



TO: Denver Planning Board, Caitlin Quander, Chair
FROM: Bryan Botello, CPD Planning and Policy
DATE: October 29, 2025
RE: Far Southwest Area Plan Public Hearing

Community Planning and Development is pleased to submit the Planning Board review draft of the Far Southwest Area Plan for your final consideration and approval as a supplement to Comprehensive Plan 2040. This memorandum documents the plan contents and process based on the three criteria established in Comprehensive Plan 2040:

1. An inclusive community process was used to develop the plan.
2. The plan is consistent with the vision, goals and strategies of *Comprehensive Plan 2040*.
3. The plan demonstrates a long-term view.

The memo concludes with the staff recommendation to the Denver Planning Board.

1. Inclusive Community Process

The Far Southwest Area Plan was informed by a comprehensive public engagement process. Staff began outreach in March 2024, the Far Southwest Advisory Committee first met in July 2024, and a community kick-off meeting was held in August 2024. Engagement occurred in four phases over a 19-month period, summarized below.

- **Pre-planning:** Raise awareness about the plan and form the advisory committee.
- **Phase 1:** Gather community input and create the first draft of the plan.
- **Phase 2:** Publish and collect feedback on the first draft of the plan.
- **Phase 3:** Conduct targeted outreach on outstanding questions and to underrepresented groups; confirm that revisions responded to community concerns.

Advisory Committee- The Far Southwest Area Plan was guided and informed by an Advisory Committee with input from Councilman Flynn (District 2). Participants were all residents of Far Southwest, but also represented neighborhood and community organizations, non-profits, and businesses. The Committee met eight times at key points throughout the planning process. Members primarily helped guide outreach and engagement efforts for the Far Southwest Area Plan, helped interpret community feedback, and provided guidance where feedback was mixed. Among members present at its final meeting, the advisory committee voted unanimously to recommend approval of the Far Southwest Area Plan.

In addition to the full advisory committee, an equity subcommittee composed of six members of the full advisory committee met three times. Meeting topics included an equity lens training led by the Office of Social Equity and Innovation and discussions on what the committee's role should be, a review of engagement activities and results, and input on how to improve community engagement in future

rounds. Community navigator leads from area non-profits also attended these meetings to help inform discussions.

Community Navigators: The project team worked with three community-based organizations, Commún, BuCu West, and Una Mano Una Esperanza to reach underrepresented communities in Far Southwest. Generally, navigators focused on reaching Latinos, renters, and residents that live in the College View-South Platte neighborhood.

Pre-Planning – Raising Awareness

Before the kick-off meeting, staff focused on outreach to raise awareness of the plan, build an email and text subscriber list, and recruit members for the Advisory Committee. Beginning March 16, 2024, staff attended 12 community events, five registered neighborhood organization (RNO) meetings, and meetings with community leaders, distributed information via social media, and mailed over 29,000 postcards to every address in the Far Southwest area to advertise the kick-off

- March 16th, 2024 – Harvey Park Community Organization (RNO) meeting
- April 3rd, 2024 – Community Connection Expo
- April 6th, 2024 – Council District 2 Neighborhood Leaders Lunch
- April 9th, 2024 – College View Neighborhood Association (RNO) meeting
- April 11th, 2024 – Conversation with Community Leader
- April 18th, 2024 – Conversation with Community Leader
- April 18th, 2024 – South Fort Logan (RNO) meeting
- May 4th, 2024 – Greenway’s Family Stewardship Day at Bear Creek
- May 8th, 2024 – Conversation with Community Leader
- May 8th, 2024 – Conversation with Community Leader
- May 8th, 2024 – Conversation with Community Leader
- May 21st, 2024 – Ruby Hill Neighbors (RNO) meeting
- May 30th, 2024 – Mayor and Council Office Community Conversation on Safety District 2
- June 1st, 2024 – Caucus of Color
- June 8th, 2024 – Safe Summer Kick-Off
- June 12th, 2024 – College View Recreation Center Movie Night
- July 24th, 2024 – Mayor and Council Office Community Conversation on Affordable Housing
- August 3rd, 2024 – Denver Days, End of Summer Adventure Party
- August 6th, 2024 – Denver Municipal Band Concert
- August 12th, 2024 – Southwest Recreation Center Family Movie Night
- August 22nd, 2024 – Commun Food Bank Distribution
- August 24th, 2024 – Southwest Recreation Center Flyering

Online participation

A short online survey asked residents what they most value about their neighborhood, what they would change, and what challenges they face. Two hundred fifteen people responded; their input informed Phase 1 engagement and the survey demographics identified populations requiring additional outreach.

