhood over the next 20 years. Facilitating the transformation of Sun Valley into a place that is celebrated, connected, innovative and healthy is a critical element in Denver's mission to create a world class city where everyone matters.



Planning Area Overview

1. SOUTH PLATTE GREENWAY

Building on the success of the Central Platte Valley, a high degree of momentum exists for “reclaiming” the South Platte River and adjacent lands for parks, recreation, water quality and habitat enhancements. Potential phasing out of some Xcel utility operations heightens the potential for greenway enhancements in Sun Valley.

2. RTD WEST RAIL LINE

The West Rail Line brings consistent and reliable transit service to Sun Valley and West Denver neighborhoods. The 12.1 mile light rail transit corridor connects Denver Union Station with West Denver, Lakewood, Golden and Jefferson County.

3. DECATUR-FEDERAL STATION

Sun Valley’s light rail station is the first station on the West Rail Line outside of downtown and 4 stops from Union Station (11 minute ride to Union Station). Trains run every 5 minutes during peak times.

4. SPORTS AUTHORITY FIELD AT MILE HIGH

Home of the Denver Broncos, the stadium is a major regional draw for the area. However, the activity created by the stadium is limited to game days. The opportunity exists to transform the stadium area to a district with activity throughout the year.

5. SUN VALLEY HOMES

Sun Valley Homes, a 33 acre public housing site, is some of the oldest housing in DHA’s portfolio. DHA has targeted Sun Valley as “next” on their list (after South Lincoln Homes) for development of livable and high quality mixed income communities near transit.

6. RUDE REC CENTER/PARK

This regional Denver recreation center offers a variety of exercise programs and facilities - a gym, indoor pool, and community meeting rooms. Adjacent Rude Park is an open space amenity featuring ballfields.

7. LAKEWOOD GULCH

Recently opened up from a box culvert and enhanced with expanded open space, new trails, natural vegetation and a water feature, Lakewood Gulch is an important neighborhood and regional amenity. It is also the historic location of the Interurban Shortline Railway.

8. WEIR GULCH

Denver Parks and Rec has undergone a visioning and design process for the revamping of Weir Gulch in order to increase the amenities and landscape character of the greenway. Improved safety and access will increase its value as a neighborhood amenity.

9. AURARIA CAMPUS

The campus houses facilities of three separate universities: the University of Colorado Denver, Community College of Denver, and Metropolitan State College of Denver, with almost 40,000 students among them. There are currently limited student housing options near the campus.

10. DOWNTOWN DENVER

The views of Downtown Denver from the station area are stunning, mainly because the close proximity this area enjoys to the employment and entertainment opportunities downtown has to offer.

11. LOWER COLFAX

Prior to the construction of the existing Colfax viaduct, Lower Colfax was the main connection from west Denver to Downtown and was a commercial main street for the historic neighborhood. A few historic buildings remain but the main street character has been lost.

12. FAIRVIEW ELEMENTARY

The school, located in the heart of the station area, is a vital community gathering place. Amenities included at the school are a community garden and a neighborhood park, frequented by Sun Valley Homes residents.

13. DENVER HUMAN SERVICES

The main office for DHS is a major employer and service provider in the neighborhood. DHS provides both assistance services and protection and prevention services to Denver’s most vulnerable residents.

14. WESTSIDE HEALTH CENTER

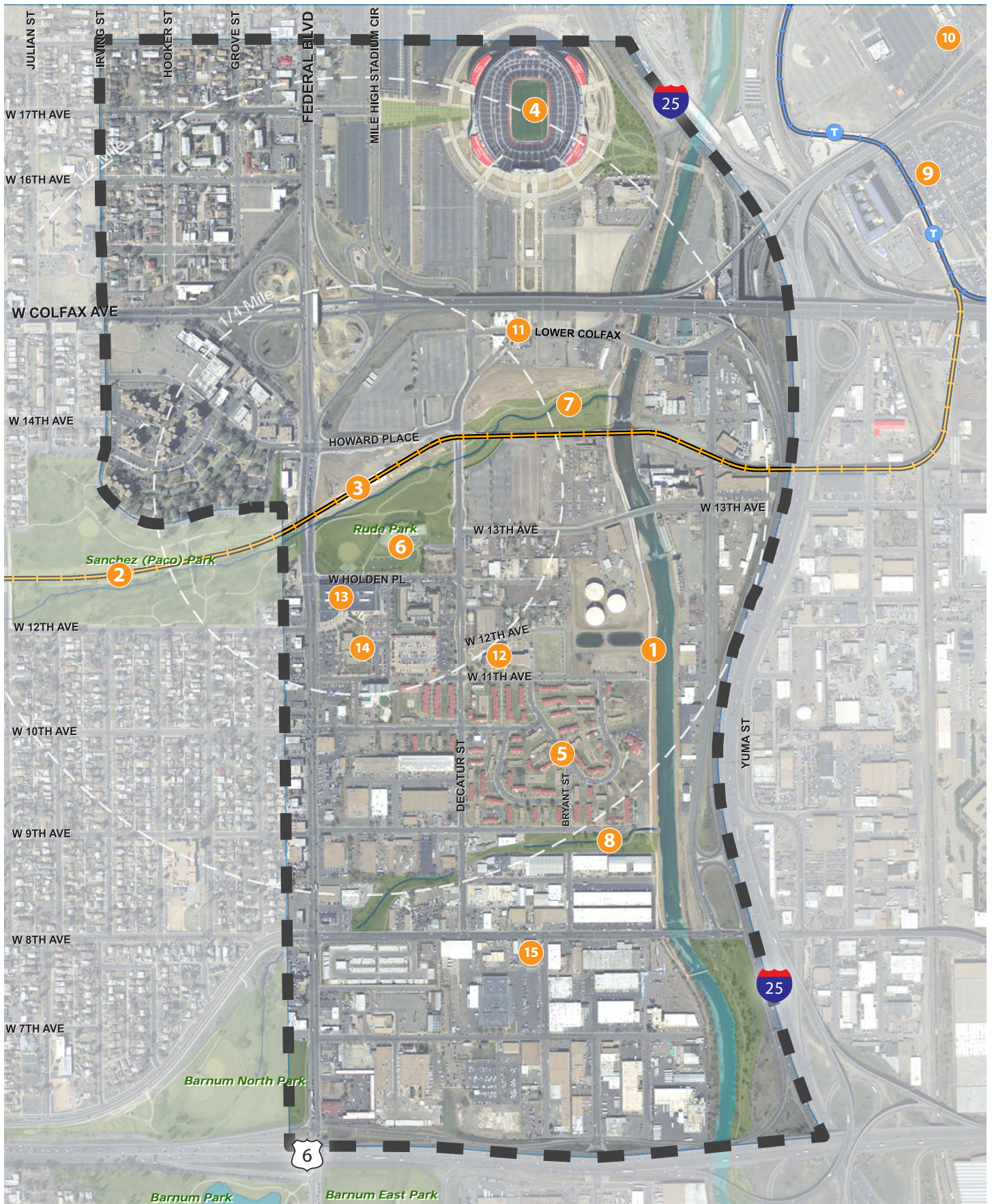
Established in 1969, the Westside Health Center is the largest clinic in Denver Health’s CHS system and provides comprehensive primary and preventive care, including management of chronic diseases for patients of all ages.

15. 8TH AVENUE INDUSTRIAL AREA

This Industrial area features a variety of employers with very low vacancy rates. While the area contains many jobs at different skill levels, few of them are filled by Sun Valley residents.

■ ■ ■ STUDY AREA





Planning Process



This Plan was made possible by a 2011 federal grant from the Partnership for Sustainable Communities, specifically the Department of Housing and Urban Development (HUD) and Department of Transportation (DOT). The Plan was co-managed by the City and County of Denver and the Housing Authority of Denver (DHA) under the umbrella of the Denver Livability Partnership, a coalition of organizations working to improve livability in west Denver neighborhoods.

PUBLIC INVOLVEMENT PROCESS

Creation of the Plan involved an extensive public process that engaged residents, business owners, property owners, several government agencies, Sun Valley area employees, non-profits, real estate development experts and anyone who expressed interest in participating. The public process kicked off in January 2012 with a public “listening session” and the convening of a Plan Steering Committee that would help guide the Plan process and content. A Public Engagement Strategy was written containing strategies from the Steering Committee and members of the public after input received from the first round of meetings. The team set a goal of using creative approaches to public engagement in order to hear from members of the community who are typically “hard-to-reach” in planning processes. The effort paid off. The year-long planning process offered approximately 30 stakeholder meetings, events, and/or opportunities to participate in this planning effort. The total number of people reached by the process is approximated at 2,500.

Plan Steering Committee

Members of the Steering Committee were nominated by City Council Members in Districts 1, 3 and 9. Participants represented key Plan stakeholders and organizations. The Steering Committee helped craft the Plan goals, provided invaluable information regarding issues and opportunities, and gave advice regarding Plan process. Steering Committee members also helped get the word out about meetings and offered ways to get involved. A total of four full steering committee meetings were held over the course of the planning process. Additional check-ins with individual steering committee members and/or their organizations were scheduled throughout the process as needed.

Sun Valley Homes Local Residents Council (LRC)

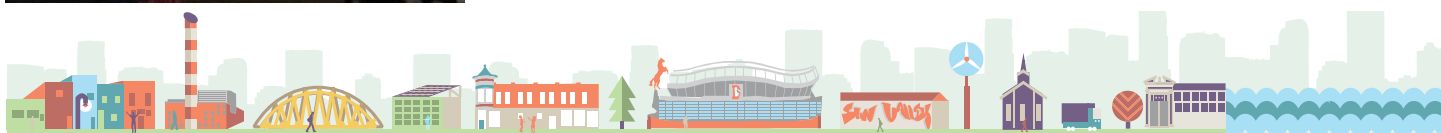
Planning Team members attended these monthly meetings with Sun Valley Homes residents and gave updates on the Plan process and/or content. Approximately 25 residents attend these meetings monthly. Planning team held “office hours” after these meetings for anyone wishing to stay longer and discuss the Plan.

Sun Valley Children

Over half of Sun Valley’s population is under the age of 15. Since these kids are the future of Sun Valley, the planning team reached out to them to engage them in the process. The planning team included activities for kids in every public meeting, empowered the children to present their ideas for the community at public meetings, held children’s workshops and attended kid-focused community events such as the Harvest Festival.

Sun Valley Stakeholders Meetings

Planning Team members regularly attended these quarterly meetings to give Sun Valley stakeholders updates on the Plan and Plan process.



Workshops

Three workshops were held throughout the course of the planning process in order to focus on a specific issue or geographic area within the Plan. These include:

- South Platte River Greenway Workshop (in conjunction with the South Platte River Brownfields Area Wide Plan) - Approximately 40 stakeholders met to discuss the relationship between the river and any new development. Attendees were asked to describe their vision for the river and its surrounding uses in the Sun Valley area
- Residential Communities Tour - Several planning team members and stakeholders (primarily Sun Valley Homes residents) attended this half day tour of multi-family, mixed use and mixed income neighborhoods around Denver. Photos were taken along the tour of participants 'Likes' and 'Dislikes' to capture values and preferences regarding residential communities
- Federal Boulevard - This workshop focused primarily on opportunities to improve the pedestrian and business environment along Federal Boulevard. It was attended by a diverse mix of business owners, Federal Boulevard Partnership representatives and residents of nearby communities

Public Meetings

Public Meeting #1 Listening Session - Attended by 97 participants, this kickoff public meeting allowed stakeholders to do the talking and Planning team to do the listening. Questions to get people talking included:

- What do you love about your community?
- What businesses, services and jobs do you want in your community?
- How do you want to get around? And where do you want to go?
- How are the cultures of this community celebrated?

Public Meeting #2 Neighborhood Identity- Attended by 88 participants, this meeting included a review of the Draft Plan Goals, a discussion of neighborhood identity and a presentation of the draft Plan framework. In addition to the public meeting, a Children's Workshop was also held with activities such as city bingo and a Lego city building exercise. Approximately 60 children attended the workshop

Public Meeting #3 Creating Places - Attended by 57 participants gathered to view and comment on draft placemaking concepts for 3 areas of the planning area; the "Neighborhood Mixed Use" area, the Station Core, and the "Riverfront." Comment cards with specific questions about the draft Plan concepts were collected and summarized.

Public Meeting #4 A Brighter Future- Attended by 125 stakeholders, this meeting allowed for participants to view and comment on draft Plan concepts for the Station Area Plan. Concepts and recommendations were presented for the four chapters of the Plan, Celebrated, Connected, Innovative, and Healthy. Attendees were asked to gauge their comfort with a number of the key draft Plan recommendations.

Surveys

Several surveys were created to give people a way to participate even if they could not attend the meetings.

Organizations Represented on Plan Steering Committee

- Council Districts 1,3,9 and 2 At-large
- Denver Housing Authority
- Denver Public Health
- Denver Urban Gardens
- Fairview Elementary
- Federal Boulevard Corridor Improvement Partnership
- Fresh Start Denver
- Jefferson Park United Neighbors
- LiveWell West Denver
- Local Businesses
- Mercy Housing / Decatur Place
- Metropolitan Football Stadium District
- Metropolitan Organizers of People
- Prevention Before Infection
- Rude Recreation Center
- Sisters of Color United for Education
- South Platte River Trolley
- Sun Valley Coalition
- Sun Valley Homeowners
- Sun Valley Local Residents Council
- Sun Valley Youth Center
- Tha Myx Church
- The Greenway Foundation
- Urban Land Conservancy
- Villa Park Neighborhood Association
- WalkDenver
- West Colfax Association of Neighbors
- West Colfax Business Improvement District
- Xcel



Property Owners Meetings

Several meetings were held with small Sun Valley property owners to ensure that they are engaged in the process, aware of the Plan status and have an understanding of how it will affect them.

Business Community Outreach

The team made a great effort to include the business community in this planning effort. Strategies such as flyering businesses, holding public meetings during working hours and meeting with individual business owners on their time schedule brought a valuable perspective to the Plan process.

Individual Stakeholder Outreach

The planning team was available throughout the process to meet with any stakeholder expressing an interest in the Plan. The team also proactively interviewed individuals representing all stakeholder groups incorporate personal stories into the Plan.

Plan Website and Social Media

A Plan website has been frequently updated since the planning process began. The website has been updated with public meeting and workshop announcements, materials presented at all public meetings, along with links to online surveys. Since the planning process began the website has seen nearly 1,500 hits (page views).

Urban Land Institute (ULI) Technical Assistance Panel (TAP)

Nine months into the planning process, the team hired ULI panel to provide technical assistance to the Plan. Panelists included members of the development and finance community. The purpose of the panel was twofold: (1) provide constructive criticism on the draft Plan concepts, and (2) suggest critical first steps toward implementing the Plan. The panel's recommendations are included as a technical memo attached to this Plan and helped inform the Plan recommendations as well as the implementation strategies in the Moving Forward section.





Public Meeting #1 "Listening Session"



Children's Workshop



Public Meeting #2 - "Neighborhood Identity"



Public Meeting #3 - "Creating Places"



Planning Context

EXISTING PLANS AND STUDIES

This Plan represents the land use, urban form, transportation and economic development vision for the Decatur-Federal station area and Sun Valley. Adoption of this Plan by Denver City Council updates the Denver comprehensive Plan and Blueprint Denver recommendations for this part of the City. This Plan incorporates or refines recommendations of previous Plans and studies for the station area and Sun Valley neighborhood. Any updates to the following Plans should incorporate and refine recommendations for Sun Valley based on this Plan:

- Denver Comprehensive Plan (2000)
- Blueprint Denver (2002)
- Denver Parks and Recreation Game Plan (2003)
- TOD Strategic Plan (2006)
- Greenprint Denver (2006)
- Strategic Transportation Plan (2008)
- Storm Drainage Master Plan (2009)
- Gulch Master Plan (2009)
- Sanitary Sewer Master Plan (2009)
- Strategic Parking Plan (2010)
- Federal Boulevard Planning and Environmental Linkages Study - 5th To Howard (2011)
- Denver Moves (2011)
- Denver Complete Streets Policy (2011)
- Colfax and Federal Interchange Study (2012)

CONCURRENT PLANNING EFFORTS AND STUDIES

Several studies and planning efforts contributed to the Station Area planning process and overlapped geographically. The Decatur-Federal Station Area planning team coordinated with each of these efforts to ensure the most efficient use of resources and to help ensure consistency among Plan recommendations. Links to these documents are available online at www.denvergov.org/decaurafederal.

- Decatur-Federal Station Area Plan Market Study
- Colfax / Federal Health Impact Scoping
- Colfax / Federal Interchange Study
- South Platte River Brownfields Area Wide Plan
- West Side Transit Enhancement Study
- City Kitchen Model Business Plan
- TOD Strategic Plan Update



How to Use this Plan

This Plan establishes a long range vision and guiding principles for the development and future of the Decatur/Federal Station area. The elements of this Plan will direct the community toward a vision for a celebrated, connected, innovative and healthy Station Area.

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

The Plan provides a sound policy basis for a thriving Station Area. The recommendations identified in the Plan provide direction to guide day-to-day decision making related to land use, public investment, private development, and partnerships. The Plan is intended to give the latitude needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years.

The Plan is divided into six sections in addition to this introduction:

- The first four chapters outline the Plan's guiding principals and the recommendations to achieve a **celebrated, connected, innovative, and healthy** station area
- Highlighted in some recommendations are **transformative projects** which are identified in the fifth chapter as being essential to achieving the Plan vision over the next 10 to 20 years
- The final section describes **moving forward** in terms of the types of implementation and priorities for the short and long term to ensure the success of the Plan. This chapter also highlights the multiple steps that may be necessary to work toward implementation of the transformative concepts

As with the Comprehensive Plan and its supplements, this Area Plan's recommendations provide guidance. This plan is not intended to, and does not, rezone any property, render any existing uses non-conforming, or pre-dispose the outcome of any permitting processes related to properties within the planning boundary. Future implementation actions such as zoning map or text amendments, capital improvements and public-private partnerships require specific actions on the part of the city, property owners and stakeholders.



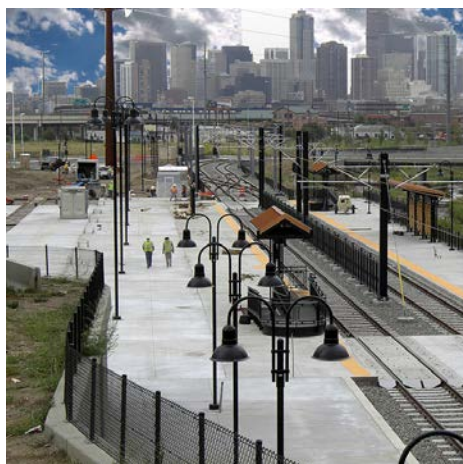
Accomplishments, Challenges, Opportunities



Sun Valley, 1947



Sun Valley Homes



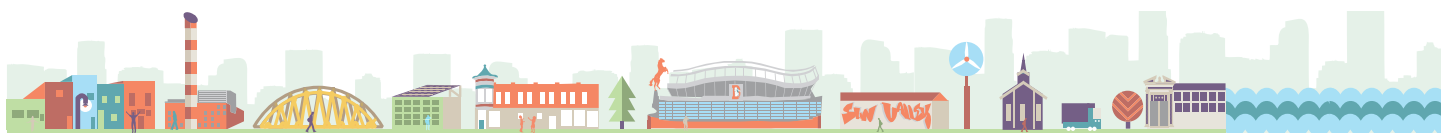
Decatur-Federal Station

ACCOMPLISHMENTS

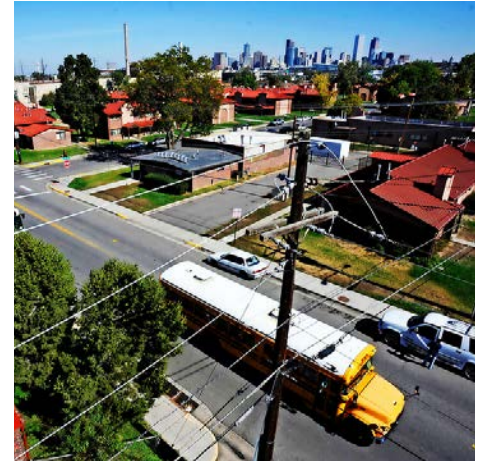
- RTD's construction of the West Rail Line will bring consistent and reliable transit service to Sun Valley and west Denver neighborhoods. The Decatur-Federal Station is the first stop on the West Rail Line outside of Downtown Denver and 4 stops from Union Station (11 minute ride to Union Station). Trains will run every 15 minutes, greatly increasing the convenience of transit for these communities
- In a partnership between the City of Denver and the Urban Drainage and Flood Control District, Lakewood Gulch was opened up from a box culvert in 2012 and enhanced with expanded open space, new trails, natural vegetation and a trickling water feature. This project has also removed much of the 100 year floodplain from the neighborhood
- Through the 2007 Better Denver Bond, Denver invested in new sidewalks, pedestrian lighting and security cameras in and around the Decatur-Federal Light Rail Station platform
- A partnership between Denver Urban Gardens and Fairview Elementary School has continued to shine as a resource for hands-on learning, an important neighborhood focal point and a celebration of community and healthy food
- The Denver Broncos have been a significant component in the area. The fan base, and the team's frequent success provide football excitement throughout the region.
- The River South Greenway Master Plan and more recent River Vision Implementation Plan have set a clear path for prioritized improvements along the South Platte River.
- Denver Parks has successfully transitional Rude Recreation Center into a "regional" center – bringing more resources and recreation programming to the neighborhood
- The Housing Authority of Denver (DHA) has successfully transformed distressed public housing projects into high quality mixed income residential communities throughout Denver - including Benedict Park Place and Mariposa (Formerly South Lincoln Homes)

CHALLENGES

- Sun Valley is Denver's poorest neighborhood. Over 90% of Sun Valley's 3000 residents live in subsidized housing, and the median household income in 2010 was only \$8000
- Sun Valley Homes residents complain about their neighborhood and housing not being wheelchair accessible, having sporadic heat, too few bedrooms and bathrooms, and no laundry facilities
- Sun Valley lacks a daily population of residents, employees and visitors sufficient to support local businesses
- Over its long history, Sun Valley has accumulated split personalities – transportation crossroads, sports venue, residential neighborhood, public housing, river habitat, industrial area. In many ways, these "multiple Sun Valleys" have worked against each other over time, rather than working together toward success
- Street grid connections between Sun Valley, adjacent neighborhoods and downtown have become challenging over time due to infrastructure and natural features that inhibit mobility



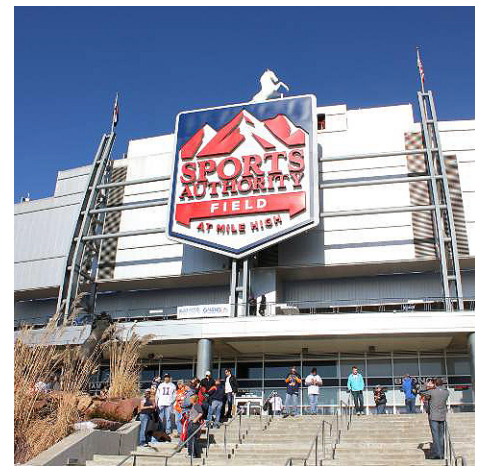
- East-West connectivity is especially challenging. Currently only three streets (the Colfax viaduct, 8th Avenue and 6th Avenue) connect across Federal Boulevard, the South Platte River and I-25. Due to their location and design, these streets do not serve Sun Valley residents, and do not adequately accommodate pedestrians and bicycles
- Pedestrian and bicycle connections to the Decatur-Federal Light Rail Station may be challenging for West Colfax residents due to the Federal-Colfax interchange and limited places to cross Federal Boulevard and Colfax Avenue
- Several vacant or underutilized industrial properties that are considered redevelopment opportunities are in need of environmental cleanup prior to redevelopment
- Education levels and graduation rates are some of the lowest in the city
- Sun Valley is in a “food desert” – limited access to stores that sell fresh and healthy foods.
- Sun Valley consistently ranks among the worst of Denver’s neighborhoods for health indicators, such as access to healthy foods, preventative care, and income
- Connections across Federal Boulevard and Colfax Avenue are challenging for residents of Sun Valley, West Colfax and Villa Park, as there are only a few streets that offer traffic signals and crosswalks



Decatur Street

OPPORTUNITIES

- Approximately 100 acres of land are or may be soon available for redevelopment within a ½ mile radius of the Decatur-Federal Light Rail Station
- DHA has targeted Sun Valley as “next” on their list (after South Lincoln Homes) for development of livable and high quality mixed income communities. This will improve the living condition for Sun Valley Homes residents and alleviate the symptoms of concentrated poverty in Sun Valley
- Building on the success of the Central Platte Valley, a high degree of momentum exists for “reclaiming” the South Platte River and adjacent lands for parks, recreation, water quality and habitat enhancements
- The Broncos, Stadium District and RTD seem interested in joint development opportunities and making shared and structured parking work, opening up land for more efficient development patterns
- Property owners recognize the opportunity to bring back Lower Colfax as the area’s authentic main street and center for cultural activities
- Rich cultural diversity exists in Sun Valley like few neighborhoods in Denver and could be celebrated to create an identity for the area
- The average American family spends 19 percent of their household budget on transportation. Encouraging growth of a variety of housing types in a place like Sun Valley - where walking, biking and transit will become the default modes used by residents to get where they are going - greatly reduces this budgetary drain and makes living more affordable for all households
- Nearby Auraria Higher Education Campus (AHEC) has a growing student population and little housing near campus. With great multi-modal connections, access to downtown, recreation amenities, low lease rates and a “funky vibe,” Sun Valley presents a great opportunity for student living



Sports Authority Field at Mile High Stadium



Lakewood Gulch



Development Concept

Sun Valley's Development Concept presents the broad, foundational components for development of a celebrated, connected, innovative and healthy Sun Valley.

Physical assets and amenities anchor cities and neighborhoods. Natural features, a regional greenway, a stadium or entertainment destination, distinctive historic buildings, unique cultural facilities - these are elements which people remember. The specific arrangement of the elements, the links among them, and their character distinguish a neighborhood and make it truly unique and desirable.

Sun Valley is fortunate to have an abundance of assets, but the opportunity remains to create more, and to improve the links between them.



Light Rail Line



Light Rail Station

Opening in 2013, the Decatur-Federal Station along the West Light Rail Line will efficiently connect the area to Downtown and the rest of the region. The station and the connections it will provide will be a gateway between Sun Valley and the region.



Key Multi-modal Connection

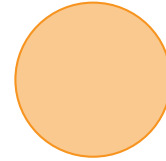


Key Regional Connection

The neighborhood currently suffers from a lack of connectivity to surrounding neighborhoods and destinations. This Plan provides the framework for better connectivity within the neighborhood, along with better connecting Sun Valley with the city and region.