Also, during this period, staff collected applications to serve on the community advisory committee. 97 community members submitted applications, and 18 were chosen to serve on the Far Southwest Advisory committee. The committee was assembled in an effort to be representative of Far Southwest demographics.

- July 25th, 2024 – First Advisory Committee meeting
- August 1st, 2024 – Second Advisory Committee meeting
- August 8th, 2024 – First Equity Sub-Committee meeting

Intentional Outreach

As part of targeted outreach, staff met with the Denver Housing Authority's South Lowell Local Resident Council and hosted a meeting at Shady Acres Mobile Home Park to share plan information, encourage Advisory Committee participation, and provide updates on the Manufactured Housing Community Zoning Code.

- May 28th, 2024 – DHA South Lowell Local Resident Council meeting
- August 20th, 2024 – Shady Acres Open House

Phase 1 – Area Opportunities

In Phase 1 the project moved from awareness-building to community engagement. The input gathered would eventually form the plan's foundation. Staff completed an existing conditions analysis and reviewed relevant citywide policies, including *Comprehensive Plan 2040*, *Blueprint Denver*, and *Gameplan for a Healthy City*, to identify topics needing neighborhood-level guidance. Those findings shaped the engagement questions and initial draft opportunities on land use and built form, mobility, and quality of life infrastructure.

The phase opened with a community workshop attended by about 250 people; participants worked in small groups to discuss priority topics. The project team also held 11 pop-up events in the community and attended three registered neighborhood organization (RNO) meetings to reach a broad cross-section of residents.

- August 27th, 2024 – Far Southwest Kick-Off Public Meeting
- September 13th, 2024 – Pop-up at Sabin Elementary Festival
- September 14th, 2024 – Pop-up at Commun Community Celebration
- September 17th, 2024 – Ruby Hill Neighbors (RNO) meeting
- September 17th, 2024 – Bear Valley Improvement Association (RNO) meeting
- September 28th, 2024 – Havery Park Community Organization (RNO) meeting
- October 23rd, 2024 – Pop-up at Bear Valley Library

- October 25th, 2024 – Pop-up at Mile High Trunk or Treat
- October 26th, 2024 – Pop-up at Harvey Park Recreation Center
- October 27th, 2024 – Pop-up at Asbury and Tejon/La Lomita Park
- October 27th, 2024 – Pop-up at Garrison and Union Park
- October 30th, 2024 – Pop-up at Trick or Treat-Street at John F. Kennedy High School
- November 2nd, 2024 – Pop-up at Hadley Branch Library
- December 10th, 2024 – Third Advisory Committee meeting
- January 30th, 2025 – Second Equity Sub-Committee meeting
- February 27th, 2025 – Fourth Advisory Committee meeting

Online Participation

Two topic-specific online surveys were conducted: a land use and built form survey (322 responses) and a mobility and quality-of-life infrastructure survey (184 responses). A separate statistically valid survey covered comparable questions for both the Southwest and Far Southwest areas to provide representative data.

Intentional Engagement

The project team visited classrooms at Abraham Lincoln and John F. Kennedy High Schools to engage youth on neighborhood needs and careers in local government. Community navigators assisted residents with longer online surveys and distributed shorter paper versions of the online survey. Staff also followed up with a pop-up at the Shady Acres Mobile Home Park and co-hosted a National Walk to a Park Day event with Parks and Recreation at College View Recreation Center to gather feedback from children, youth, and families.

- October 4th, 2024 – Step Into Nature: National Walk to a Park Day
- October 23rd, 2024 – John F. Kennedy Student Workshop number one
- October 25th, 2024 – John F. Kennedy Student Workshop number two
- October 29th, 2024 – Shady Acres Manufactured Housing Community Workshop
- November 4th, 2024 – Abraham Lincoln Student Workshop

Focus Groups

Three focus groups were held to explore area-specific issues: industrial businesses (combined with the Southwest Area Plan), Federal Boulevard stakeholders, and Far Southwest local centers. These sessions allowed staff to hear perspectives from business owners, property owners, and residents.

- January 9th, 2025 – Industrial Businesses Focus Group
- January 16th, 2025 – Broadway Focus Group
- January 16th, 2025 – Federal Boulevard Focus Group
- January 23rd, 2025 – Far Southwest Centers Focus Group

Responses from meetings, surveys, and focus groups informed the technical analysis and were used to write the first draft of the Far Southwest Area Plan.

Phase 2 – First Draft

In phase 2, the project team presented the draft plan and asked the community whether the draft vision and recommendations accurately reflected their priorities. Staff explained how Phase 1 input shaped draft recommendations, sought feedback to refine those recommendations, and further focused on reaching a representative cross-section of Far Southwest Denver.