Neighborhood Activity Node



Regional Activity Node

Key connections will serve to link the four neighborhood activity nodes: the New Riverfront Park, 10th Avenue, 17th and Federal and the new West Side Library and market. Key connections also connect the neighborhood with larger, regional activity nodes including the Station area, Lower Colfax/Stadium Entertainment, and the Auraria Campus.



Stadium/Entertainment Destination



Transit Oriented Development



Employment TOD



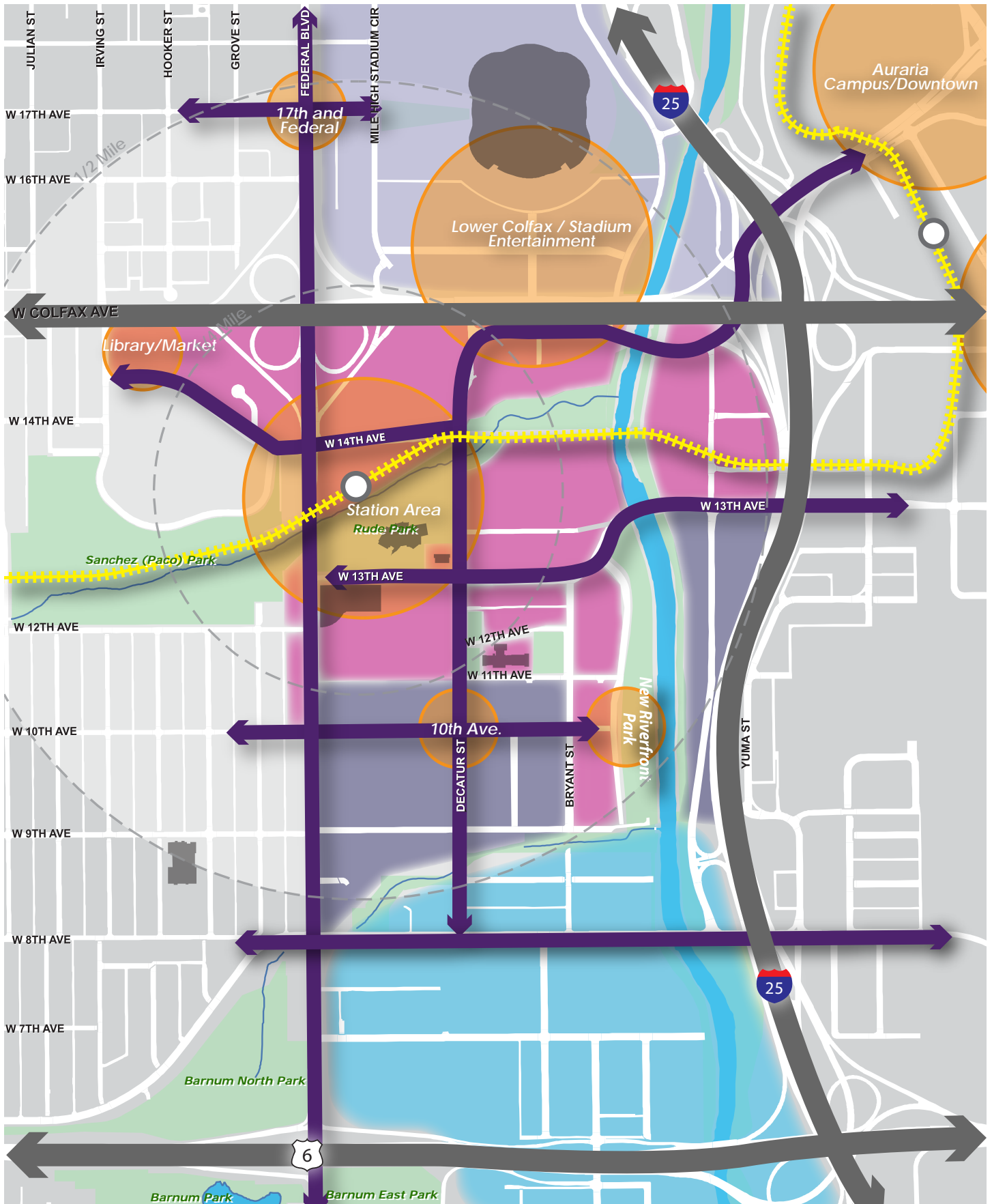
Industrial

The future vision for the station area includes four, new unique character areas within the station area:

- Stadium/Cultural Destination
- Transit Oriented Development area
- Employment TOD area
- Industrial area

Together, these elements create a framework to guide and foster a celebrated, connected, innovative, and healthy Sun Valley.





THE VISION FOR SUN VALLEY



A.1 Build upon Sun Valley's History and Assets

A.2 Encourage Diversity

A.3 Celebrate Culture

B.1 Reknitting Neighborhoods

B.2 Integrated System of Parks and Public Spaces

B.3 Enhance Walkability and Bikeability

B.4 Make Transit Convenient

TRANSFORMATIVE PROJECTS

The seven projects are identified as the most critical steps to positively transform the station area.

Multi-layered and long-term in nature, these projects will take a concerted effort by both public and private sectors. All energy and resources should be harnessed toward making these a reality. Only through executing these projects can Sun Valley truly transform and achieve the vision of a celebrated, connected, innovative and healthy station area.

1. 13TH AVENUE



2. RIVERFRONT PARK 3. STADIUM, ENTERTAINMENT & CULTURE



C. AN INNOVATIVE SUN VALLEY



C.1 Transit Oriented Development

C.2 Stadium Entertainment Destination

C.3 Open For Business

C.4 A Vibrant Corridor

D. A HEALTHY SUN VALLEY



D.1 Healthy For People

D.2 Healthy for the Environment

D.3. Healthy for the Economy

4. HIGH QUALITY RESIDENTIAL COMMUNITIES



5. CONNECT PEOPLE WITH JOBS AND EDUCATION



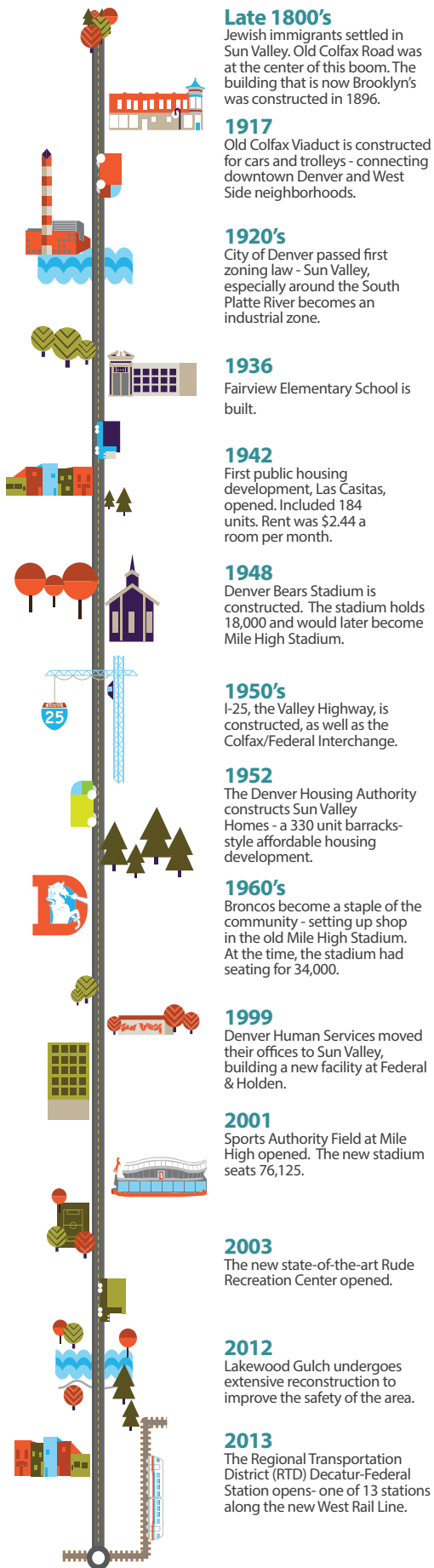
6. 10TH AVE



7. FEDERAL/COLFAX INTERCHANGE



HISTORY OF SUN VALLEY:



"I like that some of my friends don't look like me. That means I can learn about their culture and their family and they can learn about mine."

Lawrence // 5th Grader // Sun Valley Homes Resident



"I love my community. I love that I am close to the school for my kids. I don't have to go far to get to the community center. My neighbors are good. When I go to the clinic, it is not far and I don't have to take the bus."

Beatrice Hwraa // Metro Adult ESL Program

a. a celebrated sun valley

celebrating the history, diversity, and culture of Sun Valley

Why is being **celebrated** important to Sun Valley? The area has a long and varied history dating back to the beginnings of Denver. Growth and development west of downtown radiated outward from Colfax Avenue connecting early Denver with settlements to the west. Denver Tramway streetcar lines built in the late 1800's along Colfax spurred this growth. Colfax served as a main street of commercial activity for nearby residential neighborhoods housing working class families in the late 1800's, Jewish families in the mid 1900's and Latino families in the late 1900's. West Colfax Avenue retains a significant amount of its Jewish cultural history. Latino and Asian cultures currently thrive in the area, primarily along Federal Boulevard. Somali and Vietnamese immigrants and refugees are also very prominent in Sun Valley.

Today, people know this part of Denver as a sports venue – home of the Denver Broncos and Sports Authority Field at Mile High. The area is also frequented by users of the South Platte River Greenway Trail or the Lakewood Gulch trail – primarily bikers, joggers, or tourists experiencing the greenway trails or riding the heritage Platte River Trolley. Just south of the stadium parking lots and west of the South Platte River is the poorest and most isolated neighborhood in the city - remnants of a late 19th century working class neighborhood intertwined with public housing, heavy industry and government services. Further south toward 6th Avenue is Sun Valley's thriving light industrial district employing thousands of people, few of whom actually live in the neighborhood.

In many ways the troubled history of the area is about these “multiple Sun Valleys” working against each other over time – sports venue, neighborhood, infrastructure and industry. This Plan charts a new course of action that requires partnership among all of Sun Valley's stakeholders to achieve the vision for a brighter future.

One path toward success involves better celebrating Sun Valley's assets. A **celebrated** Sun Valley builds upon the area's amenities, bright spots in history and hints of culture, creating a place that is aesthetically pleasing, culturally rich and full of activity. A **celebrated** Sun Valley is connected to its past; it inspires the present and will help shape the future.

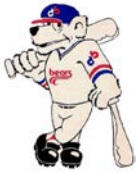
A.1 Build upon Sun Valley's History and Assets

A.2 Encourage Diversity

A.3 Celebrate Culture



SPORTS HISTORY IN THE STATION AREA:



Denver Bears 1955-1992



Denver Broncos 1960 -



Denver Nuggets 1975-1999



Colorado Rockies (NHL) 1976-1982



Colorado Avalanche 1981-1982, 1995-1999



Colorado Rockies (MLB) 1993-1995



Colorado Rapids 1996-2001



Colorado Outlaws 2006 -

A.1.A. CREATE LOWER COLFAX MAIN STREET

Bring back Lower Colfax as the main street it formerly was for the neighborhood. Encourage preservation or adaptive reuse of buildings along Lower Colfax with historic significance, such as Brooklyn's and the Ironworks Building, while improving the public realm.

A.1.B. EXTEND PLATTE RIVER TROLLEY

Extend the Platte River Trolley along Lower Colfax and to the Decatur-Federal Light Rail Station. While primarily serving a cultural and historic function, the Platte River Trolley does provide an important transportation function on game days.

A.1.C. CAPTURE CULTURAL HISTORY

Capture the area's ethnic and cultural history, as well as its history as an important transportation corridor. Support the creation of cultural venues, increased public art, aggressive business recruitment, and enhanced programming and community events.

A.1.D. CELEBRATE SPORTS AND ENTERTAINMENT HISTORY

Celebrate the area as the host for many of Denver's historic and existing professional sports teams and music events. Build upon this sports culture by including Commercial venues such as sports bar & grills, cultural venues such as an expanded Broncos Hall of Fame, business recruitment such as sports training centers, sports-based programming and community events.

A.1.E. FEATURE OUTDOOR RECREATION

Celebrate Sun Valley as a *paradise* for bicycle and river recreation enthusiasts. Situated at the crossroads of two "bicycle super-highways", Sun Valley provides immediate access to hundreds of miles of paved bicycle trails. For boaters, Sun Valley is one mile upstream from Denver's famed Confluence Park and kayak course. Outdoor recreation can be best celebrated through continued greenway improvements, public art, recreation-based business recruitment, programming and community events.

A.1.F. INDUSTRY/INNOVATION

Celebrate the area's history as an industrial employment area and a place of innovation. This theme can be captured in public art, architecture, business recruitment, innovation-themed programming and events. Encourage preservation or adaptive reuse of buildings with historic significance related to industry in the area, such as the Zuni generation plant.

A.1.G. SUPPORT INTERNATIONAL FOOD

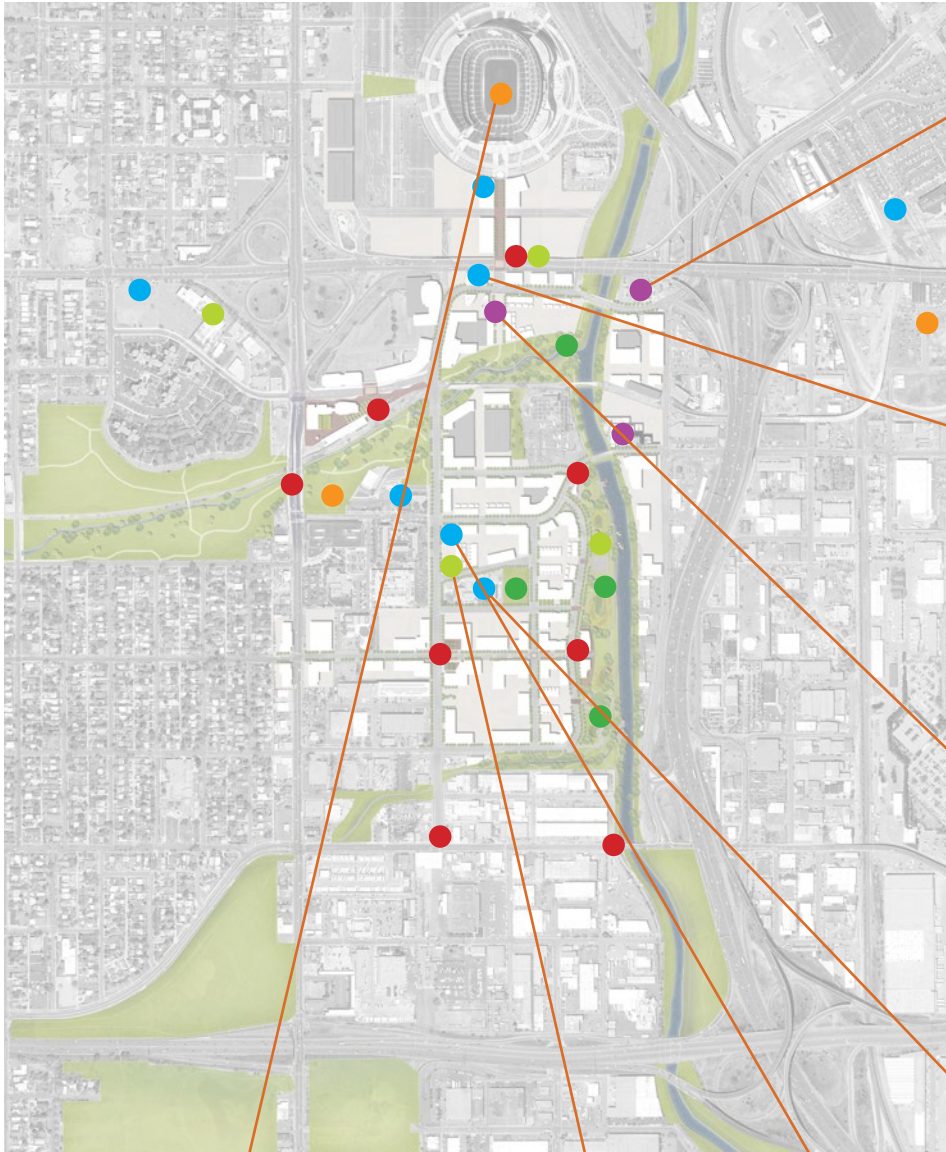
Build upon the area's current demand for international and ethnic foods and Sun Valley residents' increasing interest in local food production. Capture food as a theme in public art, business recruitment, weekly markets and cultural venues and events.

A.1.H. SUPPORT PUBLIC AMENITIES

Continue to support existing public and cultural amenities such as Rude Recreation Center, Fairview Elementary School, Denver Human Services and West Denver Library.



CULTURE MAP



- Proposed/Existing Locations for:
- Community Garden / Market
 - Adaptive Reuse Opportunity
 - Public Art / Plaza
 - Active Recreation
 - Education/Cultural Asset
 - Sports Venue



Iron Works



Existing Buildings



Brooklyn's



Fairview Elementary



Sports Authority Field at Mile High



Community Garden



Sun Valley Youth Center





A.2.A. SUPPORT A MIXTURE OF INCOMES

Sun Valley has historically supported lower income families and should continue to do so in a way that does not concentrate poverty and the symptoms of poverty into one isolated place. Encourage population growth, a mixture of residential options and a more seamless integration of low income, workforce and market rate residential choices.

A.2.B. ACCOMMODATE ALL AGES & ABILITIES

Continue to offer multiple convenient transportation choices, a high quality built environment and diverse neighborhood services and amenities so that people of all ages and abilities feel comfortable living and working in Sun Valley. If the built environment is accessible, usable, convenient and a pleasure to use, everyone benefits.

A.2.C. ATTRACT BUSINESSES

Attract a diversity of large and small businesses to the area that serve the shopping, entertainment, services, training and employment needs of Sun Valley residents, employees and visitors. Attracting a mixture of businesses can add to the sense of place and neighborhood character of Sun Valley.



RECOMMENDATION A.3 CELEBRATE CULTURE

A.3.A. UTILIZE PUBLIC SPACES AND GATHERING PLACES

The Sun Valley neighborhood is lacking in high quality, successful public spaces. Successful public spaces have four key qualities 1) the space is accessible to all 2) they are programmed effectively and people are engaged in activities there 3) the space is comfortable and has a positive perception, and lastly 4) it is a sociable place, meaning a place where people can meet each other and take people when they come to visit.

A.3.B. PROMOTE A CULTURAL CENTER

A cultural center is an organization, building, or complex that promotes culture and the arts. Cultural centers can be neighborhood community arts organizations, private facilities, government sponsored, or activist run. The opportunity exists in Sun Valley for one or more of these institutions.

A.3.C. CREATE FOOD VENUES

Food is a vital component of many of the different cultures in Sun Valley. Additionally, Sun Valley is a food desert, meaning it lacks access to healthy foods. This plan recommends the creation of a number of food oriented destinations including:

- Community gardens
- International food co-op
- International market
- Food hub

A.3.C. SUPPORT PUBLIC ART

Public Art serves two primary roles, as a tool for economic revitalization and it helps contribute to a community's identity. When used correctly, public art can represent a sense of community pride and help to bring people together. Also, public art can attract people to a community who bring a broad array of talents and experiences. Public Art will play an important role in the revitalization of Sun Valley and can help bring the community together while honoring the past. Locations for new public art have been identified in this Plan.

A.3.D. SUPPORT COMMUNITY EVENTS AND CELEBRATIONS

Create places for community events and celebrations within Sun Valley. Public spaces should be designed in a way to accommodate larger events and gatherings. These events will bring the Sun Valley neighborhood closer together, along with expose the neighborhood to the greater Denver region.



International Market



La Pena Cultural Center- Berkeley, CA

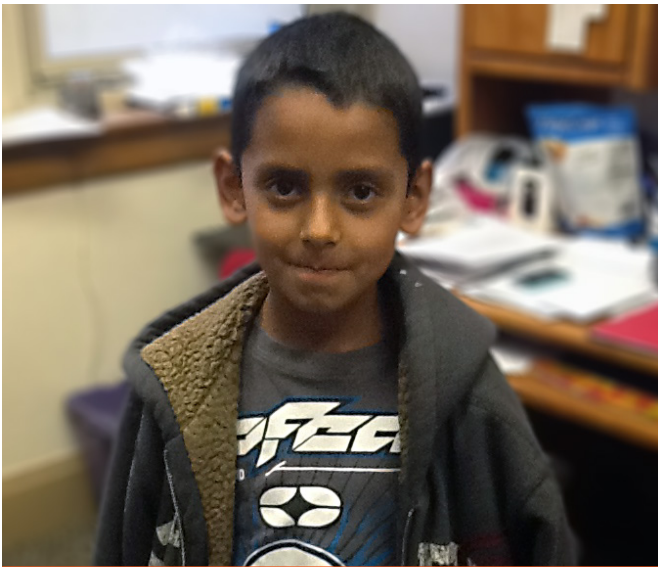


Welton Jazz Festival



Public Art at Decatur-Federal Station





I think I will like the changes in the neighborhood. The new light rail will make it easier for my family to go see my grandparents. I am very, very excited for this.

David // 5th Grader // Sun Valley Homes Resident



When I go to King Soopers, I don't find everything I need. So I take a bus to an African store in Aurora. I do not know how to drive. The bus takes a very long time. If the train can take me to an African store, I will be very happy.

Beatrice Hwraa // Sun Valley Homes Resident



Sun Valley is hidden, tucked away and has always had challenges with access. This plan's recommendations for better street connections will significantly improve the neighborhood's accessibility.

Cindy Everett // Senior Associate, Urban Land Conservancy



One of Khadika's sons goes to South High School. He takes three buses and a train - a 40 minute commute. When the light rail opens, he can board the train at Decatur-Federal Station - a short walk from home. He'll make one train transfer, and the trip will take 20 minutes or less.

Khadika // Sun Valley Homes Resident

b. a **connected** sun valley

Connecting Sun Valley to the City and Region

Why is being **connected** important to Sun Valley? A well **connected** place has many direct and convenient routes leading into, through and out of the community. “Connections” come in many forms: pedestrian friendly streets, bus routes, bike trails and routes, passenger rail lines and stations, and parks and public spaces. Places with many high quality physical connections to other places offer a host of advantages for residents, businesses and the cities in which they are located. Connected places allow people the choice to walk, bike, ride transit, or drive to where they need to go. A large and growing collection of research is finding that connectivity is associated with more walking, less driving, greater safety, less crime, better physical fitness, greater private investment and lower per capita greenhouse gas emissions.

Sun Valley benefits from great highway access and regional trail connectivity. The transit system has also served Sun Valley residents well - both with bus service and now the new West Rail service that stops at the Decatur-Federal Station. Nevertheless, Sun Valley is surrounded by infrastructure and natural features that isolate it from surrounding neighborhoods and downtown. Poor street grid connectivity to and through Sun Valley’s residential areas has created a seemingly isolated, often forgotten community. Federal Boulevard and the elevated Colfax Avenue offer a challenging pedestrian environment and limited pedestrian crossing opportunities, further isolating Sun Valley from its neighbors. Once in Sun Valley, it is difficult to find one’s way due to dead ends, winding roads and unintuitive street connections.

Sun Valley and the Decatur-Federal Station Area will truly be **connected** when walking, biking, taking the train or bus becomes the default choices for how residents and employees get around. A **connected** Sun Valley is a place people will want to live, locate their business, or visit – and they have many convenient choices for how to get around.

B.1 Reknitting Neighborhoods

B.2 Integrated Parks and Public Spaces

B.3 Enhance Walkability and Bikeability

B.4 Make Transit Convenient



B.1.A. CONNECT SUN VALLEY WITH ITS SURROUNDINGS

Increase the number and quality of connections between Sun Valley, the Decatur-Federal Station, adjacent neighborhoods, Auraria Campus and Downtown Denver by extending and/or reconstructing the following key multimodal streets:

- **13th Avenue-** Realign 13th Avenue west of the S. Platte River to connect to Federal Boulevard. Reconstruct 13th Avenue to accommodate separated sidewalks, on-street parking and bike lanes, per this plan’s recommended cross section. More detail is in the Transformative Projects section of this Plan.
- **10th Avenue-** As redevelopment occurs, extend and enhance 10th Avenue eastward to create a direct multimodal connection from the Villa Park neighborhood, across Federal Boulevard to the S. Platte River Greenway. More detail is in the Transformative Projects section of this Plan.
- **Federal Boulevard-** Work with CDOT to reconstruct Federal Boulevard from 5th Avenue to 20th Avenue. An environmental review process in 2009 determined the preferred cross section for the reconstructed Federal Boulevard from 5th to Howard. Information can be found at Denvergov.org/FederalHoward. Complete the design and continue to look for funding opportunities to construct the project. As improvements are implemented, look for additional opportunities to improve pedestrian and/or bicycle crossing conditions at key intersections along Federal – 17th, Colfax, 14th, Holden, 10th and 8th. Continue to study alternative designs for the Colfax/Federal intersection - a Transformative Project of this Plan.
- **8th Avenue -** Reconstruct 8th Avenue to improve pedestrian and bicycle facilities, in addition to accommodating cars and trucks.

B.1.B. IMPROVE INTERNAL CIRCULATION

As redevelopment occurs, improve internal circulation in parts of Sun Valley that have large “superblocks”. Superblocks can create directional challenges, unnecessarily lengthen travel distances and give people a sense of being lost. Sun Valley’s superblocks occur near the Stadium, on DHA property and in the industrial areas.

- **Stadium parking lots -** Construct new, landscaped streets on stadium property between the Stadium and Colfax based on the concept in this plan. This circulation concept will help organize new development and create a more “green” and inviting environment.
- **DHA Parcel and Riverfront -** As redevelopment occurs, recreate a street grid and pedestrian-friendly blocks on the DHA parcel (Sun Valley Homes property) and along the riverfront to help organize new development and provide better access to the proposed riverfront park.
- **Street grid extension -** Look for opportunities to extend the street grid or pedestrian connections into large parcels as they redevelop. Examples include the Stadium’s Parking Lot M north of the Decatur-Federal Station and industrial properties to the south.

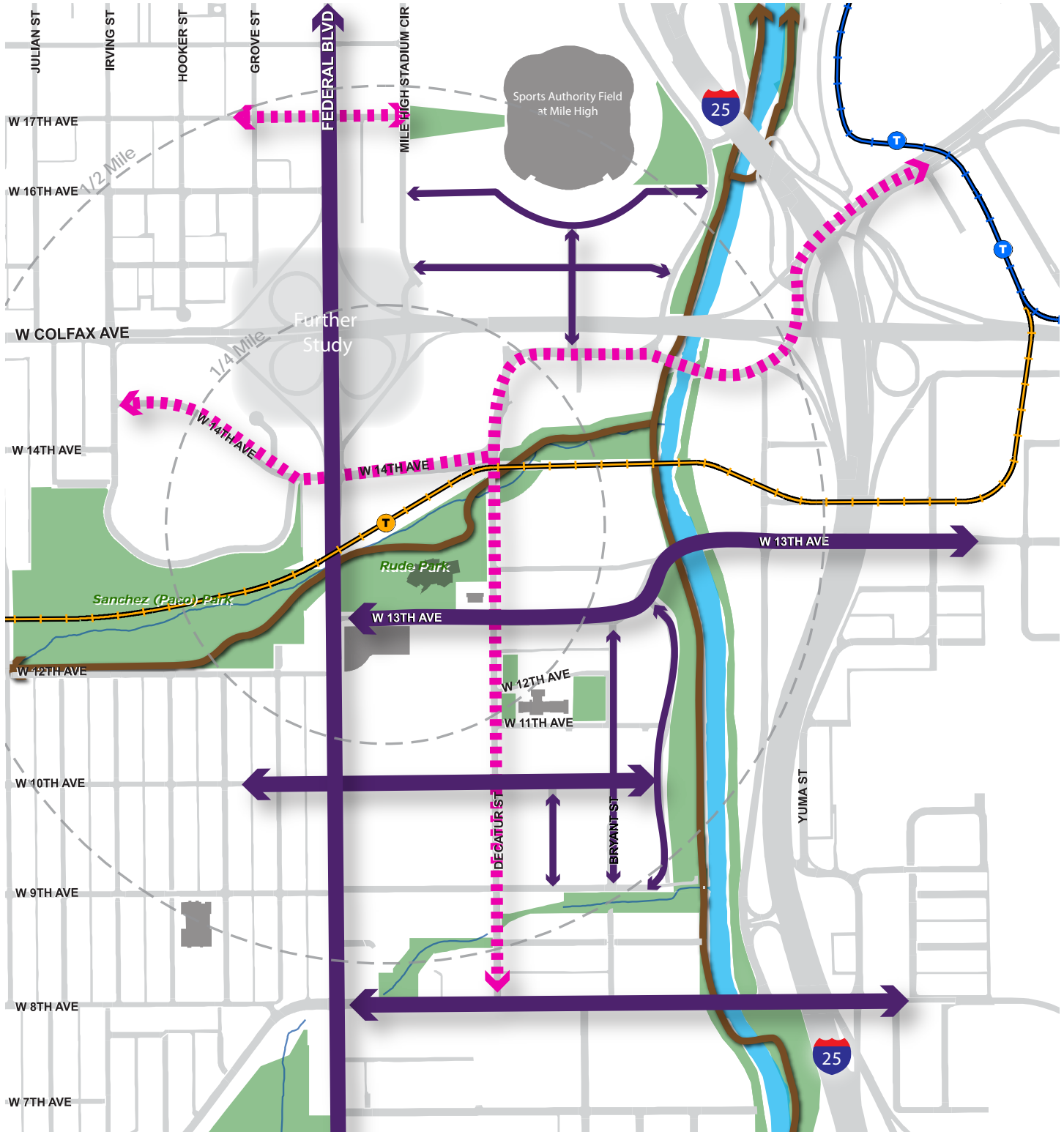


Internal Circulation - New Streets Detail

- Proposed Street Removal
- Proposed New/Extended Street
- ✱ Potential Street Grid Extension



KEY MOBILITY CONNECTIONS



- Multimodal Street Reconstruction
- Multimodal Street Enhancement
- Internal Circulation - New Streets
- Off street Bike/Ped Connection





B.1.C. ENHANCE KEY MULTIMODAL STREETS

Look for opportunities to implement approved cross sections and/or streetscape enhancements for the following key multi-modal streets as development occurs.

- **14th Avenue**- A full array of streetscape enhancements is appropriate for this connector to the Light Rail Station and community amenities - wide or separated sidewalks, pedestrian lighting, wayfinding signage, benches, special pavers, trash receptacles. Change the name "Howard Place" to "14th Avenue" to provide consistency across Federal Boulevard and improve wayfinding.
- **Lower Colfax**- Considered part of the Stadium Entertainment and Culture Transformative Project in this plan, Lower Colfax is a main street with wide range of streetscape enhancements that will balance pedestrian activity, bicycle traffic, the South Platte River trolley extension and stadium event related traffic. Further study is needed to identify an appropriate cross section and design.
- **Decatur Street** - As redevelopment occurs along this spine of Sun Valley, ensure that Decatur Street is improved to include detached sidewalks, on street parking and bike lanes, per this plan's recommended cross section. Additional street enhancements could include pedestrian lighting and wayfinding signage.

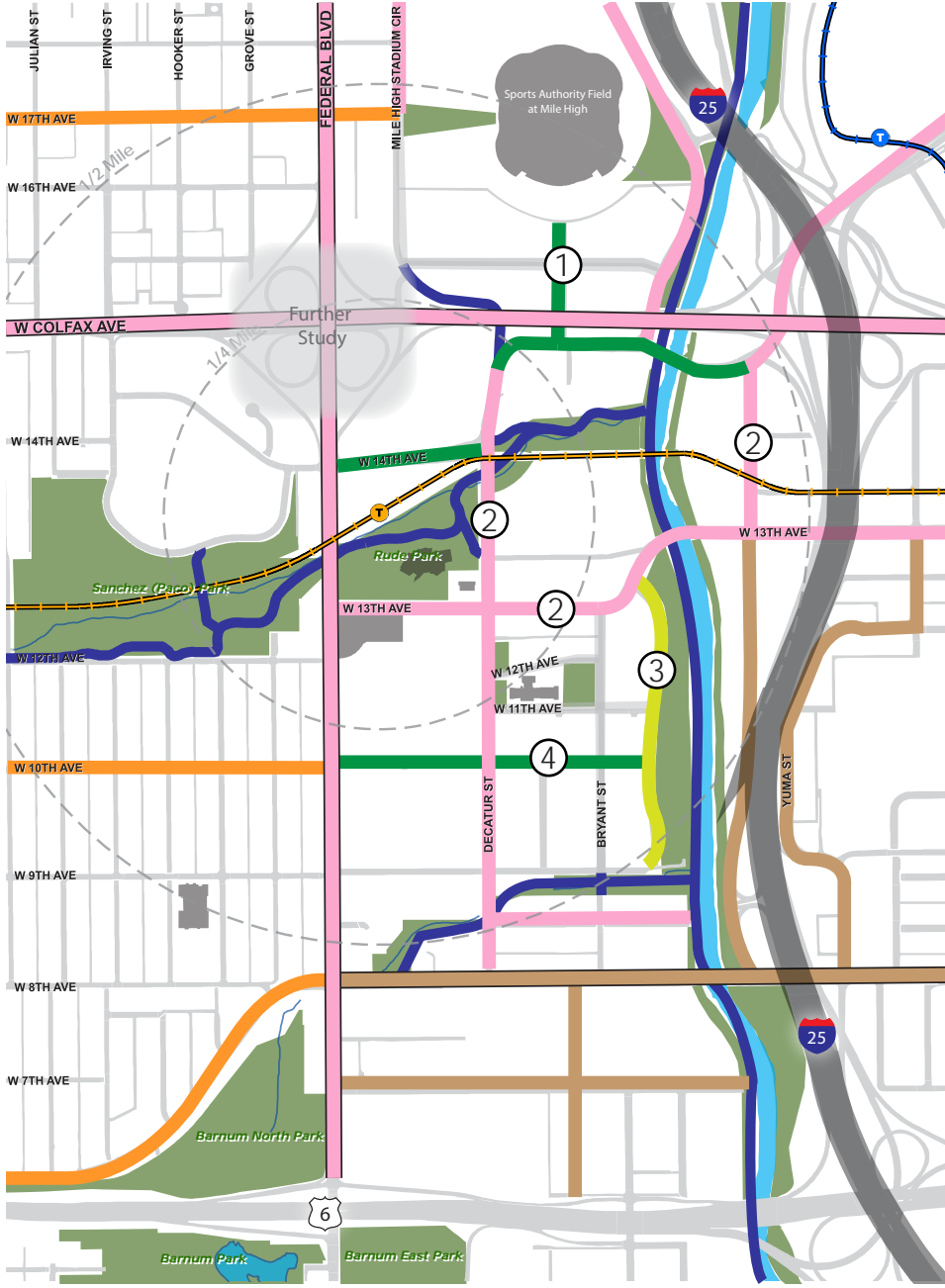
B.1.D. CREATE A INTUITIVE MULTIMODAL NETWORK

The recommendations in this plan, if fully implemented, will result in an intuitive multimodal network linked with adjacent land uses. The hierarchy of the transportation network proposed balances mobility with access so that Sun Valley streets are well equipped to move people, not just cars. Blueprint Denver street classifications are best used to describe not only the function of streets, but how their function relates to adjacent land uses. The Proposed Blueprint Street Classifications Map identifies the following types of multimodal streets. This plan makes recommendations for cross sections of several streets. Blueprint Denver provides additional guidance on design elements for each multimodal street type at www.denvergov.org/blueprint.

- **Residential** – designed to primarily serve pedestrians, bicycles and provide property access
- **Mixed Use** – emphasizes a variety of travel choices to provide access to adjacent residential, commercial and employment uses
- **Main streets** – highest intensity retail streets with expanded pedestrian amenity zones designed to promote walking such as wide or separated sidewalks, pedestrian lighting, wayfinding signage, benches, special pavers, trash receptacles
- **Industrial** – designed to serve a high volume of large vehicles, such as trucks

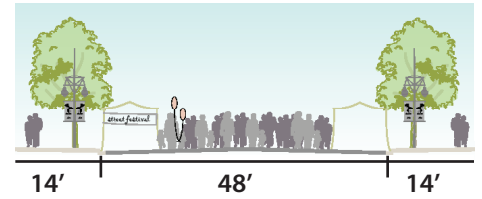


UPDATED BLUEPRINT STREET CLASSIFICATIONS

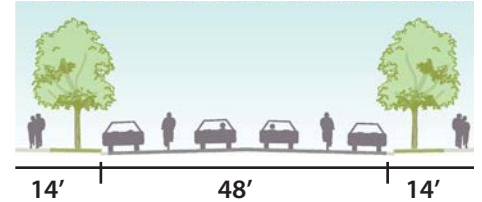


- | | | | |
|--|-----------------------|--|-------------------------|
| | Mixed Use - Arterial | | Industrial - Collector |
| | Mixed Use - Collector | | Residential - Collector |
| | Mixed Use - Local | | Bicycle/Pedestrian Only |
| | Main Street | | Undesignated |
| | Industrial - Arterial | | |

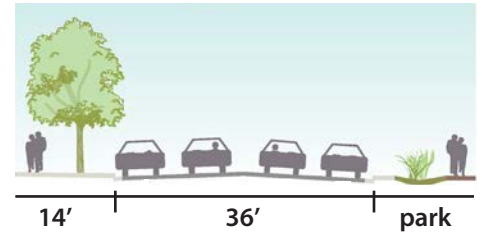
PROPOSED STREET CROSS-SECTIONS



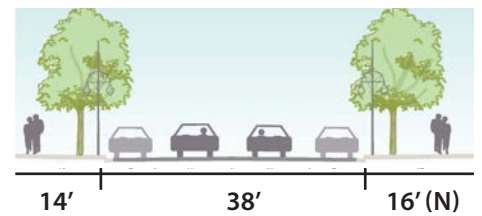
1. Stadium Festival Street



2. 13th Street, Decatur Street, Zuni Street



3. Riverfront Drive w/ Water Quality



4. 10th Ave





B.2.A. ENHANCE REGIONAL GREENWAY AND TRAIL SYSTEM

- Expand the vision laid out by the River South Greenway Master Plan (RISO) as it pertains to Sun Valley
- New Riverfront Park - Build a new park on the west side of the South Platte River between Weir Gulch and 13th Avenue, including well-lit trail connections, activity nodes and passive and active recreation opportunities
- Provide more neighborhood connections to greenways through well designed streets and pedestrian walkways or publicly accessible spaces within private development.
- As the property between Lakewood Gulch and Lower Colfax redevelops, consider the appropriateness of creating a publicly accessible pedestrian link between the Stadium Festival Street and Lakewood Gulch
- Continue to maintain and enhance the existing parks, Rude Recreation Center and regional bike trails
- Improve Weir Gulch – Continue to look for opportunities to expand and enhance the gulch and provide better connectivity across Federal Boulevard and 8th Avenue to Barnum North Park
- As redevelopment occurs on properties adjacent to the river, work with property owners to expand or improve the attractiveness of the greenway

B.2.B. UTILIZE STREETS AS PUBLIC SPACES

The best neighborhoods have welcoming public space within 1/8th mile (700 feet) of all homes. Several opportunities exist in the Sun Valley neighborhood to create streets as public spaces. These include the Pedestrian Priority Streets of Stadium Festival Street, Lower Colfax, 10th Avenue and Park Drive. These pedestrian priority streets should include enhanced pedestrian amenity zones including sidewalk café seating, pedestrian lighting, public plazas, and pedestrian-scaled signage.

B.2.C. CREATE PLACES TO PLAY AND RECREATE

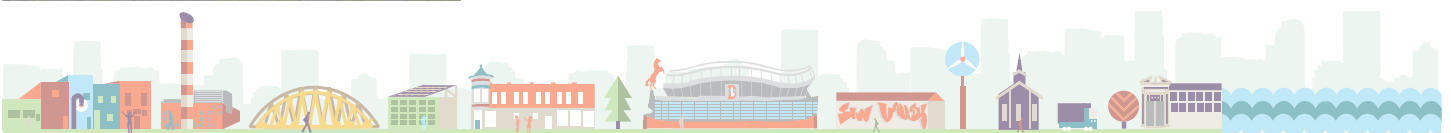
Create a variety of places for residents and employees to play and recreate, including informal play, passive and active recreation and team activities. A water-based play area would be suitable at the confluence of the Lakewood Gulch and the South Platte River greenway to connect these two regional greenways.

B.2.D. GREEN THE NEIGHBORHOOD

Bring “green” areas into the community interior in the form of tree-lined streets, water quality features, community gardens, pocket parks, playgrounds and public plazas. Look for opportunities to expand community gardens. Several proposed sites are included in the Parks and Open Spaces concept. Continue to work with Parks Department and developers to find sites for community gardens.



B.2.E. REGIONAL STORMWATER QUALITY AND DETENTION

Take advantage of opportunities for providing regional detention and water quality in parks and along streets without sacrificing the quality or usability of the park or open space.



PARKS AND OPEN SPACES



-  Active Recreation
-  Meeting Place
-  Community Gardens
-  Playgrounds
-  Plaza
-  Regional Trails
-  Pedestrian Priority Streets
-  Conceptual Building Placement



Riverfront Activation



Active Public Space



Existing Lakewood Gulch Improvements

RIVERFRONT PARK AND DRIVE - SECTION





Creating a walkable and bikeable neighborhood requires an integrated system of well-designed street, park and public space connections. This allows the healthy choice of walking or biking to become the most convenient and comfortable choice for people. Increased walkability and bikeability enhances public health, community livability (including community cohesion), as well as offering substantial environmental and equity benefits.

B.3.A. COMPLETE THE BICYCLE NETWORK

- Complete an integrated system of bicycle routes within the neighborhood that links intuitively to the citywide bicycle network, transit, destinations and regional multipurpose trails.
- Update the Denver Moves Plan to reflect bicycle connections recommended in this plan. In some cases, this Plan specifies the type of bicycle facility (e.g. “bike lanes”) within the approved street cross section. In other cases, the type of facility is unspecified and left for DenverMoves to determine (e.g. “bike connection”). The Bicycle and Pedestrian Connections Map indicates existing bicycle connections, planned connections currently in DenverMoves, and new connections proposed by this plan as an update to DenverMoves.
- Implement the DenverMoves plan for Sun Valley as opportunities arise or as redevelopment occurs. High priorities for implementation include bicycle connections along 13th Avenue, 14th Avenue and Lower Colfax. 8th Avenue needs further study due to constrained right of way and truck traffic.

B.3.B. IMPROVE THE PEDESTRIAN ENVIRONMENT

With great transit access and tremendous opportunity for compact urban residential and employment growth, a high quality pedestrian realm is crucial to Sun Valley’s future.

Pedestrian Priority Streets- While all streets in Sun Valley need to contribute to pedestrian safety and comfort, several streets are recommended as “Pedestrian Priority”. These streets should offer enhanced features that create an inviting and active public realm. These pedestrian priority streets largely occur in the vicinity of the Decatur-Federal Station, the stadium and along the riverfront park.

Priority Intersections- These are highly utilized crossing locations by pedestrians or bicyclists, and therefore should be designed with the safety and comfort of pedestrians and riders in mind. Design enhancements that may be appropriate for priority intersections include:

- Wide and well-marked crosswalks
- Countdown pedestrian signals
- Full ADA compliance
- Curb extensions
- 4-Way stop control
- No right turn bypasses

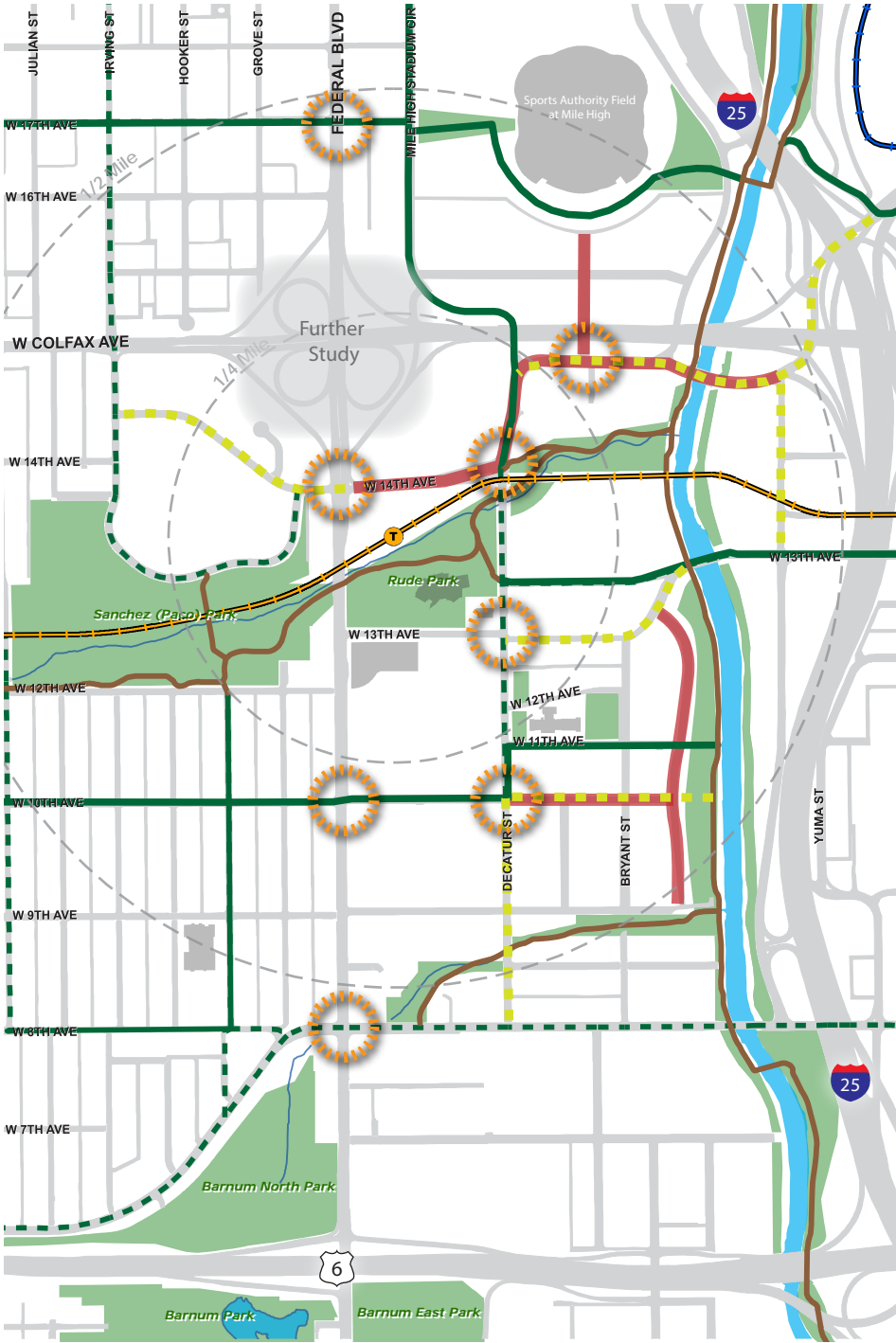
B.3.C. CONNECT WITH BIKE SHARING NETWORK

Extend the network of bike sharing (B-Cycle) stations to Sun Valley to better serve the growing number of Sun Valley residents, employees and visitors. Since no B-Cycle stations currently exist in the area, stations should be placed accordingly to serve residential developments. Other destination locations for new bike stations may include but are not limited to:

- Decatur-Federal light rail station
- Mile High Vista/ New Westside Library
- Sports Authority Filed at Mile High
- New riverfront park



BICYCLE AND PEDESTRIAN CONNECTIONS



- Existing Bicycle Connection
- Existing Multi-use Path
- - - Planned Bicycle Connection (DenverMoves)
- - - Proposed Additions to DenverMoves
- Pedestrian Priority Street
- ⊙ Priority Intersection



Complete Street



Enhanced Intersection - Kelowna, BC



Pedestrian Priority Street - Fillmore St, Denver





B.4.A. SUPPORT TRANSIT SERVICE

While bus service is and will continue to be well-utilized by Sun Valley residents, new light rail service will be transformational in people's daily lives. One study by Reconnecting America suggests that travel time on an average day for Sun Valley residents will decrease by half as a result of light rail access.

- Ensure that light rail and bus service continues to be consistent, accessible and affordable so that it is the convenient mode of choice for people living and working in the Decatur-Federal station area
- New developments should consider Community/Neighborhood RTD Eco-passes to lower the cost of transit, especially for affordable and mixed income housing residents
- As growth in Sun Valley occurs, continue to improve bus routing and service as needed to accommodate new destinations and transit needs. Specifically, growth of entertainment venues near the stadium may increase demand for weekend and late night transit service. Consider adding Call-n-Ride as recommended by the 2012 West Side Transit Enhancement Study to accommodate these additional service needs.
- Ensure that bus-to-train connections are safe and convenient, with clear lines-of-sight and signage directing people to the train station and bus stops

B.4.A IMPROVE LAST MILE CONNECTIONS

Every transit trip is a multi-modal journey, as people need to either bike, walk, or drive to the station. Even if someone drives to the station, they must eventually walk to the rail platform. Getting people to and from the station is fundamentally important. Safe bike routes to transit hubs reduce the need for feeder transit service, potentially cutting bus costs. More residents bicycling can also relieve pressure on transit service during peak hours. Ensuring that the transit station is served by adequate pedestrian infrastructure is the minimum required to connect residents to transit. While the city and RTD have invested resources into new sidewalks, lighting and security cameras, more can be done to improve last mile connections to the light rail station.

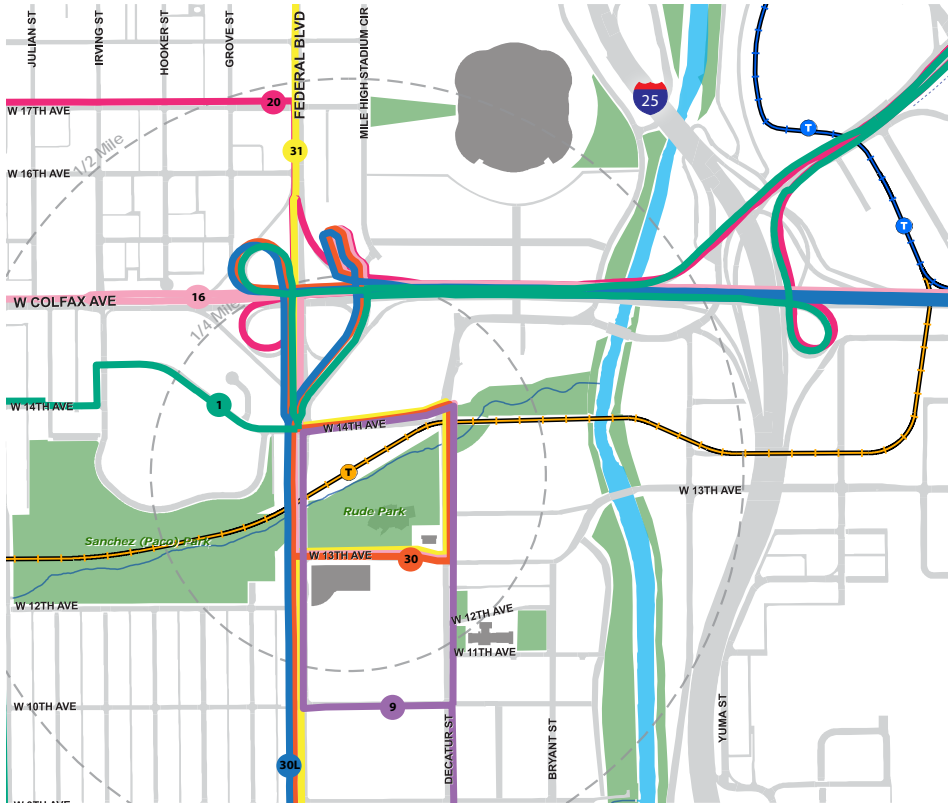
- Enhance the pedestrian and bicycle experience near the new light rail station and along routes to nearby destinations such as the West Side Library, the Stadium, and Rude Recreation Center
- Pedestrian and bicycle connections to the station platform should be comfortable and convenient for all users, regardless of their ability
- Connect bikeways to transit stops, add additional bicycle parking by these stops, and provide adequate sidewalk space to accommodate bicycle parking
- Look for opportunities to implement streetscape improvements along 14th Ave and along Decatur Street, create a more direct pedestrian connection from the LRT station to Rude Recreation Center, and consider creating a mid-block crossing on Howard (14th Ave) between Federal and Decatur to connect with new development to the north.

B.4.B CREATE WAYFINDING AND SIGNAGE

Create intuitive and consistent wayfinding system such as signage and other graphic communication to establish clear and comfortable connections between the LRT platform and nearby landmarks and destinations, including Rude Rec Center, Sports Authority Field at Mile High Stadium, West Side Library, and Lower Colfax District. Signage should be geared toward pedestrians and possibly list walking times to neighborhood destinations rather than distances to help encourage active transportation. Signage should be incorporated and build upon Parks and Recreation signage currently present in Lakewood Gulch.



BUS TRANSIT SERVICE



Time/Destination Based Signage - Walk Raleigh

PRIORITY PEDESTRIAN IMPROVEMENTS



Shared Sidewalk



Wayfinding in Downtown Denver



Potential Intersection Improvements



Priority Pedestrian Connections





We love living in Sun Valley. We like the urban grittiness - the industrial mix. We like how close we are to downtown without having to pay downtown prices. The light rail station was a key decision factor to buy a house in this area. And we like the stadium - we are huge football fans.