This began with an open house at the Far Southwest Recreation Center where community members could learn about and provide feedback on the draft plan. In addition to the open house, the project team presented and gathered feedback at eight RNO meetings throughout the planning area. These meetings were broadly advertised and were open to community members that did not belong to the RNOs. Over 140 comments were gathered from the open house and RNO meetings.

- May 3rd, 2025 – Far Southwest Open House and Resource Fair
- April 29th, 2025 – Academy Park (RNO) meeting
- May 1st, 2025 – Glenbrook/Park West/Village West Neighbors (RNO) meeting
- May 10th, 2025 – Harvey Park Community Organization (RNO) meeting
- May 13th, 2025 – Brentwood UMC Church Monthly Dinner
- May 13th, 2025 – College View Neighborhood Association (RNO) meeting
- May 15th, 2025 – Fort Logan South (RNO) meeting
- May 20th, 2025 – Bear Valley Improvement Association (RNO) meeting
- June 26th, 2025 – Fifth Advisory Committee Meeting
- July 10th, 2025 – Third Equity Sub-Committee Meeting
- July 24th, 2025 – Sixth Advisory Committee Meeting

Online Participation

An online survey included the same boards and information from the open house so that attendees could have equivalent experiences and equal opportunity for input no matter their preference for participating. Staff also held three online office hours sessions during this phase. Community members also had the opportunity to read and comment on the full draft of the plan or an executive summary of the plan.

Intentional Engagement

Intentional engagement during this phase included continued use of the community navigators and student workshops. Community navigators administered 135 surveys to area residents. A student workshop with Abraham Lincoln High School also garnered over 80 comments. Additionally, small group discussions that were co-hosted with the Southwest Area Plan included a Non-profit and Small Business small group.

- May 9th, 2025 – Abraham Lincoln Student Workshop
- May 17th, 2025 – Housing Small Group meeting

- May 28th, 2025 – Nonprofit Small Group meeting
- June 3rd, 2025 – Business Small Group meeting
- June 6th, 2025 – Housing Small Group meeting

Staff found that by-and-large, the community supported the priorities, policies, and outcomes from the first draft of the plan. Between 78% and 88% of respondents in this phase indicated that they supported the plan's six community priorities and associated outcomes. Because of the high level of plan support, only minor revisions were made for the second draft of the plan.

Phase 3 – Second Draft

Phase 3 primarily focused on reaching groups that were still underrepresented or answering any lingering questions that needed to be resolved with community input. It also provided community members an opportunity to see what changes were made to the plan in response to previous comments. The project team focused on getting feedback from older adults, input from College View-South Platte residents on housing, input on a local retail center in the Fort Logan neighborhood, and input from small businesses in the Far Southwest Area because they were underrepresented in previous phases.

During this phase, the project team attended 6 RNO meetings throughout the plan area. Information on these meetings was posted to the plan webpage so any member of the public could attend.

- September 16th, 2025 – Bear Valley Improvement Association (RNO) meeting
- September 20th, 2025 – Brentwood/Mar Lee (RNO) meeting
- September 27th, 2025 – Harvey Park Community Organization (RNO) meeting
- October 2nd, 2025 – Glenbrook/Park West/Village West Neighbors (RNO) meeting
- October 9th, 2025 – Fort Logan South (RNO) meeting
- October 14th, 2025 – College View Neighborhood Association (RNO) meeting
- October 21st, 2025 – Final Advisory Committee Meeting

Online Participation

The second draft of the plan and an executive summary were available online for comment. Fifty comments were received through online tools.

Intentional Engagement

Community navigators prioritized reaching College View-South Platte residents and small local business in the Far Southwest area during this phase. Responses to the community navigator survey found a high level of support (88%) for the area-wide recommendations and neighborhood recommendations. Of the 254 surveys gathered from community navigators, 45% of respondents identified as Hispanic or Latino, and 40% were renters. Among these respondents 88% expressed agreement with the area-wide recommendations and the neighborhood recommendations.

Because of the high level of support, input from this phase was used to make only minor adjustments to the overall Far Southwest Area Plan.