Seth and Erin McCarthy // First time homeowners



I'm all for growth. I'm all for changes as long as it helps the community to grow. Look at the elementary kids – ten years down the line, they will be in high school and Sun Valley will have transitioned. We need to make sure that these kids graduate and have opportunities to succeed.

Angelo Crowell // Sun Valley Homes resident



North of the stadium has grown with townhomes and lofts. We need new residential on the south side of the stadium for the neighborhood to work. I think more density around the transit station with apartments above and retail on the first floor is just what the area needs.

Dave Keefe // Owner, Brooklyn's Restaurant



Stable income is not common for Sun Valley residents. In all my years here, I have known very few people who have stayed in a job and "climbed up the ladder". I would love to see Sun Valley kids and parents learning skills that will help them find stable careers.

Kris Rollerson // Sun Valley Youth Center

c. an innovative sun valley

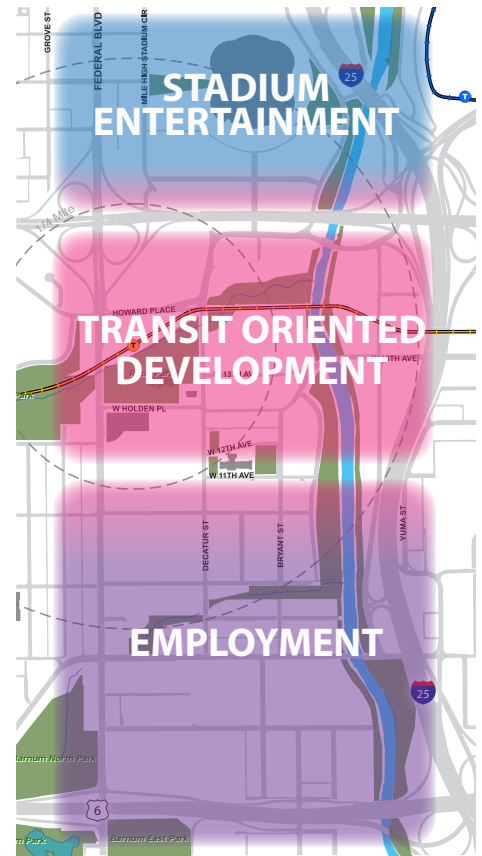
attracting jobs, investment, and diverse housing choices

Why is being innovative important to Sun Valley? Cities across the country are experiencing a multi-generational demand for walkable, affordable neighborhoods that offer a rich mix of amenities, provide convenient access to education and jobs and facilitate active lifestyles. Sun Valley presents a tremendous opportunity for this type of eclectic urban lifestyle. This plan's innovative approach to growth and development in Sun Valley will increase the number of residents, employees and visitors to the area while continuing to build a socially and economically inclusive place.

The Sun Valley neighborhood has three distinct character areas that possess their own unique opportunities: Transit Oriented Development, Stadium Entertainment, and Employment (aka "Open for Business"). The South Platte River Greenway threads its way along the east side of each of these character areas, tying them together. This Innovative section of the plan addresses growth and development in each character area. Recommendations for growth and development along the South Platte are also organized within the three character areas.

Federal Boulevard – the spine of West Denver – also connects Sun Valley's character areas and neighborhoods to the west. This commercial corridor provides its own unique challenges and opportunities. While Federal Boulevard is addressed in each character area, a compilation of recommendations covering the corridor from 6th Avenue to 17th Avenue is included in "A Vibrant Boulevard."

CHARACTER AREAS



C.1 Transit Oriented Development

C.2 Stadium Entertainment Destination

C.3 Open for Business

C.4 A Vibrant Corridor





C.1.A. CREATE A LIVABLE TOD COMMUNITY

- Facilitate TOD near the Decatur-Federal Light Rail Station (per the TOD Area Map) that integrates private development with a vibrant public realm and provides great access to the transit system and greenways
- Create compact development patterns with small blocks and consistent building frontages that spatially define public streets and open spaces, creating a diverse, cohesive and walkable community
- Encourage both a vertical and horizontal mix of land uses including multifamily residential, office, commercial, and public uses
- Attract high quality, mixed income residential communities within the TOD area (a transformative project in this Plan). Encourage housing development that meets the needs of families, young professionals, students and elderly households of various income levels. A variety of residential building forms appropriate for this TOD include row houses, low-, mid-, and high-rise multifamily, and live/work.
- Concentrate commercial activity near the light rail station, on Lower Colfax and at intersections to serve transit riders and the community. Recognize Lower Colfax as a special opportunity to bring back a historic main street and commercial and cultural center.
- Encourage shared, consolidated and/or structured parking with new developments (see page 50)

C.1.B. FACILITATE HIGH QUALITY URBAN DESIGN

New development should utilize the following urban design principles to maximizing the quality of development and pedestrian amenities within the TOD.

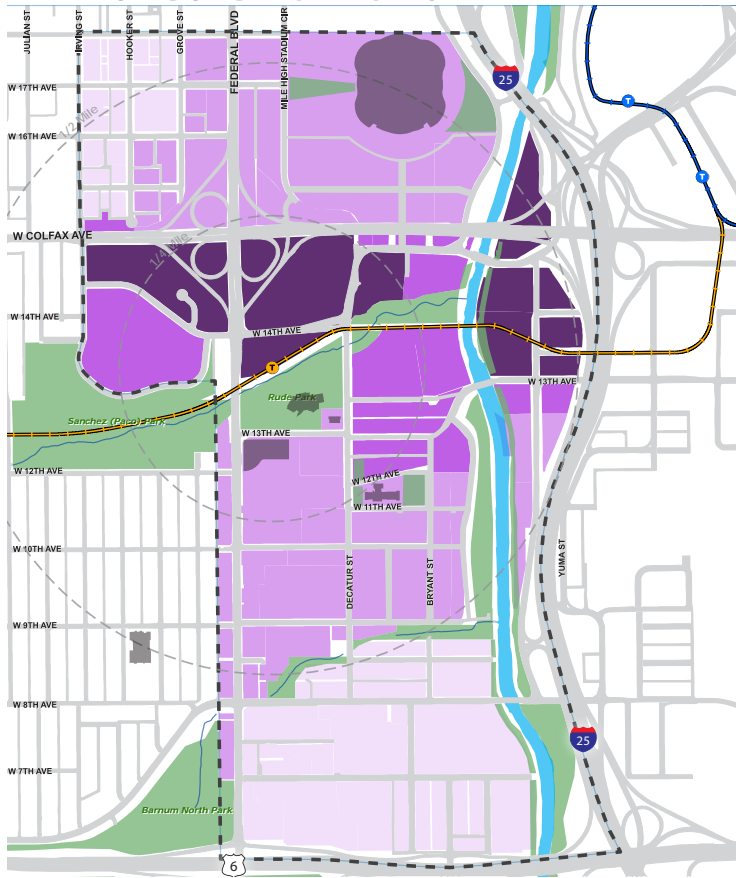
- Encourage a wide mix of building heights and variation in building forms to provide visual interest, needed sunlight, air circulation and natural view corridors. Respect maximum building heights of 5 to 12 stories, per the Maximum Building Heights Map
- Arrange building heights and scaling devices to provide transitions to adjacent areas
- Create visually interesting and human-scaled facades. Utilize doors, windows and articulation to establish scale, variation and patterns on building facades that provide visual interest and reflect uses within the buildings

Primary Streets- Consider identified Primary Streets (TOD Area Map) during zoning and site plan review to determine appropriate setbacks, building configuration, parking location and pedestrian access requirements for new development. All other Primary Streets required by zoning shall be determined at the time of Site Development Plan.

Active edges- Consider identified Active Edges (TOD Area Map) during zoning and site plan review to guide decisions on siting active ground floor uses, such as retail, commercial, community space or residential lobbies. Active edges should have prominent, street facing entries, pedestrian-oriented signage and high degrees of ground-floor transparency

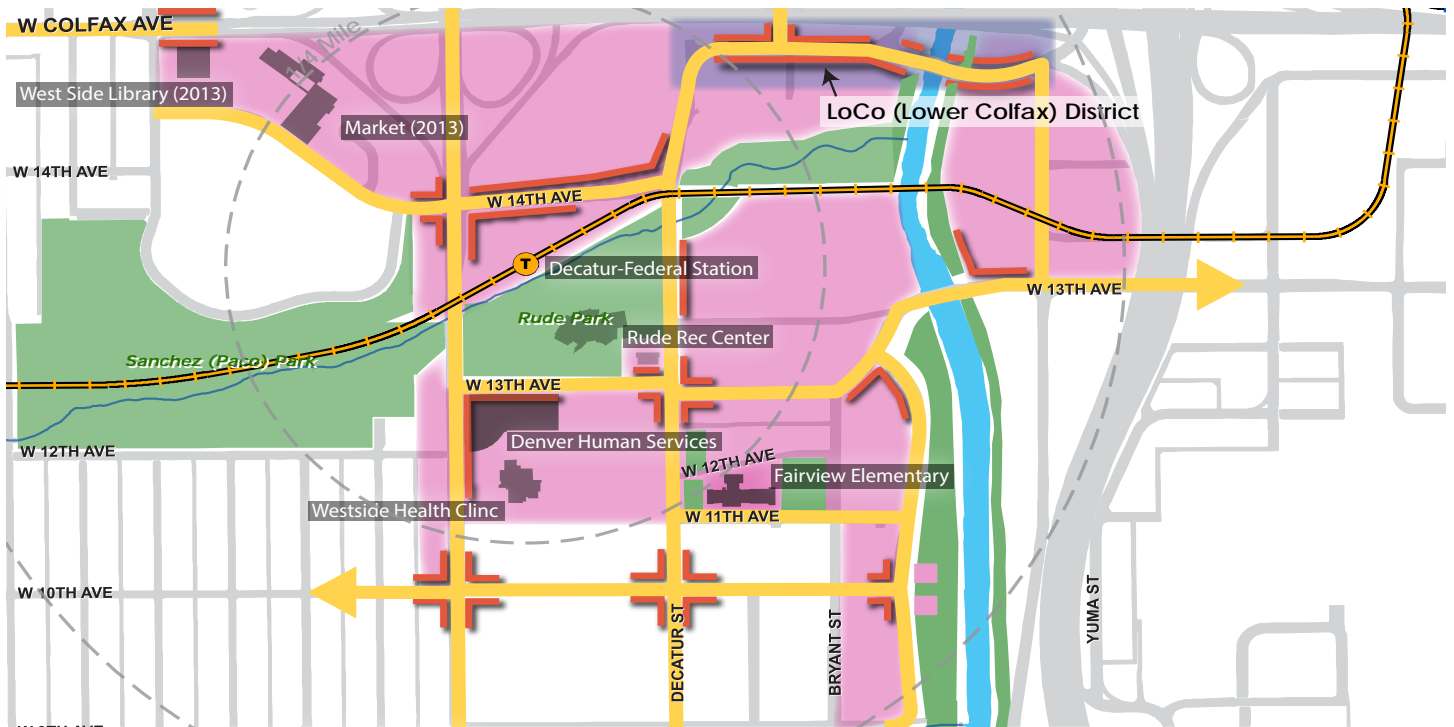


MAXIMUM BUILDING HEIGHTS



- 3 Stories
- 5 Stories
- 8 Stories
- 12 Stories

TOD AREA



- Primary Street
- Transit Oriented Development Area
- Active Edges





C.1.C. ACTIVATE THE GREENWAYS

- Ensure that new development in the TOD area helps activate the South Platte River Greenway and Lakewood Gulch to promote the safety and attractiveness of these greenways.
- Orient buildings to provide entrances, attractive frontages and pedestrian access along greenways.
- Multi-family residential uses are especially appropriate along greenways to provide residents immediate access to recreation opportunities and create day and evening activity in the parks.
- Commercial or office uses may also be appropriate if they include a publicly accessible use or are designed in a way that engages with and compliments the greenway. Commercial or office uses fronting greenways should have a high degree of transparency and architectural interest as well as pedestrian access connecting to the greenway.

C.1.D. IMPROVE THE VISUAL ENVIRONMENT

New development in Sun Valley's TOD area is both dependent on and may offer opportunities for improving the visual environment with regards to energy infrastructure.

- Transmission lines - Work with stakeholders, developers, energy and regulatory companies to explore looking at underground options for large transmission lines, subject to operational and other constraints.
- Substation - Work with Xcel, area developers and partners to screen the 13th Avenue substation with new structures, vegetation or other measures to minimize visual impacts.
- Zuni Power Plant - Upon the pending (2016) decommissioning of this plant, look for opportunities to redevelop all or portions of this site in a way that activates the riverfront and 13th Avenue. Encourage adaptive reuse of appropriate or historically important portions of the plant to maintain a connection with Sun Valley's industrial past
- Cooling Towers - Encourage demolition of the large riverfront cooling towers south of 13th Avenue on the east side of South Platte River. Work toward redevelopment of this site that activates 13th Avenue and enhances the greenway

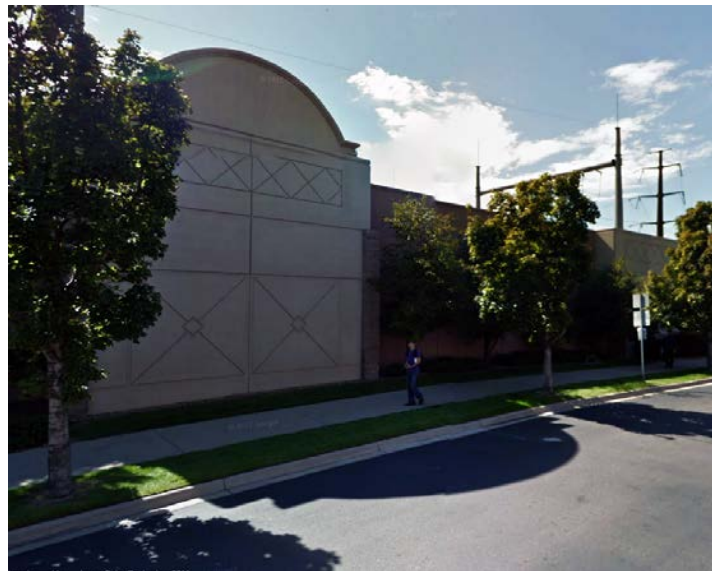
The city acknowledges that properties owned by Xcel may become available for redevelopment only when and to the extent that Xcel determines that such properties are not needed for the purpose of providing energy to its customers and the Denver Community.



FUTURE LAKEWOOD GULCH



Substation Screening - London, UK



Substation Screening - Alameda Station, Denver





C.1.E. UTILIZE CREATIVE STORMWATER SOLUTIONS

Clean waterways are precious amenities that connect land and water, provide important wildlife habitat, offer vibrant recreational and educational opportunities, and enhance livability and economic vitality of our neighborhoods (Greenprint 2020). Located on the S. Platte River, at the confluence of two gulch systems, Sun Valley presents a tremendous opportunity for strategic and innovative approaches to water quality systems.

Sustainable development practices are encouraged throughout Sun Valley including water quality facilities that are of superior quality, are functional, protect environmental health, serve as a public amenity, and support public safety.

Current city policy requires that water quality facilities be 1) safe, 2) meet treatment requirements (UDFCD Vol III technical criteria), 3) be aesthetically pleasing, and 4) will be maintained by an entity other than the City.

Large scale development should consider incorporating consolidated water detention and water quality features. Consolidating stormwater features may reduce development costs by achieving economies of scale and facilitating more compact development patterns. Consolidated facilities would require significant coordination between property owners, developers and the city.

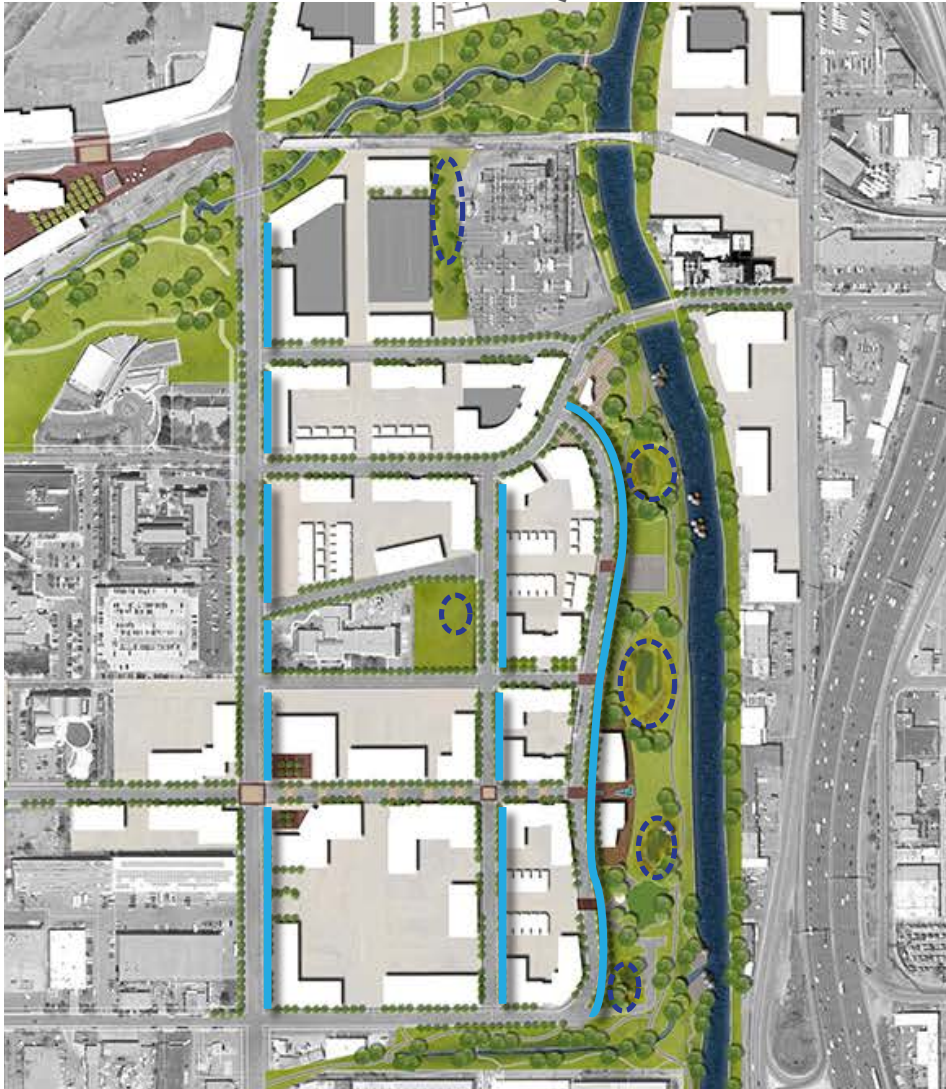
This Plan presents a concept for consolidated water quality features. Details of the water quality and detention will need to be addressed in a General Development Plan and at the time of development. In this Plan's concept, properties west of Decatur would be responsible for on-site detention and water quality. Properties east of Decatur would utilize consolidated stormwater detention and water quality features.



The consolidated stormwater concept includes the following elements:

1. Four dual-purpose stormwater detention / wildlife habitat areas integrated into the new riverfront park in an aesthetically pleasing manner that enhances the quality and usability of the park / open space that could also serve water quality functions and act as passive recreation areas (e.g. nature trails).
2. Three additional stormwater detention / water quality areas are proposed; One potential location is west of the Xcel substation north of 13th Avenue to act as a buffer between adjacent development and the substation. Another location could be south of the stadium and west of the Comcast building. The third location could be on the play field east of Fairview Elementary School and could serve a dual purpose of passive recreation or environmental education.
3. Roadside water quality features (e.g. bioswales) within the public right-of-way along the east side of Decatur Street and on the east side of Bryant.
4. Roadside water quality feature within park boundaries along the east side of the riverside park drive.
5. Roadside bioswales typically need to be maintained by the property owner or a district, with the exception of the riverfront park bioswale, which could be maintained by the City's Parks Department. Dual-purpose detention areas within the park would be maintained by a district or by the Parks Department.



INTEGRATED DETENTION AND WATER QUALITY



 Water Detention
 Water Quality



Pervious pavers for Water Quality



Bioswale



Integrated Water Detention - Denver, CO

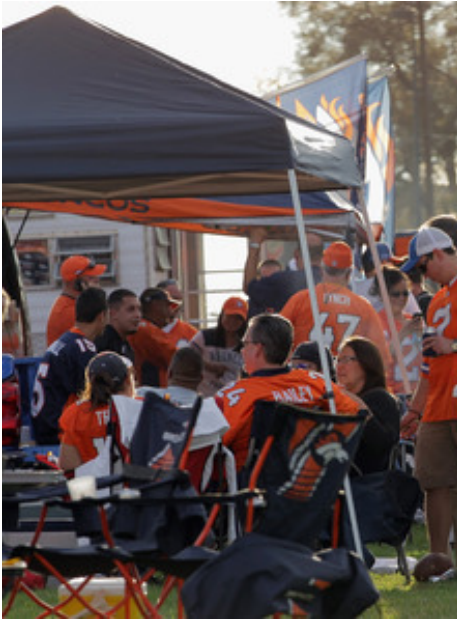


Integrated Water Quality - Seattle, WA



Integrated Water Detention - Denver, CO





Broncos Tailgate

C.2.A. CREATE A YEAR-ROUND DESTINATION

- Encourage growth of a stadium-oriented entertainment and commercial destination to create year-round shopping and entertainment opportunities, improve the vibrancy and attractiveness of the area and compliment entertainment options downtown and along the South Platte River.
- Appropriate land uses include commercial, retail, entertainment, hotels and cultural uses. Multi-family residential and office may also be appropriate within the mix of uses.
- Recruit Commercial Anchors – Two or three commercial, retail or cultural anchors are necessary to create a vibrant year-round destination.
- Sports and Entertainment Niche - Capitalize on the sports and recreation themes in the area by recruiting complimentary and synergistic businesses - sports-themed restaurants, museums, health clubs, training gyms, merchandise stores, and or related office headquarters.
- Incorporate an internal network of landscaped streets and public spaces - such as the Stadium Festival Street. New streets and public spaces should break up expanses of parking, organize new development, offer priority to pedestrian movement and connect the stadium with light rail station bus routes. The Stadium Festival Street is a Transformative Project in this Plan.
- Maintain adequate transit and vehicle access to the site.
- Work with partners on activating the space underneath the Colfax Viaduct with public art and active uses, such as a proposed international / farmers market.
- Work with the Platte River Trolley toward extension of the line to provide access to growing entertainment destinations near the stadium.



S. Platte River Trolley

C.2.B. FACILITATE HIGH QUALITY URBAN DESIGN

Orient buildings and create a consistent street frontage along internal public spaces –including the proposed Stadium Festival Street – and outwardly toward Federal Boulevard and the intersection with 17th Avenue.

Encourage a mix of building heights and variation in building forms to provide visual interest, needed sunlight, air circulation and natural view corridors. Recommended maximum building height is 5 stories, per the Maximum Building Heights Map in the TOD section of this Plan.

Create visually interesting and human-scaled facades. Utilize doors, windows and articulation to establish scale, variation and patterns on building facades that provide visual interest and reflect uses within the buildings



STADIUM ENTERTAINMENT DESTINATION



Primary Streets - Consider identified Primary Streets (Stadium Entertainment Destination Map) during zoning and site plan review to determine appropriate setbacks, building configuration, parking location and pedestrian access requirements for new development. All other Primary Streets required by zoning shall be determined at the time of Site Development Plan.

Active edges - Consider identified Active Edges (Stadium Entertainment Destination Map) during zoning and site plan review to guide decisions on siting active ground floor uses, such as retail, commercial, community space or residential lobbies. Active edges should have prominent, street facing entries, pedestrian-oriented signage, high degrees of ground-floor transparency, and visually interesting and human-scaled facades.





C.2.C. SHARE AND CONSOLIDATE PARKING

Concentrating residents, employees and daily needs within walkable distance to transit typically reduces the need for people to use automobiles – and find a parking space - for every trip. Consequently, TOD areas need less parking than places where the automobile is the primary form of transportation. As a result, parking in TOD areas is often treated as a common resource for adjacent land uses, rather than as a requirement of each building or land use.

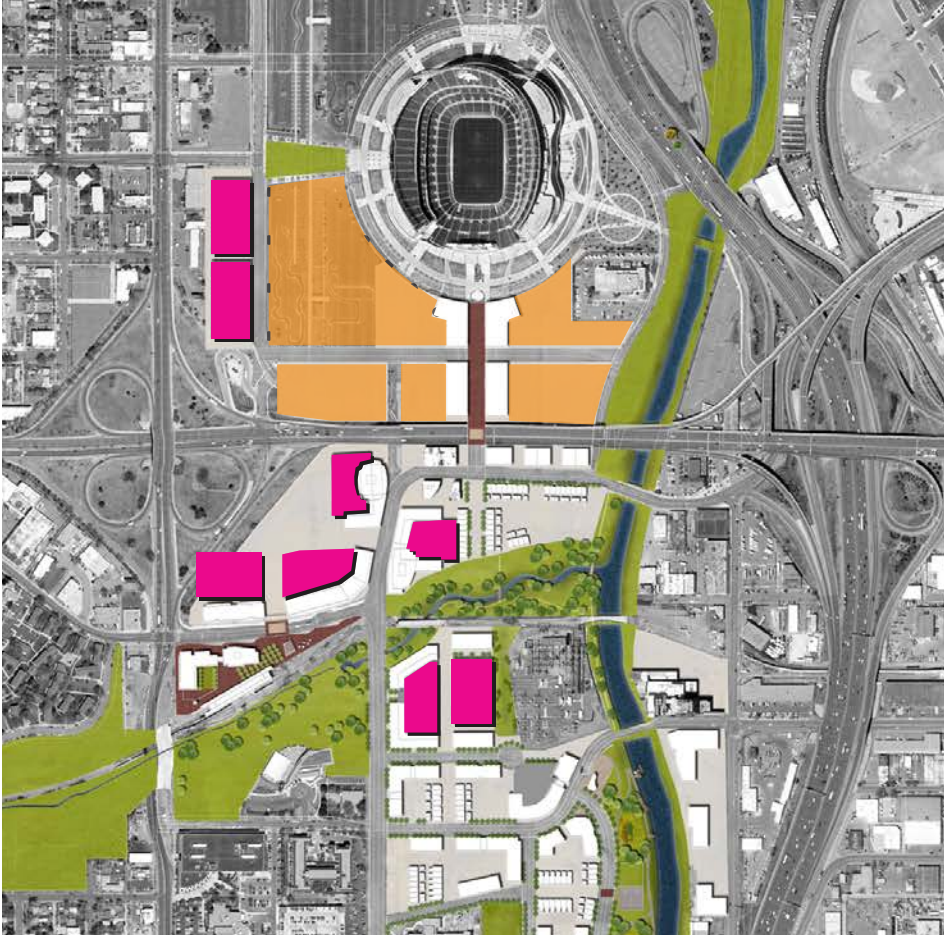
With an overabundance of Stadium District owned surface parking lots, Sun Valley presents a tremendous opportunity to consolidate and manage parking more efficiently. With the opening of the light rail line in 2013, up to 1,900 parking spaces on stadium district owned lots will be shared with RTD so that transit riders from nearby neighborhoods can park and ride.

As Sun Valley grows and attracts new development, physical constraints will drive the need for consolidated, structured and shared parking. An organized approach for parking consolidation, design and management is necessary to ensure a successful parking system that balances the needs of residents, employees, the stadium, transit riders and visitors.

- Consider creating a parking Area Management Plan, as described in the city’s Strategic Parking Plan, to analyze and document opportunities to consolidate and manage parking more efficiently
- Encourage shared and structured parking among RTD, the Stadium and new development, to maximize land available for development in the TOD area
- RTD Park and Ride – monitor utilization of RTD’s 1900 parking spaces and look for opportunities to reduce the number of RTD parking spaces in the TOD area
- Wrap structured parking with active street frontage where appropriate
- Residential parking and affordability – new residential developments should consider unbundling parking so that a resident can lease a unit with or without the extra cost of leasing a parking space. This approach provides more choices for residents and keeps costs down for both residents and developers
- With new development, look for creative approaches to meet parking requirements including shared, tandem, remote or bicycle parking
- Increase opportunities for bicycle parking and storage at key locations throughout the station area – the Decatur-Federal Station platform, the stadium, along Lower Colfax, in parks, and at public facilities. RTD’s offers bicycle lockers for rent at most Park-n-Ride stations for transit passengers who need regular, secure storage for their bike. Bicycle parking should also be provided for visitors to the station area as well.



PARKING OPPORTUNITIES



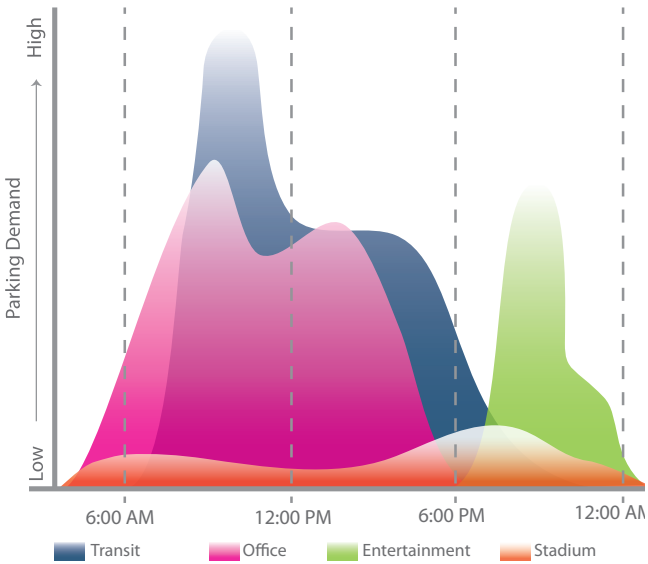
- Opportunity for Shared/Structured Parking
- Opportunity for Shared Surface Parking



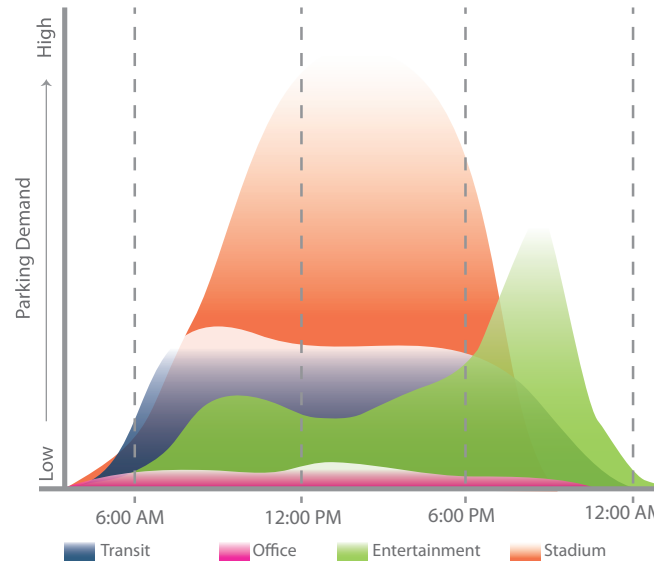
Garage w/ Active Street Frontage Bellmar, CO



Covered Bike Parking



Parking Demand - Weekday



Parking Demand - Gameday





New Belgium Brewery Fort Collins, CO

Build on the success of Sun Valley's existing industrial area in a way that increases job opportunities near transit and invites Sun Valley residents to work near where they live.

C.3.A. SUPPORT EXISTING INDUSTRIAL BUSINESSES

- Continue to support businesses in the existing industrial area from 6th Avenue to 9th Avenue and from Federal Boulevard to the South Platte River
- Appropriate land uses in the existing industrial area include light industrial and flex space, with some commercial uses, especially along Federal Boulevard
- Encourage existing businesses to stay and grow in Sun Valley by increasing business outreach and improving access to technical and capital resources
- Work with businesses to attract and train a high quality workforce. This is a transformative project of this plan - see "Access to Jobs and Education"
- Identify opportunities for industrial infill development. Work with property owners toward more efficient use of underutilized land and opening up of land for new businesses
- Continue to provide signed, intuitive truck access to the area off of I-25, 6th Avenue, 8th Avenue and Federal Boulevard



Taxi Community, Denver

C.3.B. ENCOURAGE EMPLOYMENT TOD

- Create a new Employment TOD area north of the existing industrial district, south of 11th Avenue and east of Federal Boulevard. With DHA as the primary property owner, creation of this district would occur after DHA has developed new housing and relocated Sun Valley Homes residents to more livable and healthy living environment closer to transit and amenities (See High Quality Residential Communities Transformative Project).
- Encourage a vertical and horizontal mix of land uses, including light industrial, small office, institutional/vocational, commercial, flex and live/work. Multifamily residential may also be appropriate within a mix of land uses that includes employment
- Create more compact development patterns with smaller blocks, a connected street grid and consistent building frontages that spatially define streets and open spaces
- Provide employees with both indoor and outdoor active collaborative spaces and great walkable access to the transit system and greenways
- Concentrate commercial activity serving employees along 10th Avenue with nodes at Federal, Decatur and at the riverfront park, as well as 8th Avenue and Decatur

C.3.C. FACILITATE HIGH QUALITY URBAN DESIGN

New development should utilize the following urban design principles to enhance the quality of development and pedestrian amenities Sun Valley's employment areas.

- Respect maximum recommended building heights of 5 stories throughout the Employment TOD Area and a maximum of 3 stories in the existing industrial area. Encourage a mix of building heights and variation in building forms to provide visual interest, needed sunlight, and air circulation
- In the Employment TOD Area, create visually interesting and human-scaled facades. Utilize doors, windows and articulation to establish scale and variation and reflect uses within the buildings
- In the Employment TOD Area, minimize the visual impact of parking and loading areas by locating them behind buildings and providing vehicle and truck access to properties off of alleys



Nestle Laboratory, Mexico City

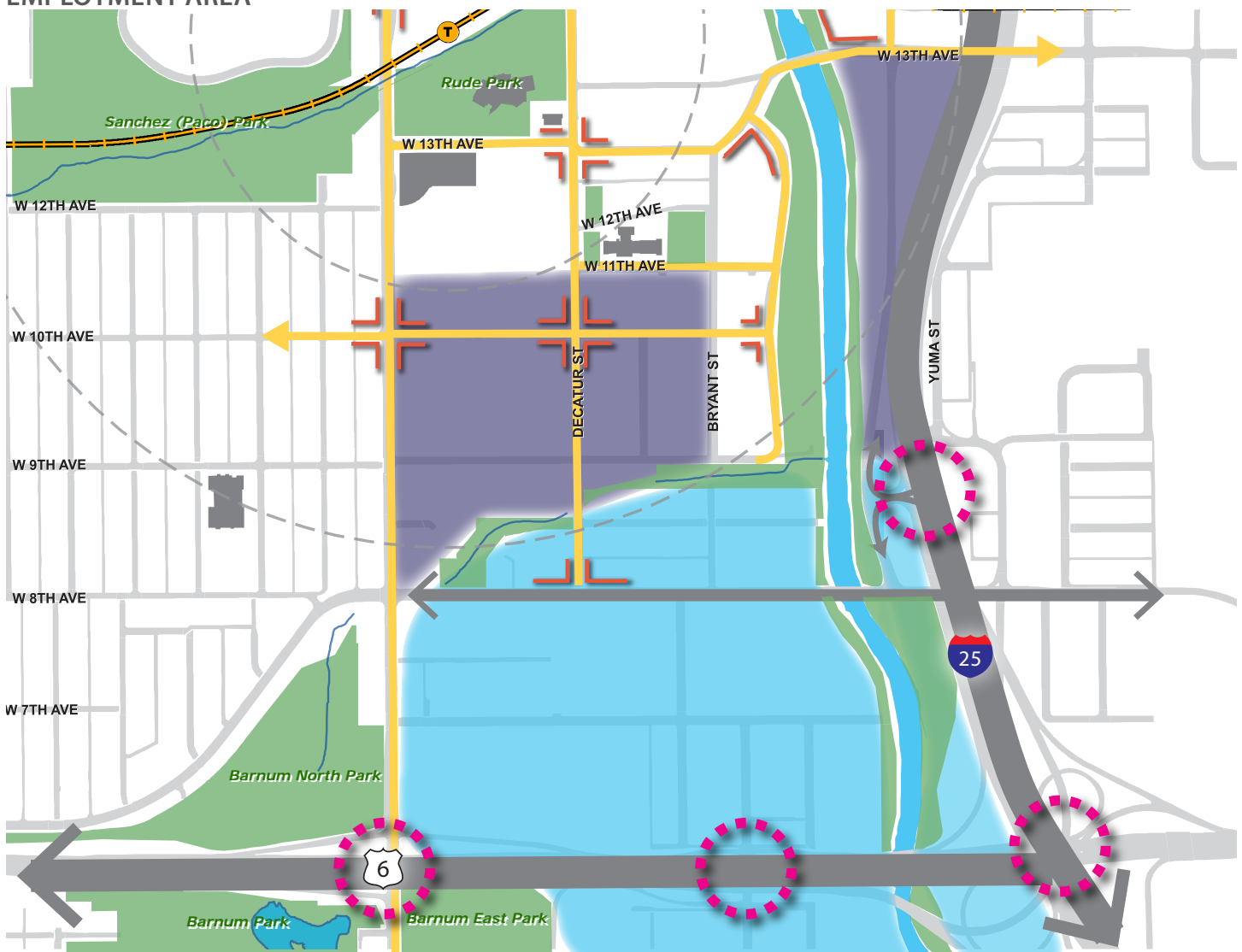
Primary Streets - Consider Federal Boulevard, Decatur Street and 10th Avenue as recommended Primary Streets (Employment Area Map) during zoning and site plan review to determine appropriate setbacks, building configuration, parking location and pedestrian access requirements for new development. All other Primary Streets required by zoning shall be determined at the time of site plan development.



Active edges- Consider recommended Active Edges (Employment Area Map) during zoning and site plan review to guide decisions on siting active ground floor uses, such as retail, commercial, or collaborative spaces serving employees. Active edges should have prominent, street facing entries, pedestrian-oriented signage and high degrees of ground-floor transparency.

Greenways - New development should contribute to the attractiveness and environmental quality of the South Platte River greenway and Weir Gulch. Any of the following design features are encouraged for new development adjacent to the greenway, as appropriate: landscaped buffers, vegetative screen, water quality features, attractive building frontages with a high degree of transparency or architectural interest, locating a publicly accessible use (such as a showroom) toward the greenway, and pedestrian access connecting to the greenway.

EMPLOYMENT AREA



- Primary Street
- Employment TOD
- Existing Industrial Area
- Freeway Access
- Active Edges





C.3.D. ACTIVELY RECRUIT INNOVATIVE BUSINESSES

- Recruit new, growing, entrepreneurial and innovative businesses seeking to locate in a growing employment district.
- Build upon existing themes of food production, sports/recreation, construction, and craft brewing. Targeted businesses for the community may also include light assembly and manufacturing, scientific and medical equipment, energy and information technology, small scale commercial distribution and wholesale, construction support, conference center and theater support services, catering and restaurant support, and arts/design businesses.
- Seek to include specific industry clusters in which businesses will energize one another and can be marketed together.
- Seek businesses that are willing to hire locally and provide training and professional development opportunities for nearby residents.

C.3.E. CREATE SHARED SPACES

- Encourage the development of tech-friendly shared spaces and collaborative work environments in order to:
- Respond to the demand for a more creative, multidisciplinary collaborative culture in the work environment
- Encourage entrepreneurial and start up activities and accommodate growing companies
- Build on the success of creative or high tech co-offices and shared spaces in Denver like The Battery and Galvanize
- Facilitate the growth and success of non-profit service providers, advocacy groups and other organizations trying to solve social or environmental problems
- Work with the Mayor's Office of Strategic Partnerships' Shared Spaces Initiative to facilitate the location of non-profit shared spaces in Sun Valley



SHARED OFFICE SPACES



Common Roots - Denver Shared Office Space



Cube Building - The Creative Farm



Alliance Center



Galvanize



Laundry on Laurence - Space Creators



Wazee Union - Space Creators



C.4.A. ENHANCE FEDERAL BOULEVARD AS THE SPINE OF WEST DENVER

Encourage continued investment in public infrastructure and private property development along Federal Boulevard

As Federal Boulevard is reconstructed, incorporate enhanced pedestrian amenities at priority intersections to improve the pedestrian crossing experience: 17th, Howard (proposed 14th Ave.) Holden (proposed 13th Ave.) 10th Ave, and 8th Avenue

Look for ways to overcome challenges for commercial development along Federal – these include high traffic speeds, property access near the interchange and lack of on-street parking. Overcoming these challenges may help attract more neighborhood serving commercial uses such as restaurants, coffee shops, convenience and transit-oriented retail, personal care and general merchandise.

Incorporate high quality bus stop facilities, complete with shelters, maps, schedules, benches and trash receptacles

Continue studying alternative configurations for the Federal and Colfax Interchange with the goal of improving pedestrian connectivity, access to private properties, and economic development opportunities while also accommodating vehicle and bus traffic (for more detail, see Transformative Projects)

Incorporate wayfinding signage to the Decatur-Federal light rail station, Lakewood Gulch, South Platte River Greenway and to other community destinations such as Rude Recreation Center and the West Side Library.

C.4.B. FACILITATE HIGH QUALITY URBAN DESIGN

As new development occurs, look for opportunities to expand and enhance the pedestrian environment by setting buildings back from property lines to accommodate wider sidewalks, tree lawns, or other pedestrian amenities

Identified as a Primary Street for zoning purposes in this Plan, new development should provide consistent building frontage along Federal Boulevard, with parking and property access located off of side streets or alleys. Curb cuts on Federal should be minimized.

Consider Federal intersections with 17th Avenue, Howard (proposed 14th) and 10th Avenue as “Active Edges” during site plan review to guide decisions on siting active ground floor uses (retail, commercial or community spaces). Active edges should have prominent street facing entries, pedestrian-oriented signage and high degrees of ground-floor transparency. Such treatments of these intersections can also help them act as neighborhood gateways.



FEDERAL BOULEVARD ENHANCEMENTS



Pedestrian Friendly Sidewalk



Improved Crosswalks



Gateway Buildings at Corner



Active Corners and Ground Floor



Improved Medians



Improved Transit Stops





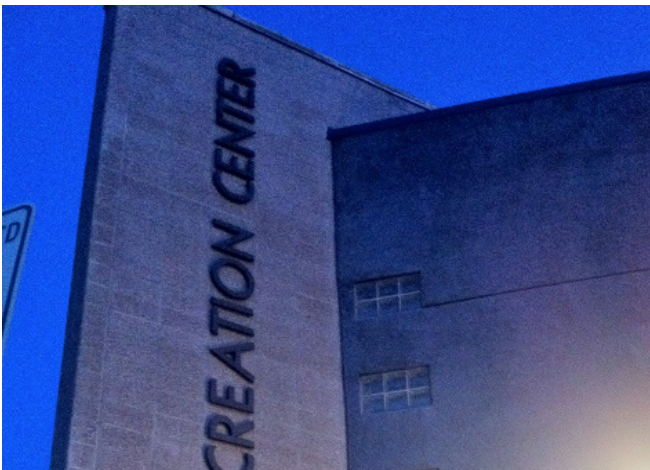
I think more and more about the importance of food in Sun Valley. Our neighbors have different religions, ethnic groups and backgrounds. Many of us are refugees. Unless people are eating food from their own culture, they don't feel like they are eating. If you give them a hamburger, they aren't satisfied.

Asnake Deferse // Sun Valley Homes Resident



Sun Valley has a history as a food-based neighborhood with a small Jewish community and the Star Bakery that operated on Lower Colfax for more than half a century. Today Ready Foods that prepares Mexican food. We need to bring food back as something to celebrate the history of Sun Valley by living it, breathing it and – even better – eating it.

David Zucker// Zocalo Community Development



In terms of better health in Sun Valley, access to food is key. You'll see plenty of Sun Valley folks at the 7-11 on Federal – especially the kids. There are no healthy alternatives for them. We also don't have enough ball fields. More parks with ball fields would allow us to expand programming for soccer, football, baseball and other activities.

James Salinas // Manager, Rude Recreation Center



As a partner of the Denver Housing Authority, Denver Health supports the development of Sun Valley. The new riverfront park contributes to health by promoting physical activity and relaxation. Parks, greenways and trails make it easier to choose walking or biking. Greenways support dedicated exercise programs and incidental exercise and decrease the number of cars on the road, reduce air pollution, and eliminate the stress of driving.

Jaclyn Cheves // Project Director // Denver Public Health

d. a healthy sun valley

attracting jobs, investment, and diverse housing choices

Why is being **healthy** important to Sun Valley? A combination of factors, including industrialization of the S. Platte River, construction of large infrastructure projects and concentration of public housing, have resulted in poor environmental, public and economic health conditions in Sun Valley. Sun Valley consistently ranks low compared to other Denver neighborhoods for health indicators. With over 50% of the population under the age of 15, household education levels are among the lowest in Denver and teen pregnancies are common. For years Sun Valley residents have lived in a “food desert” – meaning they have limited access to supermarkets or grocery stores. Residents have a significantly higher obesity rate (52%) than the average for Coloradans (19.1%). Despite being adjacent to downtown and an employment area, few residents have found job opportunities nearby -- their commute times are the longest in the city. The lack of private investment has exacerbated these problems. A dearth of neighborhood-supporting businesses in the area means that residents have to travel to other parts of the city to buy food and fulfill other daily needs.

A brighter future seems possible. The opening of the West Light Rail line will improve residents’ access to education and job opportunities throughout the region and spark private investment in Sun Valley. Recent improvements to Lakewood Gulch and the South Platte River have improved the watershed’s ability to handle stormwater flows and have shrunk the floodplain, opening up more land for redevelopment. DHA is planning for Sun Valley Homes redevelopment in the 2014-2017 timeframe, and DHA has a successful track record of creating very livable, mixed income communities that seamlessly integrate affordable units with market rate and workforce units. Entrepreneurial residents and business owners have ideas for creating food cooperatives, cultural centers and international markets. The future looks bright for public and private investment to flow into the area, making Sun Valley **healthy** for people, the environment and the economy.

D.1 Healthy for People

D.2 Healthy for the Environment

D.3 Healthy for the Economy





D.1.A. INCREASE ACCESS TO DAILY NEEDS

People who live and work in or visit Sun Valley should be able to walk to businesses where they can grab a bite to eat, get their hair cut, send a letter, have coffee with a friend, or fulfill other daily needs.

- Allow for a greater mix of land uses in the neighborhood; mixed use zone districts are generally encouraged over those that allow single land uses
- Encourage new development to include commercial spaces that support neighborhood-serving businesses. Likely locations for neighborhood serving businesses include Federal Boulevard, Colfax Avenue west of Federal Boulevard, Lower Colfax, Decatur Street, 14th Ave, 13th Avenue, 10th Avenue and the riverfront park drive.
- Work toward streetscape improvements along key pedestrian routes through the neighborhood; especially critical is the connection on 14th / Howard between Decatur and Irving, to connect Sun Valley residents with the new West Side Library and Mi Pueblo food market

D.1.B. INCORPORATE HEALTHY AND CULTURALLY APPROPRIATE FOOD AS A CONSISTENT THEME IN REDEVELOPMENT AND CULTURAL ACTIVITIES

- Support the creation of seasonal open-air market under the Colfax viaduct
- Encourage the opening of a year-long international food market / co-op
- Consider the potential for incorporating a “food hub” into the area, as depicted in Denver’s “City Kitchen” business plan
- Encourage healthy food retailers and produce stands to locate near the light rail station to serve both the community and transit riders
- Continue to support existing or new community gardens as a way to educate families about healthy food and share food culture

D.1.C. IMPROVE THE BUILT ENVIRONMENT IN A WAY THAT HELPS WALKING, BIKING OR TAKING TRANSIT BECOME DEFAULT CHOICE FOR RESIDENTS AND EMPLOYEES

- Implement bicycle and pedestrian improvements as recommended in this Plan and Denver Moves
- Promote safe routes to schools and to higher education
- Extend the network of bike sharing (B-Cycle) stations to Sun Valley (locations for new stations may include the Decatur-Federal Light Rail Station, the stadium, near residential developments and/or near the riverfront park)



D.1.D. ENSURE ALL RESIDENTS (ESPECIALLY CHILDREN) AND EMPLOYEES HAVE ACCESS TO RECREATION

- Create places to play team sports as well as unstructured activities
- Implement the new riverfront park, as proposed by this plan, to provide a place for people to experience nature, engage in physical activity and relax. The park also promotes dedicated exercise programs as well as incidental exercise.
- Continue to support Rude Recreation Center with funding to ensure the continuation and enhancement of recreation programming and community events. Look for ways to expand scholarship programs for low income families.
- Work with partners to incorporate recreational and sports programming and events in the neighborhood such as the NFL's Play60 program.

D.1.E. IMPROVE COMMUNITY HEALTH SERVICES AND SOCIAL SERVICES

Sun Valley is home to Denver Human Services and the Denver Health Sandos Westside Health Center. Denver Human Services provides assistance, protection and prevention programs for Denver's most vulnerable residents, while Denver Westside Health Center provides comprehensive and primary care to primarily west Denver patients. The location of these facilities in Sun Valley is very much appreciated by Sun Valley residents, many of whom greatly need the services but do not drive or have access to an automobile.

- Implement the recommendations from the 2012 Denver Human Services Needs Assessment report. Recommendations address improving community members' access to services, information about services and effectiveness of programs and services offered. A key recommendation includes strengthening collaboration between Denver Human Services and non-profit partners or local service providers.
- As high growth neighborhoods such as Sun Valley attract more residents and employees, the demand for Denver Health's services will increase. Denver Health may want to consider expanding or enhancing health services to meet the needs of a growing and more diversified patient population.

D.1.F. CONSIDER HEALTH AND PUBLIC SAFETY IMPACTS OF NEW DEVELOPMENT

- Work with developers (such as DHA) to consider health impacts of new development in the area using tools such as Health Impact Assessment (HIA), Healthy Development Measurement Tools (HDMT) or other useful frameworks
- Incorporate best practices for crime prevention through environmental design





Healthy Housing



Riverfront Housing



Energy Efficient Building



LEED for Neighborhood Development

D.2.A. CLEAN UP RIVERFRONT HEAVY INDUSTRY

Historic industrialization of the S. Platte River remains very evident in Sun Valley. Xcel Energy owns various parcels along both sides of the riverfront. Operations of some utility properties may be phased out, subject to regulatory approval, while others will remain essential to providing energy to the Denver community. Xcel will continue to have a strong presence in Sun Valley, but these changes present opportunities to improve the riverfront environment.

D.2.B. IMPROVE RIPARIAN HABITAT

- Continue to rehabilitate the riparian habitats along the South Platte River and the Lakewood and Weir gulches
- Look for opportunities to reduce riverbank slopes and pull banks back from the water
- Incorporate new wetlands and riparian habitats into the greenway system that include self-sustaining native vegetation, increase wildlife habitat, increase the capacity for the river to accommodate storm flows and contribute toward water quality improvements

D.2.C. CREATE HIGH PERFORMING BUILDINGS AND NEIGHBORHOODS.

- Encourage sustainable development that is energy and resource-efficient, using lessons learned from innovative work by the Rocky Mountain Institute, Alliance for Sustainable Colorado and Living City Block
- Create communities that contribute toward meeting or exceeding Greenprint Denver citywide goals for decreased greenhouse gas emissions
- Encourage developers to set goals for LEED, Enterprise Green Communities or other green building frameworks and develop high performing neighborhoods and buildings which are healthy for both the environment and people



D.3.A. CREATE NEW JOBS

- Increase the number and diversity of jobs in the area by expanding the employment district, encouraging existing industrial property owners to utilize land more efficiently and recruiting large and small employers to the area
- Support existing businesses and businesses looking to locate in Sun Valley with strategic, capital and technical resources
- Market the Sun Valley area for new business recruitment

D.3.B. INCREASE ACCESS TO JOBS AND JOB TRAINING

- Encourage organizations providing job and small business training to locate in the area and focus efforts in Sun Valley
- Improve job search tools so that low income residents can more easily access information about jobs in Sun Valley and near light rail stations

D.3.C. EXPAND THE ECONOMIC BENEFITS OF SPORTS AUTHORITY FIELD AT MILE HIGH STADIUM

- Improve Denver's ability to attract large national and international events by enhancing the stadium experience and proactive recruiting
- Provide more entertainment, cultural and retail destinations for visitors on non-game days and more reasons for visitors to extend their stays in the stadium area
- Create more robust partnerships as well as physical and economic connections between the stadium and nearby neighborhoods so that area residents and employees benefit from growth of the stadium entertainment destination





I am thrilled about the possibility of bringing more arts and culture into Sun Valley. We would like to scrape our colorful buildings on Lower Colfax and rebuild a mixture of uses in the same location. It's ideal for an art complex where my family could share our art collection with the public.

Adriana Abarca // Ready Foods



The Platte River Trolley serves to connect Lower Colfax and the stadium to entertainment venues along the river to the north - the Childrens' Museum, Aquarium, REI and Confluence Park. The trolley is a historic cultural amenity that should be part of the redevelopment of the Lower Colfax main street and stadium entertainment area.

Pete West // Denver Tramway Heritage Society



Investing in Sun Valley makes sense for many reasons: proximity to the river and downtown, extensive developable land near the light rail station, public and private interest in continuing to serve those who live there now as well as expanding the community.

Cindy Everett // Urban Land Conservancy



The southern portion of Sun Valley is most appropriate for light industrial, flex and employment spaces, while housing should be concentrated to the north near the light rail station, neighborhood amenities and the S. Platte River. DHA should consider residential development closer to the light rail station rather than on its current parcel.