Communications- Throughout the outreach and engagement process, promotion of the Far Southwest process and advertisement of meetings, surveys and draft material was conducted by CPD

Communications. Outreach methods included email distribution, media releases, website information, social media, and additional outreach through City Council offices. Other methods of communication included:

- Bilingual flyers were distributed throughout Far Southwest, including libraries, recreation centers, schools, and community-serving businesses to promote engagement opportunities.
- Approximately 29,000 postcards mailed to every address in Far Southwest
- Project information, agendas, meeting materials, draft content, and announcements were posted to www.denvergov.org/FarSouthwestPlan
- Spanish-English interpretation services were provided at all virtual and in-person community workshops. Interpretation for other languages was made available upon request.
- Electronic communication, web materials and online activities were compatible with smart phones, ADA accessible and available for auto-translation.
- Over 100 signs were placed throughout the Far Southwest area during the planning process.
- Printed copies of materials and language translation were made available to any resident who requested it.

Finding: The Far Southwest Area Plan was developed through an inclusive public process.

2. Plan Consistency

Small area plans must be consistent with Comprehensive Plan 2040. Because it is a key supplement to the comprehensive plan and provides specific guidance for the Neighborhood Planning Initiative, a consistency analysis is also provided for Blueprint Denver, below.

Comprehensive Plan 2040

Comprehensive Plan 2040 includes many goals divided across six vision elements. The Far Southwest Area Plan addresses these same topics and provides additional detail and guidance specific to the Far Southwest area. The Far Southwest Area Plan is consistent with the following goals and strategies found in Comprehensive Plan 2040:

Equitable, Affordable and Inclusive

Goal 1: Ensure all Denver residents have safe, convenient and affordable access to basic services and a variety of amenities.

- A. Increase development of housing units close to transit and mixed-use developments.
- B. Implement a high-quality, affordable and accessible multi-modal transportation system.
- C. Improve equitable access to resources that improve quality of life, including cultural and natural amenities, health care, education, parks, recreation, nutritious food and the arts.
- D. Improve equitable access to city resources and city meetings through proactive and transparent communications, easy-to-access information and materials available in more than one language.

Goal 2: Build housing as a continuum to serve residents across a range of incomes, ages and needs.

- A. Create a greater mix of housing options in every neighborhood for all individuals and families.
- B. Ensure city policies and regulations encourage every neighborhood to provide a complete range of housing options.
- C. Foster communities of opportunity by aligning housing strategies and investments to improve economic mobility and access to transit and services.

- D. Increase the development of senior-friendly and family-friendly housing, including units with multiple bedrooms in multifamily developments.

Goal 3: Develop housing that is affordable to residents of all income levels.

- B. Use land use regulations to enable and encourage the private development of affordable, missing middle and mixed-income housing, especially where close to transit.
- D. Develop and promote programs to help individuals and families, especially those most vulnerable to displacement, access affordable housing
- E. Leverage available publicly owned land for affordable housing development.

Goal 4: Preserve existing affordable housing.

- A. Expand existing tools, such as tax relief programs, to preserve the long-term affordability of housing throughout Denver.
- B. Create additional tools, including community land trusts and regulatory incentives, to preserve existing affordable housing.
- C. Incentivize the reuse of existing smaller and affordable homes.

Goal 5: Reduce the involuntary displacement of residents and businesses.

- A. Advance a comprehensive approach to mitigating involuntary displacement that includes expanding economic mobility, creating new affordable housing and preserving existing affordability.
- B. Stabilize residents and businesses at risk of displacement through programs and policies that help them to stay in their existing community.
- C. Evaluate city plans, projects and major regulatory changes for the potential to contribute to involuntary displacement; identify and implement strategies to mitigate anticipated impacts to residents and businesses.

Goal 6: Integrate equity considerations into city policies, processes and plans.

- A. Adopt strategies to ensure that city plans and processes, including budget decisions, incorporate equity.
- B. Track the information and measure the data needed to understand disparities and to evaluate the equity impacts of public programs and projects.

Goal 7: Make neighborhoods accessible to people of all ages and abilities.

- B. Prioritize infrastructure improvements that allow for residents of all abilities to access and live in any neighborhood.
- C. Design and program public spaces and recreation centers to accommodate people of all ages and abilities.

Goal 8: Increase housing options for Denver's most vulnerable populations.

- A. Expand investments in housing options and services for people experiencing homelessness.
- C. Ensure that city regulations enable a range of flexible housing options to meet the needs of those experiencing or transitioning out of homelessness.
- D. Expand the supply of housing accessible to seniors and people with disabilities, including more housing choices for seniors to age in place

Goal 9: Improve equitable access to quality education and lifelong learning opportunities.

- B. Improve the quality, availability and affordability of early childhood care, education and child development services.
- C. Promote and encourage use of the Denver Public Library system, community centers, schools, and other resources that provide opportunities for lifelong learning.
- D. Partner with higher-education institutions to ensure residents have access to local, quality higher- education.

Strong and Authentic Neighborhoods

Goal 1: Create a city of complete neighborhoods.