Urban Land Institute // Technical Advisory Panel

transformative projects

Multi-layered and long-term- the most critical steps

Seven projects are identified as the most critical steps to positively transform the station area. Multi-layered and long-term in nature, these projects will take a concerted effort by both the public and private sectors. Partnerships and resources should be harnessed toward making these a reality. Only through executing these projects can Sun Valley be transformed and achieve the vision of a celebrated, connected, innovative and healthy part of Denver.

1. 13th Avenue

2. New Riverfront Park

3. Stadium, Entertainment & Culture

4. High Quality Residential Communities

5. Connect People with Jobs and Education

6. 10th Avenue

7. Federal/Colfax Interchange





WHAT IS IT?

13th Avenue is a major east-west connection linking Sun Valley to Downtown and neighborhoods to the east. To improve the east-west connectivity in Sun Valley, a realigned 13th Avenue will bring new investment into the area by establishing a new direct connection between Federal Boulevard and neighborhoods to the east.

As a major connection, the Avenue will include a robust multi-modal facility, higher density mixed use development corridor, gateway elements highlighting the South Platte River connections and new riverfront park, and a strong pedestrian realm shaped by active street building frontages and improved streetscapes.

The direct connection will provide greater connectivity and access to key assets, including Auraria Campus, Metro State Recreation Fields, Rude Rec Center, Denver Human Services, Lincoln Park Neighborhood and Downtown. 13th Avenue will transform Sun Valley by integrating it into the larger context south of Downtown.

RECOMMENDATIONS

- Realign 13th Avenue west of the river to create a direct connection from Federal Boulevard to Downtown along what is now Holden Place
- Enhance multi-modal connectivity along 13th Avenue to accommodate bicyclists, pedestrians and motorists in a balanced transportation solution, including separated sidewalks, street trees, on-street parking and bike lanes
- Celebrate the South Platte River crossing with gateway treatments such as, signage, plazas, direct river access and other public space improvements
- Encourage active uses along the street and higher density mixed use reinvestment through the use of good urban design and placemaking principles
- As design moves forward continue to maintain access to existing 13th Avenue properties east of Decatur, connect to the new riverfront drive, park, and regional trails
- Evaluate the access impacts to Sun Valley of the at-grade crossings of the BNSF freight line and, if necessary, identify strategies to reduce those impacts.

How does 13th Avenue contribute to **CELEBRATED**?

- The realigned 13th Avenue will connect people to several important community amenities: Rude Recreation Center, Denver Human Services, the proposed riverfront park, Auraria Campus and Metro State Athletic Complex, Lincoln Park and the Cherry Creek Trail.

How does 13th Avenue contribute to **CONNECTED**?

- As a critical multi-modal connection linking Auraria Campus, Downtown, Lincoln Park to Sun Valley and Federal Boulevard, 13th Avenue provides safe and convenient access for pedestrian, bicyclists and motorists

How does 13th Avenue contribute to **INNOVATIVE**?

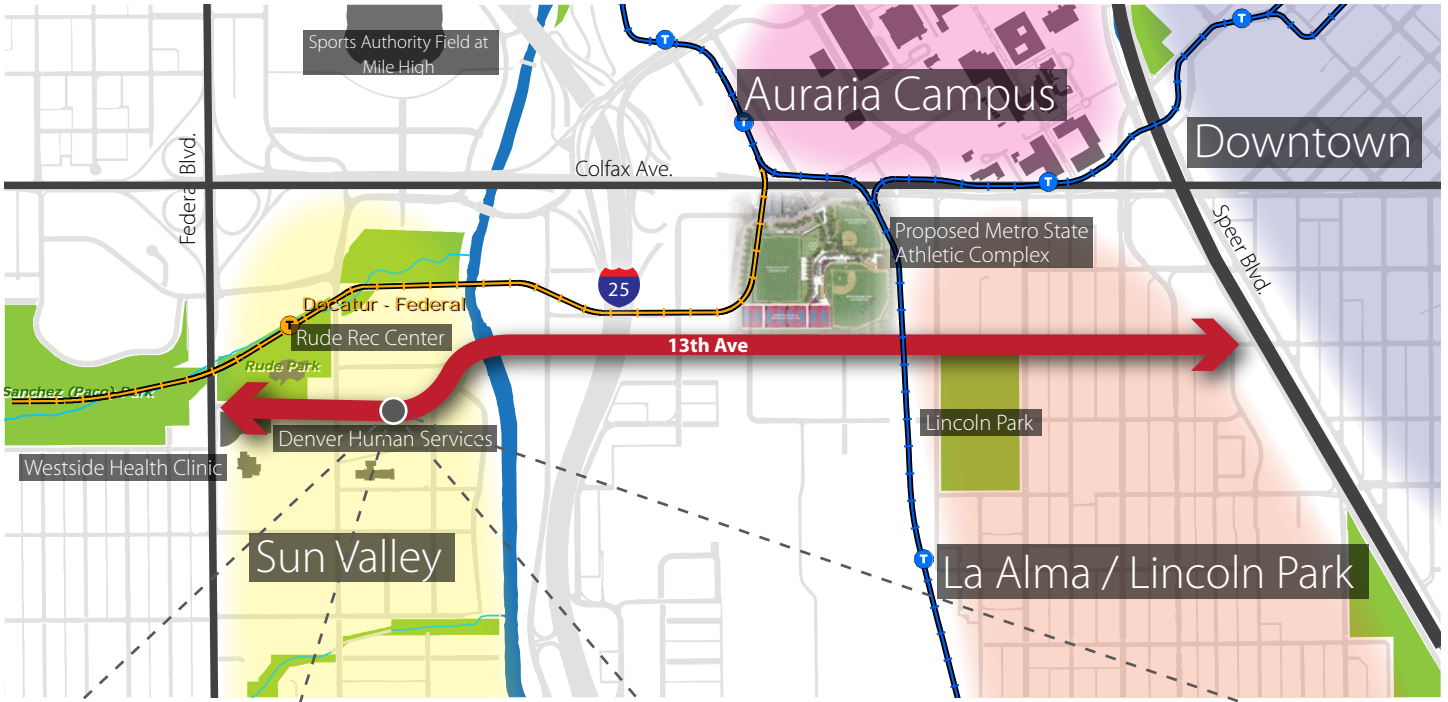
- The reinvestment along 13th Avenue will contribute to creating a walkable and connected area that encourages an eclectic urban lifestyle. The mixture of uses, multi-modal functions and accessibility to parks and neighborhoods will provide a major amenity for the area

How does 13th Avenue contribute to **HEALTHY**?

- With direct access to the South Platte River trail network, 13th Avenue creates a healthy built environment by promoting active walking and biking to and from the River and in between downtown neighborhoods



13TH AVENUE PROPOSED ALIGNMENT



13TH AVENUE - FUTURE VISION





Kayak Launch



Integrated Soccer Field - Los Angeles, CA



Development oriented to open space - Denver, CO



Planned improvements to Weir Gulch

WHAT IS IT?

Sun Valley sits at the confluence of three greenways- Lakewood Gulch, Weir Gulch and the South Platte River Trail. Significant resources have been committed to ensure these facilities are valuable amenities for the city and the neighborhood. Partners including Parks, Public Works, Urban Drainage, RTD and Greenway Foundation have made significant improvements in these areas in recent years.

It is time to build upon this success and momentum. Currently, the greenway system functions as a way to move through Sun Valley rather than connect people to waterways. Since these amenities are primarily behind major land uses, they are not very visible and easily accessible. These challenges can also limit the ability to use these amenities as a draw for future residents, retail and jobs. A stronger statement is needed to unify these resources and offer opportunities for active engagement and connection along the South Platte River and the gulches. The construction of a new park on the west side of the South Platte River between Weir Gulch and 13th Avenue will help address these challenges. This new park must also have a new street along the frontage to offer public access and visibility. Essential elements of this project are described below.

RECOMMENDATIONS

New Riverfront Park

- Widen the South Platte River greenway corridor between Weir Gulch and 13th Avenue to accommodate approximately 10 additional acres of parkland
- Create a long, gradual slope or terracing leading down into the water to create usable park space separate from the water but also offer safe water access
- Offer active and passive recreation opportunities consistent with the vision in the River South Master Plan such as environmental education, water feature play area, seating and gathering areas, cafés, active play fields and courts
- Maintain and enhance the existing regional bike trail along the river for through traffic as well as connections to gulch trails
- Provide local connections for bike and pedestrian access to the neighborhood and activity areas within the park
- Incorporate opportunities for regional storm water storage in riparian planting/ habitat areas without sacrificing the quality or usability of the park
- Maintain the current South Platte River Trail and greenway to link the new park to Lakewood Gulch

New Riverfront Drive

- Construct a parkside street along the frontage of the park
- Incorporate a widened swale on the parkside of the road for regional water quality treatment and a soft transition from roadway to park
- Design the street for bikes, pedestrians and cars operating at slow vehicle speeds
- Incorporate streetscape enhancements and crosswalks that signal it is a gathering area for the neighborhood where pedestrians are the priority
- Encourage commercial activity and other ground floor active uses along the west side of the street creating additional “eyes on the park” and retail and employment opportunities



- Create active commercial uses with a river/park focus at 10th Avenue on the edge of proposed public open space that integrates with the open space through strong public space design
- Create a gateway at 13th Avenue and the South Platte River with a plaza and commercial /destination uses that activate and engage the street, the park and the river

How does the Riverfront Park contribute to CELEBRATED?

- Creates opportunity for new community assets including playgrounds, recreation, public art, markets, gardens
- Offers neighborhood gathering space for different cultural events and activities

How does the Riverfront Park contribute to CONNECTED?

- Unifies and integrates the system of parks and public spaces
- Provides additional opportunities for multi-modal connections within the neighborhood

How does the Riverfront Park contribute to INNOVATIVE?

- Contributes to a livable community for existing and future residents and workers by embracing the River and regional trail system

How does the Riverfront Park contribute to HEALTHY?

- Creates opportunity for community gardens and active play areas
- Will provide increased riparian habitat for the River



New Riverfront Park and Park Drive



New Riverfront Park





WHAT IS IT?

The intersection of Lower Colfax, Decatur Street and Mile High Drive is an essential convergence of important activity areas within the Sun Valley neighborhood that includes established businesses, the football stadium, the transit station and nearby Lakewood Gulch. For some time these functioned as independent components, each with their own history, challenges and opportunities. This Transformative Project brings those qualities together into a cohesive cultural and entertainment hub for Sun Valley.

RECOMMENDATIONS

Stadium Festival Street

The Festival Street connects Lower Colfax to the south side of the stadium. Special paving, wide sidewalks, on street parking, one lane of travel in each direction, bike connections, and streetscape improvements will create a festive environment. These improvements will allow the street to be programmed and closed to vehicular traffic for game days and big events and allow active retail, restaurants and commercial uses to expand their outdoor seating area into the street. Signage and branding will compliment the street and embrace the heritage of sports in the neighborhood.

Attract Anchor Tenants

Part of the success of this project relies on the recruitment of two to three anchor tenants that provide year-round destinations. Anchor tenants could include a mix of retail, entertainment, and cultural facilities. In addition, recreation-based commercial, retail and restaurants will be targeted to compliment the stadium and recreation opportunities in the area.

Lower Colfax "Main Street"

Create an active main street along Lower Colfax. An active main street supports uses such as commercial, retail, small office, residential or cultural. The opportunity exists to build on existing entertainment businesses such as Brooklyn's, which compliment the stadium festival street and contribute to the vibrancy and authenticity of the cultural activities. Cultural and historic elements such as a museum, international marketplace, and other destinations will enhance the main street as will creating an active public realm with streetscape improvements and branding. The extension of the Platte River Trolley into the area along the street will further help to activate the main street.



How does Stadium, Entertainment and Culture contribute to **CELEBRATED**?

- Creates an opportunity for a street to become a vibrant public place for residents and visitors to connect
- Showcases the rich heritage of long standing businesses, football, culture and recreation

How does Stadium, Entertainment and Culture contribute to **CONNECTED**?

- Connects stadium to LRT station and neighborhood while dispersing peak loads on transit service after/before games
- Improves pedestrian connectivity between key destinations of station platform, football stadium, Lakewood Gulch and Lower Colfax

How does Stadium, Entertainment and Culture contribute to **INNOVATIVE**?

- Embraces the unique characteristics and heritage of Sun Valley that is not found elsewhere in the City
- Offers new amenities such as the extension of the Platte River Trolley
- Provides a cultural core that is desirable for a neighborhood and attracting jobs

How does Stadium, Entertainment and Culture contribute to **HEALTHY**?

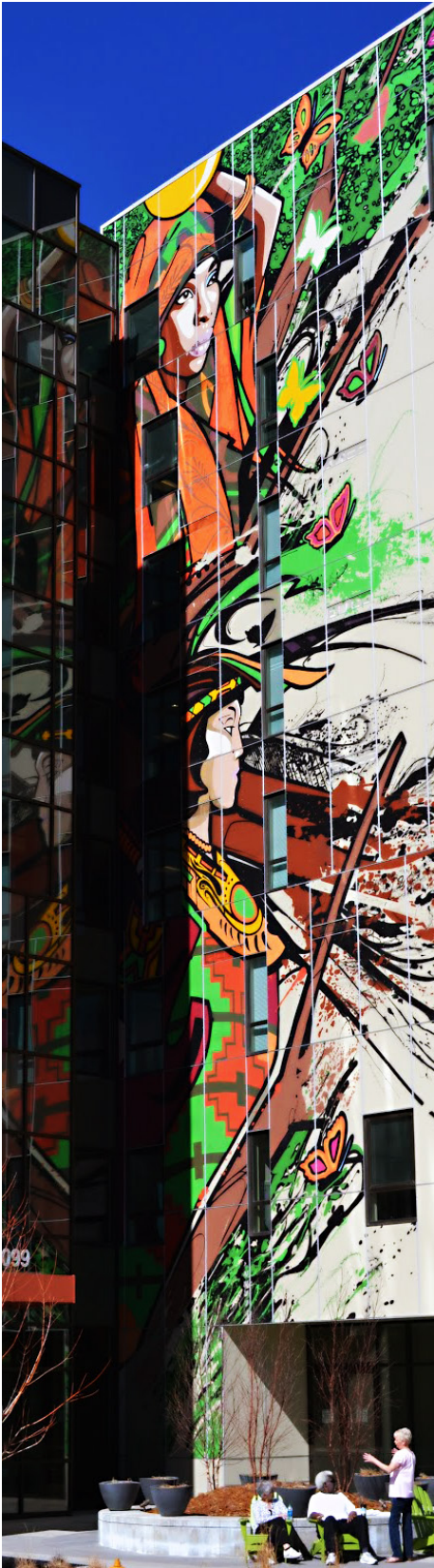
- Supports an active lifestyle where bikes and pedestrians are given priority
- Creates easier, more pleasant routes for walking and biking to important destinations such as the transit station and football stadium

LOWER COLFAX MAIN STREET - FUTURE VISION



STADIUM FESTIVAL STREET (GAME DAY)





WHAT IS IT?

Sun Valley is and will continue to be a place where people from all walks of life have convenient access to high quality housing, transportation, great schools, secure jobs and opportunities for active lifestyles.

An equitable approach to growth, by creating high quality residential communities, will be transformative for Sun Valley. Preserving opportunities for affordable living, and providing existing residents with an opportunity to remain and grow with the neighborhood are important goals of this Plan.

Alleviating Sun Valley's isolation and concentrated poverty is also critically important if we are to succeed in addressing crime, economic distress and health discrepancies in the neighborhood. Area partners, such as the Denver Housing Authority and the Urban Land Conservancy, have achieved an appropriate balance between these sometimes conflicting goals in other Denver communities by seamlessly integrating affordable units into mixed use and mixed-income communities.

While residential uses will be permitted throughout the station area, the best locations for high quality mixed income development allow close proximity to the light rail station, regional greenway and trail system, West Side Library, market, Rude Recreation Center, Lower Colfax "main street", Fairview Elementary School and the new riverfront park.

RECOMMENDATIONS

Create a mixed income neighborhood

- Target new multifamily residential development within the TOD area and along the riverfront to achieve greatest proximity to transit, parks, and neighborhood amenities
- Encourage development of a variety of high quality and attainably priced residential options to meet the needs of families, young professionals, students and elderly households of various income levels
- Encourage development of new high quality affordable housing units while seamlessly integrating them with workforce and market rate units
- Use the most current best practices in sustainable development and architectural design to create attractive, healthy living environments

Locate DHA Redevelopment closer to transit and neighborhood amenities

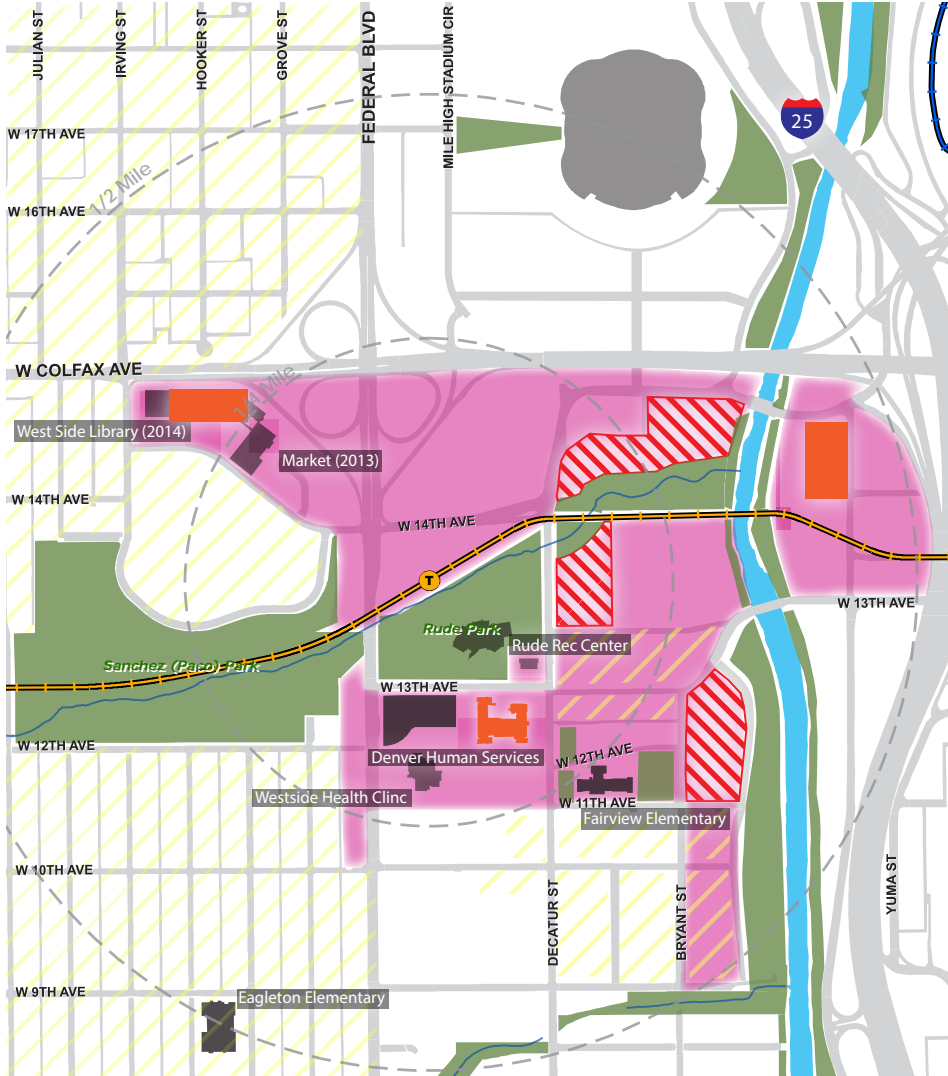
- Provide opportunities for current Sun Valley Homes residents and future DHA residents to live in high quality mixed income communities
- Consider several suitable sites north of 11th Avenue for DHA mixed income residential development to provide DHA residents with close access to transit and neighborhood amenities
- Continue to actively engage Sun Valley Homes Residents in the design of mixed income communities






Continue to create and enhance community amenities

- Build upon existing assets such as Rude Recreation Center, Fairview Elementary, Denver Urban Gardens, greenways and regional trails
- Incorporate public gathering spaces and play spaces into residential areas, parks and streetscapes to encourage community building and chance meetings with neighbors



MIXED INCOME COMMUNITY



-  Regional Trail
-  Existing Residential Neighborhoods
-  Transit Oriented Development Area
-  Opportunity Sites for DHA Residential Development
-  Proposed/Existing Mixed-Income Developments

How do High Quality Residential Communities contribute to **CELEBRATED?**

- Many Denverites will soon discover Sun Valley as the next great place to live, work and play
- As the population grows, and as Sun Valley improves, more people will have more reasons to celebrate the neighborhood's many assets
- People of all walks of life will contribute their ideas, skills and cultural heritage toward shaping a new future for the neighborhood, giving the city even more reason to celebrate Sun Valley

How do High Quality Residential Communities contribute to **CONNECTED?**

- As the neighborhood grows and develops with a mixture of residences, offices, businesses, entertainment and recreation options, as well as great access to transit, more people will have easier walkable and transit access to their jobs and daily needs

How do High Quality Residential Communities contribute to **INNOVATIVE?**

- Growth of high quality residential communities within walking distance of transit, employment centers and recreation opportunities invites flexible lifestyles, where the lines are blurred between life, learning and work

How do High Quality Residential Communities contribute to **HEALTHY?**

- Encouraging mixed income, mixed use development will alleviate many of the symptoms of poverty in Sun Valley and improve health indicators for the neighborhood
- Less money and time spent by Sun Valley residents on transportation will increase time available for recreation, learning or to spend with family, and creates less strain on household budgets





Taxi Community, Denver



Granville Island, Vancouver



Fairview Elementary

WHAT IS IT?

With the buildout of the region's passenger rail network, the majority of jobs offered in the Denver region will be accessible by transit. The West Rail Line will connect Sun Valley and west Denver residents with major office centers, retail hubs, hospitals, schools, light industrial areas and other places that provide job opportunities. Light rail will also reduce significantly the commute time of many Sun Valley residents.

In addition to linking west Denver residents to regional jobs, the Decatur-Federal station offers a unique opportunity for job growth near transit. The neighborhood over time will grow to support commercial, entertainment, office and light industrial or flex uses, all within a short walking distance to mixed-income and multi-family residential. This allows Sun Valley to offer the choice of "living where you work".

In order for Sun Valley residents to be prepared for the workforce, educational outcomes must improve. Sun Valley youth experience many unnecessary barriers to academic success, contributing to the cycle of poverty in this neighborhood. Gaining a better understanding of the factors inhibiting educational attainment and tackling those issues head on is one of the most transformative actions Denver can take toward improving the lives of Sun Valley residents.

RECOMMENDATIONS

Improve access to education

- **Educate Sun Valley youth on "Safe Routes to School"** – Ensure that Sun Valley youth and parents have up-to-date information on existing transportation options for getting to middle and high school safely. Provide residents with bicycle maps, transit maps and schedules. Discuss creative ways for improving travel to school, such as organizing "bike to school" groups, bus rider groups, or the like.
- **Make transit an affordable option for Sun Valley youth** – Sun Valley youth are not eligible for free RTD passes from Denver Public Schools, because they live within 3.5 miles of their neighborhood high school. Yet many Sun Valley families have no vehicle and cannot afford RTD passes for their kids. Identify programs to offer free transit passes to middle and high school students based on household income and/or other barriers to accessing middle and high neighborhood school (e.g. inability to walk or bike to school).
- **Perform a place-based K-12 education assessment** - Work with DPS, housing providers, Sun Valley youth and parents, and non-profit partners to analyze Sun Valley's existing education attainment levels. Identify key factors inhibiting educational attainment for Sun Valley kids.
- **Sun Valley Education Strategic Plan** - Identify a clear strategy for improving educational outcomes for Sun Valley kids, in response to findings of the place-based education assessment
- **Consider expanding educational facilities** – Limited space exists in nearby DPS facilities. Work collaboratively with the community and DPS to forecast growth and assess the need to expand K-12 educational facilities to serve Sun Valley's growing population. Organize sources of funding to fill educational needs. Options may include traditional DPS programs, charter school programs and/or locating an online school in the neighborhood.

Forge strong employer - community connection

- Encourage Sun Valley's existing and new businesses to forge a strong community connection
- Encourage employers to offer transit passes to workers
- As new employment development occurs, seek employers who will enact "hire local" programs, provide training and professional development opportunities for nearby residents



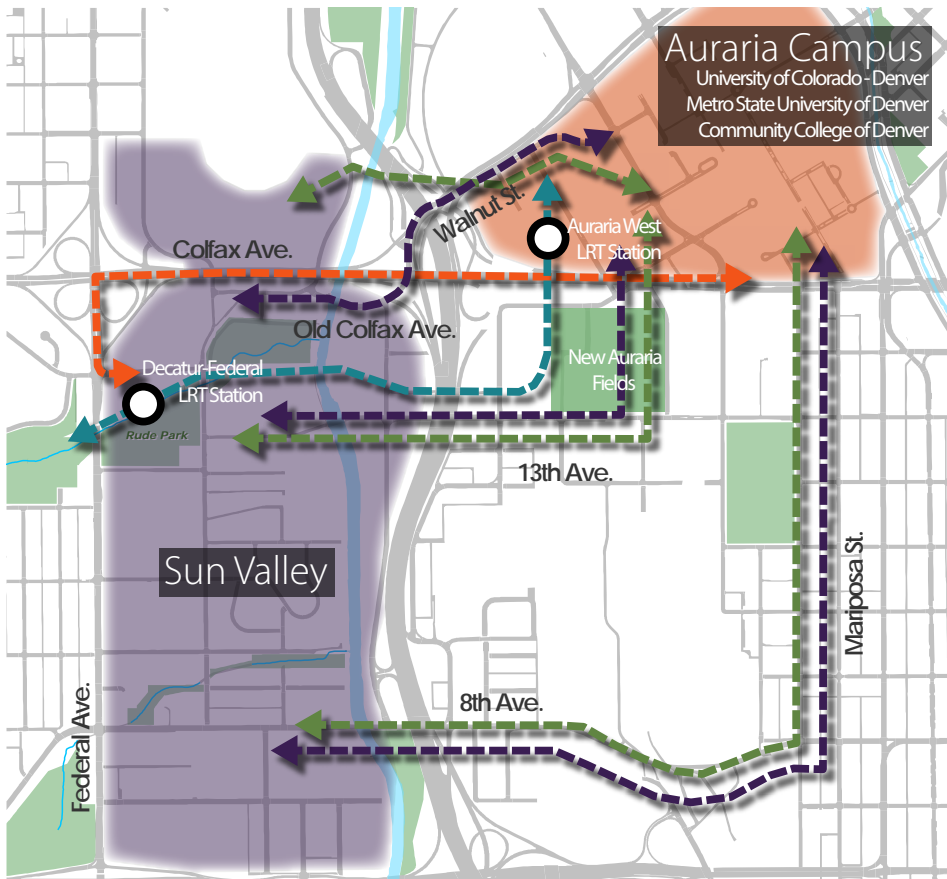
Connect Sun Valley residents to available job training and placement services

- Educate Sun Valley residents on available workforce training and job placement resources. The Denver Office of Economic Development (OED) offers full-service employment and training capabilities to help assist job seekers with gaining needed skills and securing sustainable employment. One of OED's Workforce Center's is located in Sun Valley at the Denver Human Services Building at 1200 Federal Blvd.
- RTD has formed a collaborative partnership with Community College of Denver, Denver Transit Partners and the Urban League of Metropolitan Denver to establish this innovative program. The WIN program offers employment training, assessment, and job placement in the transportation and construction industries (<http://www.rtd-denver.com/WIN>)
- Hold regular workforce training / job fairs. Form partnerships between housing providers and workforce training programs

Partner with Auraria Higher Education Campus

Auraria campus – one light rail stop away or a quick bike ride from the Decatur-Federal station - is home to five different institutions offering a wide range of technical and professional training. Auraria schools are growing rapidly, and Sun Valley may prove to be an ideal, attainably priced location for future expansion. Work with Auraria schools to locate new facilities in Sun Valley as part of Sun Valley's expanded employment district. Encourage the construction of new Auraria schools' training facilities, conference facilities, co-office space and classrooms for entrepreneurial training (e.g. CU Denver's Bard Center for Entrepreneurship). An ideal location would be on the riverfront park at 10th Avenue. Ensure that Sun Valley residents are aware of all that Auraria programs have to offer.