- A. Build a network of well-connected, vibrant, mixed-use centers and corridors.
- B. Ensure neighborhoods offer a mix of housing types and services for a diverse population.
- C. Ensure neighborhoods are safe, accessible and well-connected for all modes.
- D. Encourage quality infill development that is consistent with the surrounding neighborhood and offers opportunities for increased amenities.

Goal 2: Enhance Denver's neighborhoods through high-quality urban design.

- C. Create people-oriented places that embrace community character with thoughtful transitions, aspirational design and an engaging public realm.
- D. Use urban design to contribute to economic viability, public health, safety, environmental well-being, neighborhood culture, and quality of life.

Goal 3: Preserve the authenticity of Denver's neighborhoods and celebrate our history, architecture and culture.

- C. Ensure city policies and regulations support historic preservation and eliminate barriers in city processes to help all neighborhoods preserve what matters most.
- D. Expand resources to preserve and enhance neighborhood culture.
- E. Support the stewardship and reuse of existing buildings, including city properties.

Goal 4: Ensure every neighborhood is strong and vibrant

- A. Grow and support neighborhood-serving businesses
- C. Make city-led catalytic investments in neighborhoods to advance community goals

Goal 5: Create and preserve parks and public spaces that reflect the identity of Denver's neighborhoods.

- A. Ensure that parks and recreational programs reflect the unique context and cultural identity of the neighborhoods they share.
- B. Design public spaces to facilitate social connections and enhance cultural identity.

Goal 6: Empower Denverites to be involved and collaborative in city government.

- A. Continue to strengthen trust and communication between the city and all neighborhoods.
- B. Provide proactive communication and transparency about city policies, public safety, processes and plans.
- C. Improve the engagement and representation of all Denverites, including communities of color, in neighborhood groups and city processes.
- D. Build the capacity of underrepresented citizens and provide resources to increase their involvement in decision-making.

Goal 7: Leverage the arts and support creative placemaking to strengthen the community.

- C. Embrace existing communities and their cultural assets.
- D. Integrate community-inspired art and artistic expression into the public realm.
- D. Use city-owned facilities to expand arts and cultural programming.

Goal 8: Conduct intentional, equitable and measurable neighborhood planning.

- A. Create diverse and inclusive opportunities for communities to participate in planning.
- B. Ensure all neighborhoods have a future vision that is both community-driven and long-term.
- C. Ensure neighborhood plan recommendations are consistent with the local vision and with this comprehensive plan.

Goal 9: Ensure all neighborhoods are safe.

- A. Encourage design and new development to improve public health and safety.
- C. Actively involve communities in strategies to promote safety.

Connected, Safe and Accessible Places

Goal 1: Deliver a multimodal network that encourages more trips by walking, rolling, biking and transit.

- A. Prioritize transportation projects that will advance Denver's mode share goals.
- B. Adopt policies that require Transportation Demand Management (TDM) programs for developments to maximize use of alternative modes and reduce single-occupancy vehicle trips on Denver's streets.

Goal 2: Provide a safe transportation system that serves all users.

- A. Implement the city's *Vision Zero Action Plan* to achieve zero traffic-related deaths and serious injuries by 2030.
- C. Create a transportation system to serve all ages and physical abilities.

Goal 3: Maximize the public right-of-way to create great places.

- A. Create streets to foster economic activity, contribute to great urban design and accommodate green infrastructure, including street trees.
- C. Protect, enhance and expand Denver's legacy pathways: its historic parkways, boulevards, greenways and trails.

Goal 4: Create an equitable and connected multimodal network that improves access to opportunity and services.

- A. Ensure focused transportation investments—on streets as well as neighborhood trails—in areas with populations more dependent on walking, rolling and transit.
- B. Use the multimodal network to connect vulnerable populations to employment, education, parks and health services.
- C. Support efforts to enhance service and reduce fares for low-income and young transit users.

Goal 5: Ensure the development of a frequent, high-quality and reliable transit network.

- A. Promote a citywide network of frequent transit service—including buses—that is reliable, safe and accessible to users of all ages and abilities.
- B. Implement Denver Moves: Transit, including the frequent transit network and transit capital investment corridors.

Goal 6: Build and maintain safe bicycle and pedestrian networks.

- A. Create a citywide network for bicycling, walking and rolling that is safe and accessible to people of all ages and abilities.
- B. Implement the bicycle network, including facilities easy to use, recommended in Denver Moves: Bicycles.
- C. Implement the complete network of pedestrian infrastructure recommended in Denver Moves: Pedestrians & Trails.

Goal 7: Expand funding options for multimodal infrastructure.

- A. Explore new and long-term funding tools to enable increased investments in mobility projects and services.

Goal 8: Strengthen multimodal connections in mixed-use centers and focus growth near transit.

- A. Improve multimodal connections within and between mixed-use centers including downtown, Denver International Airport and major urban centers.
- B. Promote transit-oriented development and encourage higher density development, including affordable housing, near transit to support ridership.

Goal 9: Advance innovative curb lane management and parking policies.

- A. Promote strategies to balance demand for the curb lane (where vehicles park and load) that responds to the land uses on that street.

- B. Promote on-street parking management strategies that maximize use of the curb lane and are tailored to the context and needs of specific areas at different times of day.
- C. Balance the demand for on- and off-street parking with other community goals including affordability and sustainability.

Goal 10: Embrace innovations in transportation policy and technologies to improve movement throughout the city.

- B. Proactively plan for the impacts of new technology, including driverless vehicles.

Economically Diverse and Vibrant

Goal 1: Ensure economic mobility and improve access to opportunity.

- A. Improve economic mobility through workforce training, career development, quality education and wealth creation.
- B. Build the capacity and strength of businesses owned by women and people of color and increase city contracting with these businesses.
- C. Support business development and grow the talent necessary to compete in the global economy.

Goal 2: Grow a strong, diversified economy.

- B. Facilitate the growth of a diverse business sector that serves as the foundation for a global, innovative economy.
- D. Ensure a broad range of jobs to align with the skills and interests of local residents.

Goal 3: Sustain and grow Denver's local neighborhood businesses.

- A. Promote small, locally-owned businesses and restaurants that reflect the unique character of Denver.
- B. Target investments and small business support to the most underserved or distressed neighborhoods.
- C. Address the needs of culturally-relevant businesses that are most vulnerable to involuntary displacement.

Goal 4: Ensure Denver has a productive, educated, competitive and knowledgeable workforce.

- A. Develop a highly trained local workforce with the skills and knowledge to effectively compete for a diverse range of local jobs.
- B. Provide training and programs to connect Denverites to high quality jobs at a range of skill levels.
- C. Encourage businesses to work with local workforce training and education organizations to better prepare residents for job and career opportunities.

Goal 6: Enable Denver's youth to access quality education and compete in the global economy.

- A. Create partnerships between employers and educators to directly connect students to entrepreneurs and business leaders.
- B. Support Denver Public Schools to address achievement gaps and ensure equitable access to quality education.

Goal 7: Accelerate Denver's economic vitality through arts, culture and creativity.

- C. Grow public-private partnerships and create tools to support creative businesses and job creation

Goal 10: Create a vibrant food economy and leverage Denver's food businesses to accelerate economic opportunity.

- C. Spur innovation and entrepreneurship across food and agricultural industries.

Environmentally Resilient

Goal 1: Mitigate climate impact by significantly reducing greenhouse gas emissions.

- B. Reduce energy use by buildings and advance green building design, including green and cool roofs.
- C. Invest in multimodal transportation and support a clean, carbon-free transportation system.

Goal 2: Prepare for and adapt to climate change.

- A. Prepare for the impacts of climate change including increased temperatures, loss of tree canopy, infrastructure damage, increased frequency of extreme weather events and reduced snowpack and earlier snow melt.
- B. Plan for climate change through collaboration, innovation and special attention to the city's most vulnerable populations, who are disproportionately impacted by climate change.

Goal 3: Conserve water and use it more efficiently.

- A. Encourage requirements for water-conserving landscaping for private development and publicly owned land.

Goal 4: Integrate stormwater into the built environment by using green infrastructure to improve water quality and reduce runoff.

- A. Embrace stormwater as an asset and integrate it into the design of streets, open spaces and neighborhoods.
- B. Restore and enhance waterways so they serve as community amenities.
- C. Improve and protect all of Denver's waterways so they are swimmable and fishable and promote life and safety.
- D. Encourage low-impact development that reduces impervious surfaces and positively impacts community health by using trees, low-water landscaping and green infrastructure.

Goal 5: Enhance and protect the South Platte River.

- A. Promote the value of Denver's only river and expand its role in creating great neighborhoods, improving flood management and expanding natural habitat.
- B. Restore the river's ability to provide natural benefits that promote water quality, flood control, ecosystem health and socio-economic growth.
- C. Develop a multi-disciplinary plan to guide the future of the river including its environmental, stormwater, water quality, flood mitigation, recreation and urban design components.

Goal 6: Protect and expand Denver's green infrastructure network.