SUN VALLEY - AURARIA CONNECTIONS



How does Connecting Jobs to People contribute to **CELEBRATED**?

- Target employers who can benefit from the cultural diversity in the area
- Less time commuting and more expendable household income will bring increased prosperity to neighborhood residents

How does Connecting Jobs to People contribute to **CONNECTED**?

- Reducing the commute time for Sun Valley residents will reduce household transportation costs along with the benefits of reduced VMT
- Bringing more jobs to the neighborhood will improve the jobs / housing balance of the area

How does Connecting Jobs to People contribute to **INNOVATIVE**?

- Targeting innovative job clusters which can have a unique downtown adjacent home in Sun Valley
- Target jobs for low to middle skill workers as well as those for higher education levels

How does Connecting Jobs to People contribute to **HEALTHY**?

- Increased household income in directly correlated to improved health





WHAT IS IT?

Envisioned as a unique type of main street, 10th Avenue will be the hub of activity and collaboration for a thriving employment district. It will bring together diverse residents with entrepreneurs, businesses, and employees. The urban design of the street will support this vision by providing flexible work spaces, spill out and open air commercial spaces, cafes, comfortable seating, trees and improved streetscapes. A primary public space will be established for Sun Valley by connecting Federal Boulevard and the western neighborhoods to the new Riverfront Park and greater South Platte River greenway network.

RECOMMENDATIONS

- Extend and enhance 10th Avenue to connect the neighborhoods west of Federal Boulevard to the river, including a public space or activity node at 10th and Decatur
- Allow for active uses at 10th Avenue and the proposed park: commercial uses such as shared conferencing or shared office; focus on uses and tenants/owners who will activate park edge
- Enhance 10th Avenue with an expanded pedestrian amenity zone (for patio seating), separated sidewalks, on-street parking and street trees



How does 10th Avenue contribute to CELEBRATED?

- Will create a centerpiece for the community, celebrating its diverse history, deep cultural heritage and future vision as an innovative neighborhood

How does 10th Avenue contribute to CONNECTED?

- A direct public space connection from Federal Boulevard and the western neighborhoods to the new Riverfront Park increases community connectivity
- Encourages multi-modal uses in the area

How does 10th Avenue contribute to INNOVATIVE?

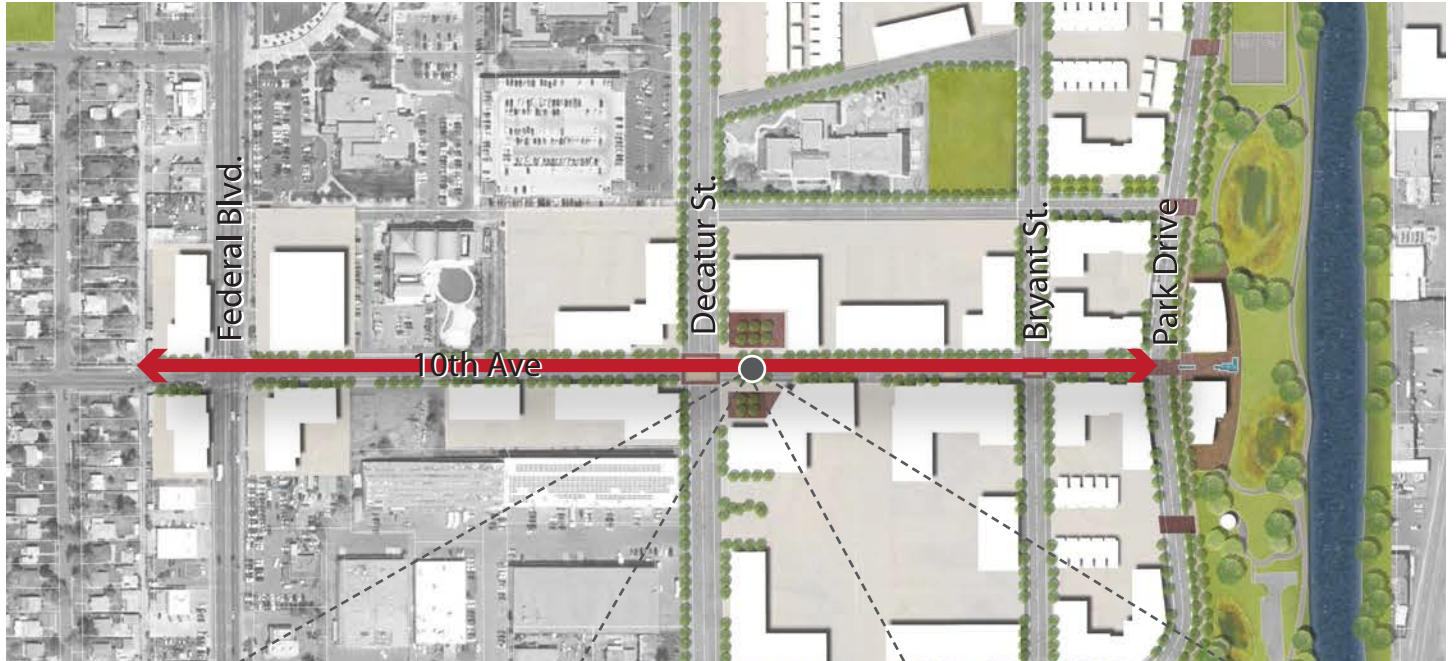
- Will encourage a broad mix of uses and activities that support entrepreneurial investment, knowledge sharing, and training within the area

How does 10th Avenue contribute to HEALTHY?

- 10th Avenue promotes a walkable, bikeable and pedestrian friendly neighborhood that benefits from immediate proximity to the active recreational uses along the South Platte River



CONNECTING THE RIVER TO FEDERAL BLVD.



10TH AVENUE MAIN STREET - FUTURE VISION





WHAT IS IT?

Colfax-Federal is a cloverleaf interchange of two urban arterials at the gateway of Downtown Denver and adjacent to a light rail station, a recreation center, a new library, Denver’s professional football stadium and several established neighborhoods. The current interchange configuration covers a large infrastructure footprint – approximately 29 acres of land - to support free-flowing, high speed vehicle traffic. The current configuration limits pedestrian access across neighborhoods and to light rail, bus services, and adjacent businesses and community amenities such as Rude Recreation Center, Fairview Elementary School and the West Side Library.

The Station Area planning process included a study of alternative configurations for the Federal and Colfax interchange to better understand the range of possibilities for the future of this intersection. The study considered a wide range of criteria for evaluating alternatives based on goals for the station area identified early in the process. Key criteria included economic development potential and multi-modal connectivity. The study also considered traffic operations, engineering feasibility, phasing opportunities and costs.

No single intersection of two arterials in Denver – even those that support more daily traffic – has been designed as a cloverleaf interchange. Reconfiguring the interchange to a design that more appropriately fits its urban context could have tremendous benefits for nearby residents, businesses, the stadium and the city as a whole.

RECOMMENDATIONS

- Work with CDOT to continue to study the interchange and identify an appropriate alternative design; an appropriate next study could be a Planning and Environmental Linkage from Howard to 20th that includes consideration of the interchange; studies should build off of the feasibility study and may include other alternatives such as a one-way couplet option
- Ensure that pedestrian and bicycle connectivity, access to transit, access to adjacent properties and economic development potential are included as evaluation criteria in future studies
- As new development is proposed on properties adjacent to the interchange, look for opportunities for public-private partnerships to help fund design/ construction of an alternative configuration while also expanding the footprint of developable property and improving pedestrian connections
- As reconfiguration of the interchange occurs or redevelopment occurs in the area, adequate stormwater conveyance will need to be provided, given that the 100-year floodplain runs through this location; it is possible that additional storm sewer, open channels or other routing methods may be necessary to meet stormwater needs
- Prioritize short term pedestrian and bicycle connectivity improvements in the vicinity of the interchange, as recommended by this plan and the Denver Moves Plan



How does the Colfax/Federal Interchange contribute to **CELEBRATED**?

- Provides the opportunity to create a gateway to the community - strengthening its identity and celebrating its rich history

How does the Colfax/Federal Interchange contribute to **CONNECTED**?

- Improves access between neighborhoods and the station area.
- Greater access and connectivity promotes the use of more multi-modal transportation options such as walking

How does the Colfax/Federal Interchange contribute to **INNOVATIVE**?

- An interchange requiring a smaller footprint could allow for additional TOD opportunities near the station

How does the Colfax/Federal Interchange contribute to **HEALTHY**?

- Improving access and multi-modal opportunities in the area encourages an environment for a more active lifestyle and increases the vitality of neighborhood businesses.

Goals of Colfax/Federal Interchange Study*:

1. Maximize Economic and Development Potential
2. Enhance Multi-Modal Connectivity
3. Improve Placemaking and the Public Realm
4. Create Innovative Transportation Solutions while Ensuring Compliance with Transportation Engineering Standards
5. Maintain or Improve Environmental Conditions

*For more detail on goals please see the Colfax/Federal Interchange Study

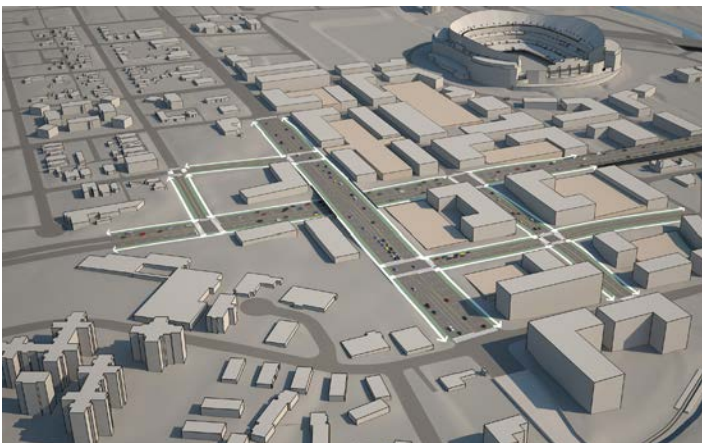
POTENTIAL INTERCHANGE ALTERNATIVES



Partial Cloverleaf Alternative



Tight Diamond Alternative



Re-Established Grid Alternative



At-Grade Alternative





“Green = Green.” Environmental improvements, time and again, prove to be the best investment a community can make in its economic development. The renaissance of downtown Denver and other neighborhoods adjacent to the South Platte River are object proof.

Jeff Shoemaker // Executive Director, Greenway Foundation



When redevelopment occurs we need to reach out to the youth and say ‘this is not the end of the rope.’ Now that we’re looking at the future of Sun Valley, we’re looking out for the children ten years down the line. We need to move forward with our goals focusing on the success of these children.

Angelo Crowell // Sun Valley Homes Resident



North of the stadium has grown with townhomes and lofts. We need new residential on the south side of the stadium for the neighborhood to work. I think more density around the transit station with apartments above and retail on the first floor is just what the area needs.

Dave Keefe // Owner, Brooklyn's Restaurant



Sun Valley's infrastructure needs are substantial. Improvements should include creating a connected street grid, developing a South Platte River park, improving east-west connections along 13th Ave to Auraria and the Federal corridor and improving connections between the neighborhood and the Decatur-Federal Light Rail Station.

Urban Land Institute // Technical Advisory Panel

moving forward

realizing the vision for sun valley

Implementation of the Decatur-Federal Station Area Plan will occur incrementally over many years through the efforts of area property owners, the City, residents, business owners and nonprofit organizations. The Plan provides a vision for the future – what we want Sun Valley to become. The question of “how we get there” will be answered over time. It will largely depend on market readiness, political will, strength of leadership and availability of resources.

The “Moving Forward” section provides guidance on getting started with the implementation of the Station Area Plan. It is organized by the three main approaches to plan implementation, as identified and described in Blueprint Denver:

1. Regulatory and policy strategies - These strategies result in changes to City codes, regulations, processes or design guidelines to affect desired outcomes. Common examples include map or text changes to the Denver Zoning Code.

2. Partnerships - Partnerships represent the most diverse approach to implementation and can take on many forms. The City will rely on other public, non-profit and private partners to help implement many recommendations in this Plan.

3. Investment Strategies – The new infrastructure and large scale redevelopment called for in this Plan will require creative “financial engineering”. A variety of public and private sources of funding and financing may be appropriate for the Sun Valley area.

This section also discusses the relative timing and order of implementation activities.

SUN VALLEY IMPLEMENTATION GOALS

Several goals have been identified to guide implementation of this Plan:

1. Work toward the vision of a celebrated, connected, innovative and healthy Sun Valley as defined in this Plan.
2. Streamline the decision making process regarding public and private investment in the area.
3. Take strategic steps that help attract private sector investment into Sun Valley.
4. Maintain open communication between the city, property owners, developers, residents and businesses and other area stakeholders.

A COLLABORATIVE APPROACH

Achieving the Vision for Sun Valley will take concerted, sustained effort among all stakeholders to tackle these initiatives in this Plan and set the course for success. The City, Metropolitan Football Stadium District, Broncos, DHA and RTD share the primary responsibility for plan implementation. To facilitate the coordinated effort and sustained commitment, it is critical that these entities form a standing partnership to champion redevelopment efforts and continue to collaborate with area stakeholders toward success.





One way of implementing the desired character of redevelopment in Sun Valley is through regulatory or policy strategies that result in changes to city codes, regulations, processes or design guidelines to affect desired outcomes.

UPDATE BLUEPRINT DENVER MAP

Blueprint Denver, the City's integrated land use and transportation plan adopted in 2002, identifies Areas of Change and Areas of Stability throughout the City with the goal of directing new development toward places in the city that have a high degree of multimodal transportation access. Much of Sun Valley was considered an Area of Change in 2002. This Plan updates the Area of Change to more accurately reflect redevelopment opportunities within walking distance of the Decatur-Federal light rail station area.

Blueprint Denver established land use types that describe a particular character and scale desired in the future. The Decatur-Federal Station Area Plan uses the Blueprint Denver Land Use Map as the basis of its recommended future land uses. This Plan serves to update the 2002 Blueprint Denver Map, based on a more recent analysis of existing conditions and the City's and community's vision for Sun Valley as reflected in this Plan's recommendations.

GENERAL DEVELOPMENT PLAN

General Development Plans (GDPs) establish a framework for large or phased projects. An approved GDP provides a master plan for coordinating development, infrastructure improvements, and regulatory decisions as development proceeds within the subject area. GDPs entail a higher level of design than an area plan, and they identify, at an early stage, the development's relationship with public infrastructure improvements such as major multi-modal facilities and connections thereto, major utility facilities, and publicly accessible parks and open spaces.

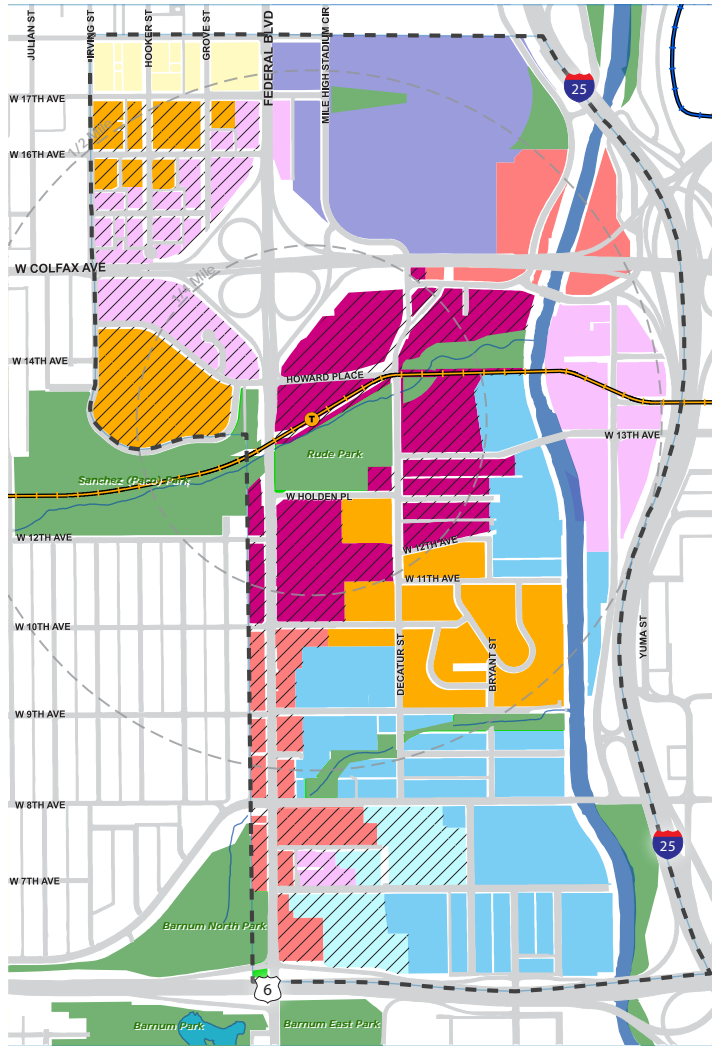
A GDP is recommended in Sun Valley due to several large-scale, phased, and multi-owner developments, as well as major infrastructure network and system improvements recommended in this plan (e.g. 13th Avenue, new riverfront park, new internal circulation streets).

Sun Valley's GDP should cover, at a minimum, redevelopment of stadium properties, Lower Colfax area, DHA's Sun Valley Homes parcel, riverfront properties, the 13th Avenue corridor, and proposed DHA redevelopment sites. Given the large geographic coverage, multiple property owners, and lack of identified developer, the City should consider being an applicant for the GDP.

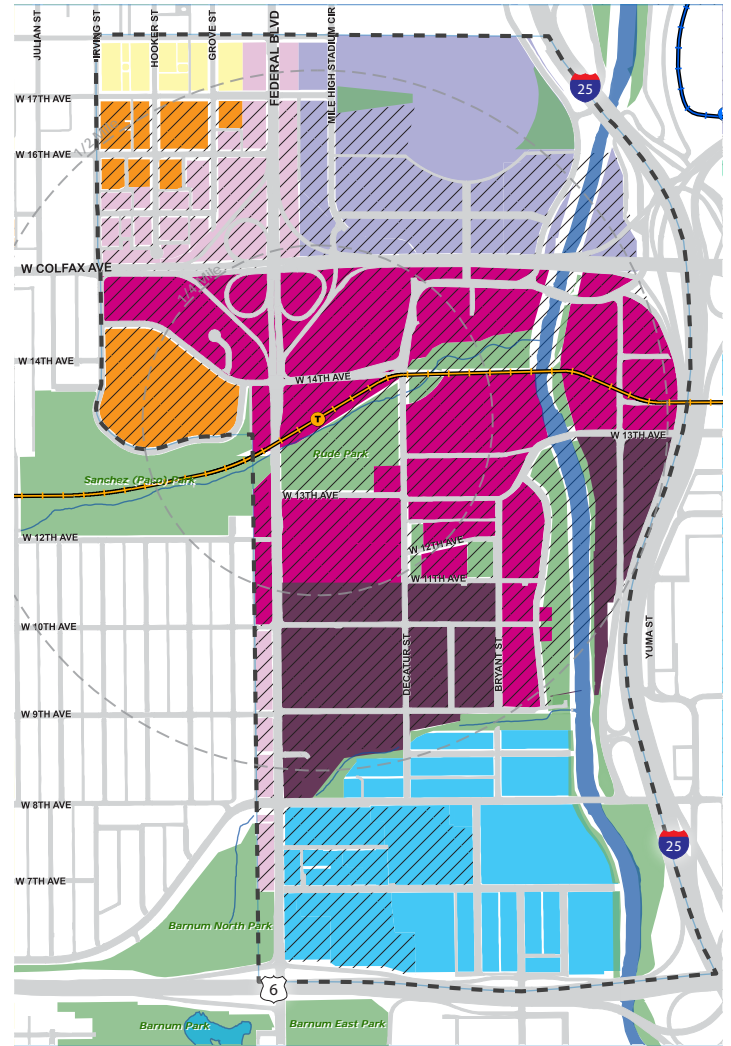


BLUE PRINT DENVER- CONCEPT LAND USES AND AREAS OF CHANGE

EXISTING

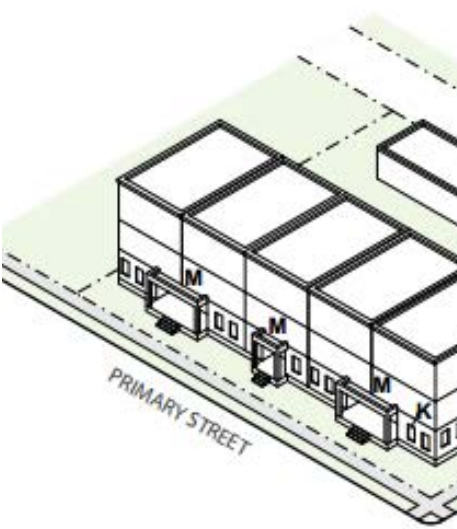
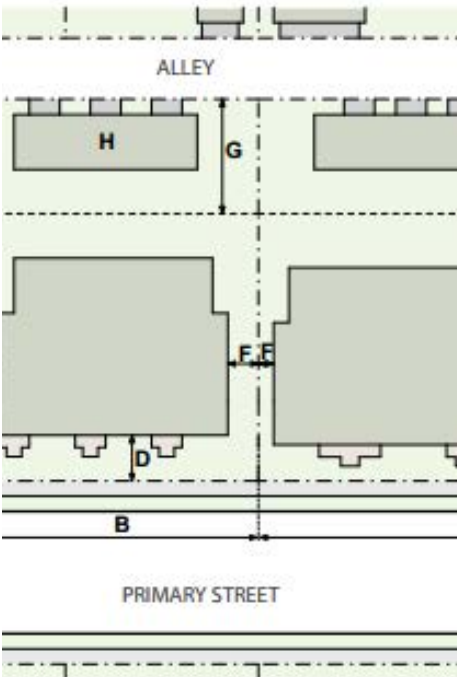
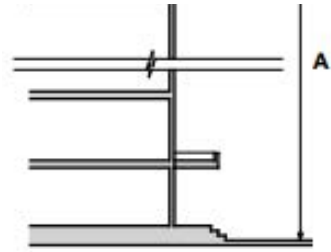


PROPOSED



- | | | | | |
|------------------------------|---------------------|-------------------------------------|---------------------------|------------|
| Transit Oriented Development | Mixed Use | Entertainment, Cultural, Exhibition | Urban Residential | Industrial |
| Employment - TOD (New) | Commercial Corridor | Employment | Single Family Residential | Park |
| Area of Change | | | | |





ZONING

Denver’s Zoning Code, adopted in 2010, provides many appropriate tools for implementing this Plan’s recommendations regarding land use, urban form and design. The Denver Zoning Code is organized by Neighborhood Contexts that are used to describe existing and desired characteristics for the purposes of zoning. This context-based regulatory approach provides a range of Zone Districts and building form standards that pave the way for compatible development to implement adopted city plans.

This plan’s recommendations for the four character areas envisioned for Sun Valley (found in the Innovative section) align with specific Neighborhood Contexts, each with its own menu of Zone Districts that may apply. In order to move forward with implementing the Plan recommendations through regulatory means, a series of amendments to the Zoning Code Map or text will be necessary, as described below.

Zone map amendments may be initiated by property owners or their authorized agents, Denver City Council or the Manager of Community Planning and Development. Map amendment applications are reviewed by the CPD Manager and Denver Planning Board before going to Denver City Council for final action.

Zone text amendments are initiated by the Manager of Community Planning and Development. Text amendments are reviewed by the CPD Manager and Denver Planning Board before going to Denver City Council for final action.

Below is a summary of regulatory implementation considerations for each land use character area recommended in the Plan:

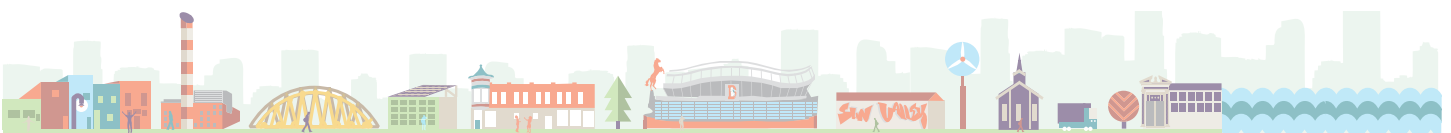
Stadium Entertainment Destination

Plan vision- A walkable mixed use entertainment and commercial destination with vibrant public spaces and streets; pedestrian-oriented connections to transit; shared and structured parking. Given the size and ownership of property, this vision will be implemented through large scale, phased development.

Neighborhood Context- This vision corresponds to the intent of the Campus Context in the Denver Zoning Code, but also contains elements of the Urban Center Neighborhood Context.

Zoning Analysis- Stadium properties are zoned C-MU-30 with waivers and conditions that address parking requirements and generally require a special use permit for most uses. While the vision for the Stadium Entertainment Destination described in this plan could technically occur under existing zoning, the C-MU-30 zone district alone does not include building form standards or design guidelines that guarantee a predictable development outcome. The Campus Context zone district allows for similar flexibility as the C-MU-30 and also would not - by itself - result in a predictable development character for this large, phased project.

Implementation Strategy- In combination with a General Development Plan and urban design guidelines, either the C-MU-30 or a Campus Context zone district may be appropriate to implement the Stadium Entertainment Destination vision.