- A. Recognize parks, public space, trees and plants as vital elements of green infrastructure and ensure that the provision of these elements keeps pace with Denver's growth.
- B. Connect parks, open spaces, trails, river corridors, parkways and street trees into an integrated green infrastructure network.
- C. Maintain and expand the citywide tree canopy.

Goal 7: Improve solid waste diversion and conserve raw materials.

- C. Prioritize the reuse of existing buildings and explore incentives to reuse or salvage materials from demolished structures.

Goal 8: Clean our soils, conserve land and grow responsibly.

- A. Promote infill development where infrastructure and services are already in place.
- B. Encourage mixed-use communities where residents can live, work and play in their own neighborhoods.
- C. Focus growth by transit stations and along high- and medium-capacity transit corridors.

Goal 9: Protect and improve air quality.

- B. Improve Denver's air by reducing the use of single-occupancy vehicles, advancing renewable energy sources, expanding the use of transit, promoting innovative and alternative technologies and supporting mixed-use, walkable neighborhoods

Healthy and Active

Goal 1: Create and enhance environments that support physical activity and healthy living.

- A. Recognize parks, recreation and the urban forest as vital components of a complete community.
- B. Promote walking, rolling and biking through the development of a safe and interconnected multimodal network.
- C. Design safe public spaces and recreational areas to serve people of all ages and backgrounds.

Goal 2: Provide high-quality parks, recreation facilities and programs that serve all Denver residents.

- A. Ensure equitable access to parks and recreation amenities for all residents.
- C. Expand the supply of parks, recreational facilities and programs relative to Denver's population growth.

Goal 3: Ensure access to affordable, nutritious culturally-diverse food in all neighborhoods.

- A. Expand efforts to recruit and retain fresh-food retailers in low-income and underserved areas.
- B. Expand community food production and sharing.
- C. Build community-driven food resources.

Goal 4: Increase access to health services for all.

- A. Improve collaboration between health organizations, schools, faith-based organizations and other community organizations to promote preventive care and improve access to health services.
- C. Increase access to behavioral health screening and interventions by integrating these services with physical health services.

Goal 5: Incorporate health analysis into relevant city policies, processes and planning.

- A. Integrate health impacts and considerations into relevant city programs and projects.
- B. Work across multiple city departments and partners to address health impacts.

Denver and the Region

Goal 1: Be a regional leader in smart growth.

- A. Demonstrate the benefits of compact, mixed-use development for the region.

Goal 2: Embrace Denver's role as the center of regional growth.

- A. Direct significant growth to regional centers and community centers and corridors with strong transit connections.

Goal 3: Lead the advancement and promotion of regional collaboration.

- B. Coordinate with RTD, DRCOG and local jurisdictions to lead investments in multimodal regional connections, including transit corridors.

Goal 4: Capitalize on Denver's role as a transportation hub and enhance connections to the region and beyond.

- A. Leverage the regional investment in RTD's FasTracks program to develop a network of transit-oriented centers at rail stations.

Blueprint Denver

Blueprint Denver Section 3.1 (Plan in Action- Implementation) identifies NPI area plans as "the greatest opportunity for covering all of Denver with small area plans that provide more specific guidance than Blueprint Denver". The section describes how NPI area plans update and refine Blueprint Denver and establishes the following minimum content for NPI plans:

- A detailed vision for the future of the area that aligns with the comprehensive plan vision and the vision of Blueprint Denver.

- Strategies for achieving the vision, including recommendations for land use, built form, mobility and quality-of-life infrastructure.
- An implementation section identifying strategies by type, responsible entities, timelines, and any metrics for tracking plan progress over time.
- A summary of intended updates to Blueprint Denver.

The Far Southwest Area Plan contains content specifically addressing each of the minimum standards listed above. Additionally, the Far Southwest Area Plan is consistent with the following policies and strategies found in Blueprint Denver:

Land Use and Built Form

General Recommendations- Land Use and Built Form

Policy 1: Promote and anticipate planned growth in major centers and corridors and key residential areas connected by rail service and transit priority streets.

- A. Use zoning and land use regulations to encourage higher-density, mixed-use development in transit-rich areas including:
 - Regional centers and community centers
 - Community corridors where medium- and high-capacity transit corridors are planned
 - High and medium-high residential areas in the downtown and urban center contexts.

Policy 2: Incentivize or require efficient development of land, especially in transit-rich areas.

- B. In transit-rich areas, including downtown, revise the zoning code to limit auto-oriented commercial uses that do not contribute positively to activating the public realm, such as mini-storage, drive-throughs and car washes. This may also apply to other desired mixed-use areas of the city, such as transit priority streets.
- C. Allow increased density in exchange for desired outcomes, such as affordable housing, especially in transit-rich areas.
- E. In historic areas, balance efficiency with preservation through strategies that encourage the reuse of structures.