Transit Oriented Development

Plan vision- Highest intensity of development and mixture of multifamily residential, office and commercial land uses concentrated in a very walkable compact neighborhood with great access to transit and amenities.

Neighborhood Context- This vision corresponds to the Urban Center Neighborhood Context. The General Urban Neighborhood Context may also apply.

Zoning Analysis- Several properties planned for TOD have industrial (I-A) zoning. Land uses permitted in the I-A district do not align with those recommended for the TOD area. The I-A district will not implement the uses, form, building heights or character envisioned for the TOD area.

Implementation Strategy- The menu of zone districts offered within the Urban Center Neighborhood Context and the General Urban Neighborhood Context are better suited to implement the vision for the TOD area.

Employment - TOD

Plan Vision- Mixture of light industrial, commercial, and multi-family residential in a walkable urban form that facilitates pedestrian access to the transit station and helps activate public spaces such as the South Platte Greenway.

Neighborhood Context- This vision contains elements of both the Urban Center Neighborhood Context (in terms of desired urban form) and the Industrial Context (in terms of desired land uses).

Zoning Analysis- Much of the Employment TOD area is zoned residential mixed use (C-RX) which would achieve the appropriate walkable urban form desired but falls short in achieving the desired mix of land uses for this area. The C-RX requires multifamily residential uses and limits employment uses. The C-RX properties also allow for eight stories, whereas the Plan recommends a maximum of five stories. Along the east side of the riverfront, several properties are zoned for heavy industrial uses (I-B). The I-B zone district does not allow for the appropriate mix of uses recommended in the Employment-TOD area, nor will it result in the pedestrian-oriented urban form called for in the TOD area.

Implementation Strategy- Currently the Denver Zoning Code does not offer a zone district that implements the vision for Employment TOD as recommended in this plan. The Industrial Mixed Use (I-MX) zone district comes close, but does not prescribe a predictable and consistent pedestrian-oriented urban form. The menu of zone districts offered within the Urban Center Neighborhood Context also come close, but do not allow light industrial land uses. The City may need to consider text amendments to the Zoning Code that can implement the desired Employment TOD character in Sun Valley.

Industrial

Plan vision- Mixture of light industrial with some commercial uses. Generally flexible in urban form, however new development should help create a more attractive and vibrant South Platte Greenway and Federal Boulevard.

Neighborhood Context- This vision is consistent with the Industrial Context.



Zoning Analysis- The area is zoned I-A, which is the appropriate zone district to implement the vision. However, the I-A zone district does not contain form standards that will result in a predictable and consistent development pattern along Federal Boulevard and the South Platte River Greenway to help improve the attractiveness of these corridors.

Implementation Strategy- Maintain the I-A zone district in the area. Mixed use districts may be appropriate along Federal Boulevard in order to achieve the desired building frontage and pedestrian access. Design Standards and Guidelines are a method of achieving desired character along the South Platte River, as zoning does not address this.

URBAN DESIGN STANDARDS AND GUIDELINES

Design standards and guidelines establish Rules and Regulations for a specific geographic area or development in order to implement a desired character through the design and construction of sites, buildings, streetscapes, lighting, signage and outdoor spaces. Design standards and Guidelines address a higher level of design that is not already covered in the Denver Zoning Code or existing Rules and Regulations. They are tailored to the individual needs of a particular geographic area and therefore can help establish an identity that is unique to that place.

- Design Standards may be an appropriate tool to implement several Plan recommendations, where zoning or other rules and regulations fall short:
- Streetscape design recommendations that go above and beyond implementing the typical cross section or the Streetscape Design Manual. This applies, for instance, to recommended Pedestrian Priority Streets such as 14th Avenue, Lower Colfax, the stadium festival street, 10th Avenue and the Riverfront Drive.
- Coordinated signage, landscaping, lighting and other features recommended in the Stadium Entertainment Destination or along Lower Colfax
- Addressing riverfront or greenway adjacent development, especially in the industrial and employment areas and where private property directly abuts the greenway

Design Guidelines are frequently established during or subsequent to the General Development Plan process. In the case of Sun Valley, the General Development Plan will provide guidance regarding the need for Design Guidelines and triggers for their creation.

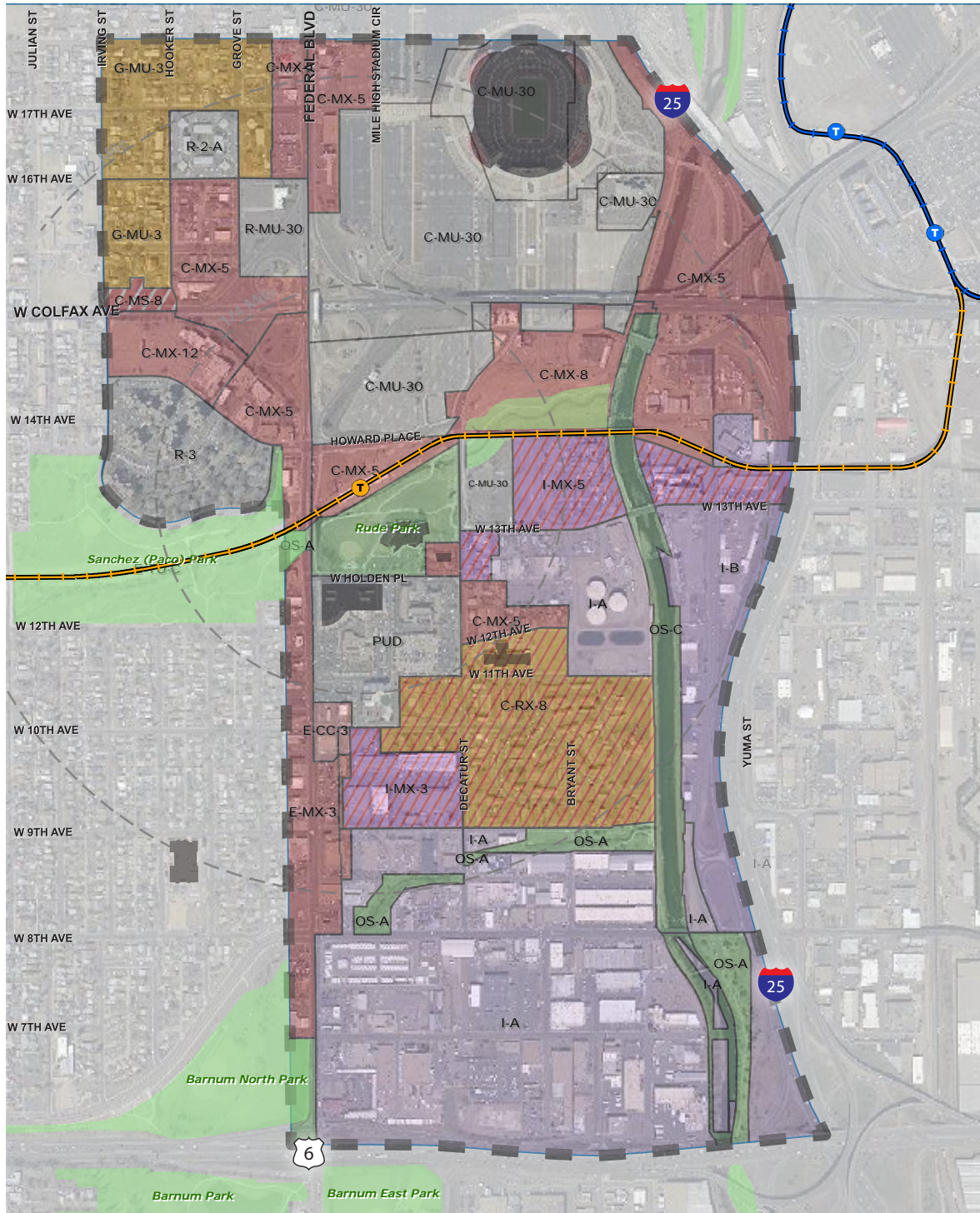
SUBDIVISION

Subdivision occurs when a parcel of land is divided into two or more parcels, lots, blocks tracts or sites. Subdivision may be necessary in Sun Valley to implement this plan's recommendations on several properties:

- DHA Sun Valley Homes
- Properties north of Lakewood Gulch
- Stadium-district owned properties
- DHA and Xcel riverfront properties to implement the riverfront park and adjacent development



EXISTING ZONING



Once a plan is adopted by City Council as a supplement to the Comprehensive Plan, the City, property owners, and stakeholders use the plan as a guide for decision making. With many neighborhoods and programs in the City competing for limited resources, attracting public and private investment to the area - even with an adopted plan - will require the dedication and resourcefulness of champions. Champions of plans typically include neighborhood organizations, property owners, business districts, council members, developers or non-profits.

In the case of Sun Valley and the Decatur-Federal Station Area, over 80 acres of potentially developable land is owned by five major property owners. These entities - including the City and County of Denver, the Metropolitan Football Stadium District, RTD, Xcel and DHA - therefore, have the primary responsibility for the implementation of this Plan. An effective partnership among major property owners and continued collaboration with community stakeholders are both critical to the success of Sun Valley. Many non-profit partners will engage to implement recommendations from this Plan. More formal partnerships among residents, business owners, small property owners and advocacy groups will be necessary as well to ensure that all stakeholder perspectives are considered implementation of this plan moves forward.

IMPLEMENTING PARTNERSHIP

An Implementation Partnership needs to be established that will “champion” the redevelopment efforts in the area. At a minimum, this partnership would need to bring together major governmental, quasi-governmental and private landholders in Sun Valley, which could include the City, Stadium District, DHA, RTD and Xcel. With much of the developable land being held under government or quasi-government ownership, one of the first tasks the partnership faces is determining how to bring the private sector to the table by nurturing relationships with:

- Local businesses and business districts
- Philanthropic community
- Private developers

The partnership would need to identify a clear approach to continued outreach to the community. Responsibilities of this Partnership would include:

- Working with the City to prioritize and oversee completion of implementation activities
- Coordinating development activities
- Continued community outreach
- Speaking with one voice to market Sun Valley to potential investors
- Working with the City to ensure that appropriate entitlements, infrastructure and agreements are in place to support the vision for the area
- Function as the central point of contact for organizing and facilitating strategic public-private partnerships
- Preparing and issuing Requests For Proposals (RFPs) for development partners on property controlled by the Implementation Partnership’s members

The specific structure and composition of the Implementation Partnership is yet to be determined. It is critical that the Implementation Partnership have sufficient authority to make decisions required for redevelopment. It is also recommended that the Implementation Partnership have dedicated staff and may be prudent to ultimately appoint some form of governing board made up of public and private stakeholders.



STAKEHOLDER COALITIONS

In addition to a large “umbrella” partnership overseeing large scale redevelopment in Sun Valley, continued involvement of one or more stakeholder coalitions will benefit the Sun Valley community. Primary roles for stakeholder coalitions in the implementation of a neighborhood plan include keeping everyone informed and advocating for the community’s needs. Stakeholder coalitions can be informal (such as the existing Sun Valley Stakeholders group) or more formally created as a non-profit organization (such as the Federal Boulevard Partnership). As the Plan’s implementation progresses, stakeholder coalitions will be important to ensure that all community and business members stay informed of changes in the area and that stakeholder perspectives are actively considered.

PARTNERS

The City and Sun Valley community will rely on partnerships with many public, non-profit and private entities to ensure the successful implementation of the Plan. Key partners will include:

- B-Cycle
- Bike Denver
- Bicycle Colorado
- Colfax Business Improvement District
- Creative placemaking entities
- Denver Health
- Denver Public Schools
- Denver Regional Council of Governments
- Denver Tramway Heritage Society
- Denver Urban Gardens
- Federal Boulevard Partnership
- FRESC
- Colorado Housing and Finance Authority (CHFA)
- Enterprise Community Partners
- Great Outdoors Colorado (GOCO)
- Healthy food access community
- Mile High Connects
- National Endowment of the Arts
- Registered Neighborhood Organizations
- State of Colorado (CDOT, DOLA, etc)
- The Greenway Foundation
- Urban Drainage and Flood Control District
- U.S. Department of Housing and Urban Development
- U.S. Department of Transportation
- U.S. Environmental Protection Agency
- Urban Land Conservancy
- Zocalo Community Development



PUBLIC INFRASTRUCTURE AND PARKS

Realizing the vision for Sun Valley will require considerable public and private investments. While many of the Plan's recommendations are likely to be implemented through a public/private partnership, the City should take early action on projects that will significantly improve livability, multi-modal connectivity and catalyze additional public and private investment in Sun Valley. City General Fund or Capital Improvement Program funds could be allocated toward infrastructure improvements, often as matches for other public or private grant funds. Suggested process for moving forward on priority public investment is described below:

13th Avenue reconstruction and realignment

Next steps include performing a feasibility study on the realignment recommendation and 30% design of the street from Mariposa to Federal (or to Decatur, if the realignment is deemed infeasible). These are funded and will take place in 2013. After 30% design, seek funding to design and implement the full reconstruction. As design moves forward, several goals are important to keep in mind: maintaining access to existing 13th Avenue properties east of Decatur, connecting to the new riverfront drive and park, pedestrian and bicycle connections to regional trails, squaring off the intersection at Decatur, and implementing the proposed cross section in this Plan.

Riverfront Park and park drive including integrated stormwater solutions

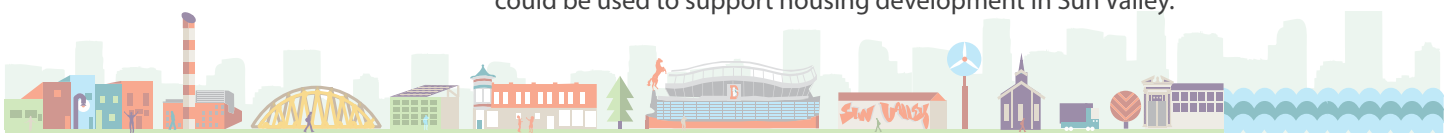
Real estate transactions between DHA, the City and Xcel are necessary to assemble land for the new riverfront park and drive and adjacent developable property. A master plan will need to be created for the park and for DHA redevelopment. As DHA relocates and property becomes available for implementing the park, the city can move forward with design and construction of the park. This may or may not happen in partnership with developers.

Real Estate Transactions

Implementing the plan is contingent upon several key parcels becoming available for redevelopment early in the implementation process. The Xcel fuel tank parcel, parcels north of Lakewood Gulch owned by the City and County of Denver, DHA's Sun Valley Homes property and Stadium District parking lots are all critical to implementing this Plan's recommendations. The City should take the lead on convening discussions among these property owners to coordinate necessary land swaps, purchase and sale, and/or joint ventures to facilitate a coordinated and complimentary redevelopment effort.

MIXED INCOME HOUSING DEVELOPMENT

DHA has slated Sun Valley as next in its work plan for mixed income housing redevelopment and will get started as early as 2014. Other affordable and mixed income housing developments are also underway or proposed in the station area. Funding for affordable housing is often pulled together from a variety of city, state, federal and even private sources. Strong city leadership regarding mixed income housing development near the Decatur-Federal Light Rail Station is critical to implementing this Plan's vision of creating permanent affordable units near transit. The City's leadership toward this goal is necessary to attract state or federal investment to Sun Valley. Specific sources such as the Denver TOD Fund, low-income housing tax credit (LIHTC) and Federal Housing and Urban Development (HUD) funds (e.g., Choice Neighborhoods, CDBG, HOME, SBA, Section 106, Revolving Loan Funds) could be used to support housing development in Sun Valley.



PUBLIC-PRIVATE PARTNERSHIPS

Public-private partnerships come in many forms. They require an investment from the City, property owners, a private developer or development project, or all of the above. Common examples include tax increment financing (TIF), New Market Tax Credits (NMTC), and Special Districts (such as a Metropolitan District or a Business Improvement District). Some of these tools, such as TIF and NMTC, require the area to be declared eligible through determinations of blight or census tract poverty levels, respectively. Sun Valley may be a likely candidate for such tools.

A key issue with public-private financing tools is that a private development partner must be willing to invest a considerable amount of private money upfront in order to harvest the benefit from them. In order for them to work, the developer must feel that the risks associated with the investment are sufficiently outweighed by the potential returns generated by the investment. The public sector can help to reduce risks by implementing many of the strategies described in this plan, such as:

1. A clear vision for the redevelopment of the area
2. Streamlined and clear decision-making that supports that vision
3. Public investments in infrastructure
4. Land assemblage, ideally offering large land parcels at attractive prices
5. Flexible entitlements that allow the developer to respond to changes in market conditions

Several catalytic developments included in this Plan's recommendations may be candidates for public-private partnerships for large scale or phased redevelopment.

These include:

- Stadium District property (Lots M and N south of Colfax, Stadium Festival Street area north of Colfax)
- Parkside redevelopment
- DHA mixed income housing development
- Properties along the Lower Colfax area main street
- DHA Sun Valley Homes existing site redevelopment into a mixed use-employment area
- RTD property at the light rail station

Several recommendations in this Plan are likely candidates for implementation by special districts.

These include:

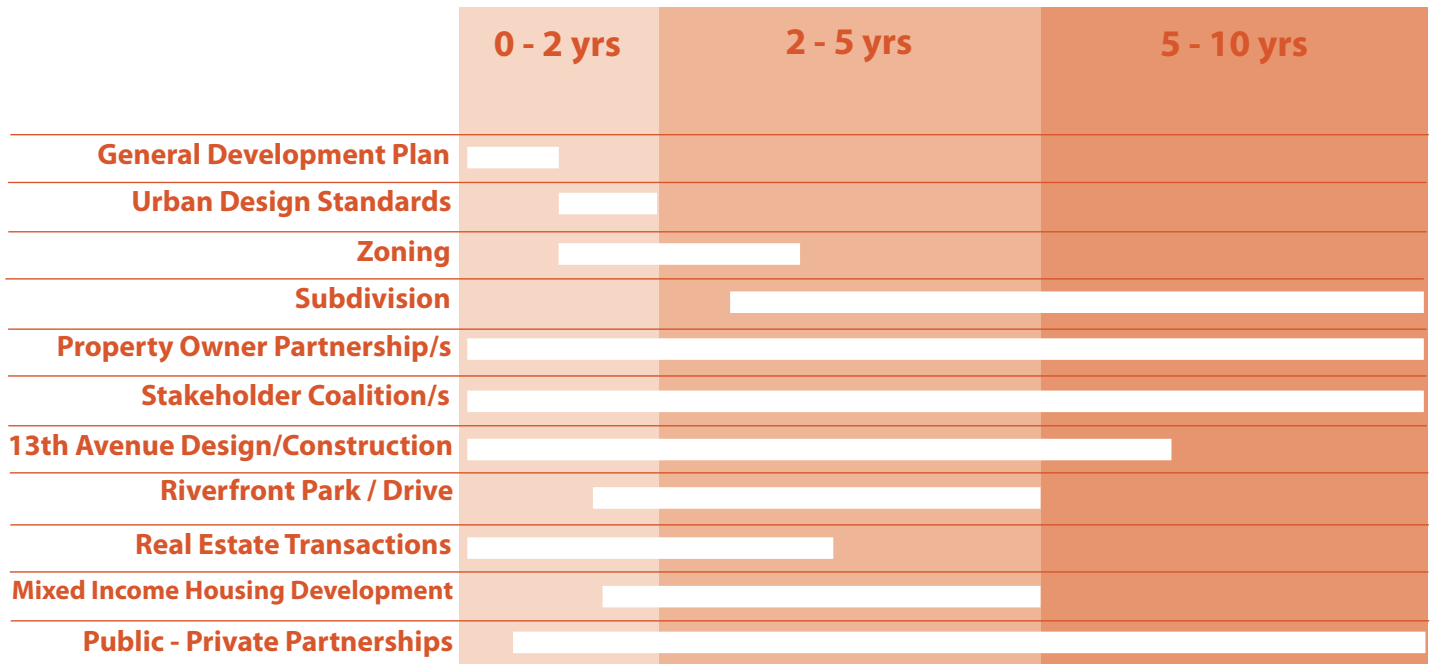
- Integrated stormwater and water quality
- Lower Colfax Main Street
- Stadium entertainment destinations
- 14th Avenue streetscape improvements



TIMEFRAME / PHASING

The chart below is a rough outline of the major tasks involved with implementing the Plan. The chart is not meant to provide a step-by-step approach to implementation. Each task contains a multitude of additional steps related to successful implementation and many are hard to predict at this time and should be left to the Implementing Partnership to determine priorities and manage detailed tasks. The chart is meant to provide rough timeframes for implementation – short-term (1-2 years), medium term (2-5 years), and long term (5-10 years) and identify how certain tasks are interrelated (i.e., one must be accomplished or started before moving on to the next). The short term tasks are focused on establishing the public policy infrastructure necessary to move forward with infrastructure development and encourage the private sector to participate in Plan implementation.

IMPLEMENTATION PHASING





Glossary

Active edges- Priority pedestrian streets and key intersections where buildings are designed to help increase visual and physical interaction between the public realm (street/sidewalk) and private realm (inside the building).

Active Recreation- Physical activity that a person voluntarily undertakes in their leisure time for the purpose of mental and/or physical satisfaction.

Adaptive Reuse- The process of reusing an old site or building for a purpose other than which it was built or designed for. Along with brownfield reclamation, adaptive reuse is seen by many as a key factor in land conservation and urban infill.

Area of Change – Locations where Denver intends to direct residential and employment growth taking advantage of existing and planned transit and infrastructure.

Area of Stability – Locations that represent an established character to enhance as reinvestment and redevelopment occur.

Arterial – Major roadway designed to provide a high degree of mobility and serve longer vehicle trips to, from, and within major activity centers in Denver and the region.

Auraria Higher Education Campus- an educational facility that houses facilities of three separate universities and colleges: the University of Colorado Denver (UCD), Community College of Denver, and Metropolitan State University of Denver. The campus is located southwest of downtown, near the site of the original Auraria mining camp settlement of 1859.

Bicycle Facilities and Amenities – Includes bike routes, lanes and paths which are interconnected, safe and attractive; bike parking and storage (racks & lockers). These efforts are further defined by Denver Moves. This Plan recommend additions to Denver Moves as well.

Blueprint Denver – Denver’s citywide land use and transportation plan adopted in 2002. This plan defines areas of change and stability.

Building frontages- Help frame the streetscape by encouraging buildings to be built close to the sidewalk with minimal setbacks.

Built Environment- the human-made surroundings that provide the setting for human activity, ranging in scale from buildings and parks or green space to neighborhoods and cities that can often include their supporting infrastructure, such as water supply, or energy networks.

Capital Improvement Program – Scheduled infrastructure improvements as part of a city budget.

Community Garden- a single piece of land gardened collectively by a group of people. They provide fresh produce and plants as well as satisfying labor, neighborhood improvement, sense of community and connection to the environment.

Complete Streets – The practice to promote safe and convenient access for all users along and across travelways.

Density – also referred to as intensity. The quantity of development as measured by dwelling units or square feet on a certain amount of land.

Denver Housing Authority (DHA)- A quasi-municipal corporation with a portfolio of over 11,000 units and housing choice vouchers, providing affordable housing to more than 26,000 very low, low and middle income individuals representing over 10,000 families. DHA has transformed public housing in Denver creating vibrant, revitalized, sustainable, transit oriented, and mixed-income community of choice.

Green Streets – Streets with additional landscaping, often linking parks. Defined in the Parks Game Plan.

Greenprint Denver- The City of Denver’s sustainability policy focusing on Green Building and Energy Conservation, Materials and Waste Management, Water Conservation, and Environmental Public Health policy.

Flex Space- A building that provides a flexible configuration of office or showroom space combined with, for example, manufacturing, laboratory, warehouse, distribution.

Food Hub- A centrally located facility with a business management structure facilitating the aggregation, storage, processing, distribution, and/or marketing of locally/regionally produced food products

Infill Development – Development on vacant properties in developed areas

Infrastructure – Public improvements such as roads and traffic signals, sidewalks and bicycle paths, parks, water and sewer lines, power and telecommunication lines.

Light Rail – A rail system with vehicles operating on a fixed track and powered by an overhead electric power source.

Mixed-Use Development – Mixes of residential, commercial and office space within the same buildings and districts.



Multi-Modal Streets – Streets that accommodate multiple modes of travel including rapid transit (bus and rail options), bicycles, pedestrians, and vehicles.

Node- Focal points, intersections or loci of activity of varying scales in a city or neighborhood.

On-Street Parking – Parking that is provided within the right-of-way of a public street, typically in designated parallel or diagonally striped spaces adjacent to moving traffic lanes.

Passive Recreation- An undeveloped space or environmentally sensitive area that requires minimal development. Entities such as a parks department may maintain passive recreation areas for the health and well-being of the public and for the preservation of wildlife and the environment.

Pedestrian-Friendly – Street design that facilitates safe, comfortable and attractive pedestrian travel.

Pedestrian Realm – Sidewalks, pedestrian signals, crosswalks, benches and other amenities designed to improve the pedestrian friendly nature of both the mixed-use and residential areas.

Public-Private Partnership – An agreement between a public agency (federal, state or local) and a private sector entity through which the skills and assets of each sector are shared in delivering a service or facility for the use of the general public.

Public Realm- Any publicly owned streets, pathways, right of ways, parks, publicly accessible open spaces and any public and civic building and facilities.

Regional Transportation District (RTD) – The regional public transportation agency for the Denver metro area.

Scale – The relative proportion of the size of different elements of the built environment to one another; the measurement of the relationship of one object to another.

Setback – The distance a building is set back from the property line.

Streetscaping – Physical amenities added to the roadway and intersections, including lighting, trees, landscaping, art, surface textures and colors and street furniture.

Stormwater Improvements – Facilities to control surface runoff from precipitation; alleys, curbs and gutters, and intersection drainage (“cross-pans”), in addition to underground pipes are components of the system.

Structured Parking – Parking that is provided in a structure, either above or below grade, as opposed to surface parking.

Sustainability – The long-term social, economic and environmental health of a community. A sustainable city survives today without compromising the ability of future generations to meet their needs.

Superblocks – Large parcels with few connected through-streets or often have have curvilinear streets within them, limiting connectivity

Tax Increment Financing (TIF)- a public financing method that is used for subsidizing redevelopment, infrastructure, and other community-improvement projects. TIF is a method to use future gains in taxes to subsidize current improvements, which are projected to create the conditions for said gains.

Transit – Public transportation by bus, rail, or other conveyance.

Urban Design – Involves the social, economic, functional, environmental, and aesthetic objectives that result in the plan or structure of a city, in whole or in part.

Wayfinding- Signs, maps, and other graphic or audible methods used to convey location and directions to travelers.

Zoning – Basic means of land use control used by local governments. It divides the community into districts (zones) and imposes different land use controls on each district, specifying the allowed uses of land and buildings, the intensity or density of such uses, and the bulk of buildings on the land

Zoning Code – The compilation of land use regulations for the City. It includes definitions and land use, and building size and location requirements by zone district.