Policy 3: Ensure the Denver Zoning Code continues to respond to the needs of the city, while remaining modern and flexible.

- A. Rezone properties from the Former Chapter 59 zoning code so that the entire city is covered by the DZC, including continuing to incentivize owners to come out of the old code.

Policy 4: Ensure equitable planning processes and include underrepresented residents in plans and plan implementation.

- A. Include multilingual engagement in all public outreach.
- D. Integrate equity and environmental justice considerations into plans and identify methods to measure and reduce inequities as part of the planning process

Policy 5: Integrate mitigation of involuntary displacement of residents and/or businesses into major city projects.

- B. Where the potential for involuntary displacement is identified, evaluate and implement methods to mitigate displacement, such as incentives or requirements for on-site income-restricted housing and/or affordable commercial spaces.

Policy 9: Promote coordinated development on large infill sites to ensure new development integrates with its surroundings and provides appropriate community benefits.

- B. Use large development review, or similar tools, to coordinate infrastructure and open space on large infill sites while minimizing and mitigating negative impacts on surrounding communities.
- C. Implement regulatory tools to set clear and predictable requirements for large redevelopments to provide benefits to the community such as affordable housing and open space.

Policy 10: Expand resources to empower Denverites to be involved and collaborative in city government.

- C. *Create resources to better engage communities who are traditionally underrepresented in planning and other government processes.*

Housing Recommendations- Land Use and Built Form

Policy 2: Diversify housing options by exploring opportunities to integrate missing middle housing into low and low-medium residential areas.

- A. Integrate missing middle housing into low and low-medium residential areas, especially those that score low in Housing Diversity. This should be implemented through holistic revisions to the zoning code at a citywide scale, with a focus on discouraging demolition and encouraging affordability.

Policy 3: Incentivize preservation and reuse of existing smaller and affordable homes.

- A. Implement zoning tools to incentivize the preservation of smaller, more affordable housing options. An example would be to allow the owner of an existing house to add an additional unit or accessory dwelling unit if the original structure is preserved.
- C. Partner with public health to support upgrades to older homes to meet modern code, safety and quality of life standards.

Policy 4: Diversify housing choice through the expansion of accessory dwelling units throughout all residential areas.

- C. Study and implement a citywide program to expand access to ADUs as a wealth-building tool for low- and moderate-income homeowners.

Policy 6: Increase development of affordable housing and mixed-income housing, particularly in areas near transit, services and amenities.

- A. Incentivize affordable housing through zoning, especially in regional centers, community centers and community corridors adjacent to transit. This could include a process—informed by community input—to create citywide height bonuses in the zoning code, where additional height is allowed in exchange for income restricted units. Incentives for affordable housing are particularly important for areas that score high in Vulnerability to Displacement and score low in Housing Diversity.

Policy 7: Expand family-friendly housing throughout the city.

- A. Implement tools to require and/or incentivize the development of family-friendly housing. This could include bonuses for affordable large units (those with three or more bedrooms), especially in multifamily developments.

Policy 8: Capture 80 percent of new housing growth in regional centers, community centers and corridors, high-intensity residential areas, greenfield residential areas, innovation flex districts and university campus districts.

- A. Align high-density residential areas near regional centers to support housing growth near major job centers with access to transit priority streets.
- C. Ensure land use regulations, small area plans and major transit investments support desired growth areas
- D. Advance housing affordability recommendations from this plan and Housing an Inclusive Denver to ensure new units include units affordable to a range of income levels.

Economic Recommendations- Land Use and Built Form

Policy 1: Capture 90 percent of job growth in regional centers, community centers and corridors, certain districts and high-intensity residential areas in downtown and urban center contexts. Of the 90 percent job growth, focus 30 percent downtown.

- B. Promote the development and redevelopment of regional centers, including downtown, to meet the land use and transportation needs of targeted industries. This means encouraging regional centers to have strong connections to transportation options, especially passenger rail and transit priority streets, and fostering the mix of uses needed to attract businesses with a wide variety of jobs.

Policy 2: Improve equitable access to employment areas throughout the city to ensure all residents can connect to employment opportunities.

- A. Invest in transit priority streets to connect all Denver residents to the city's regional, community centers and community corridors.
- B. Promote and incentivize the development of affordable and family-friendly housing, as well as a full range of job opportunities, in and near regional centers, community centers and community corridors
- C. Encourage entrepreneurship and provide opportunities for new locally-owned businesses, especially businesses owned by women and people of color, to locate in regional centers.
- D. Align workforce training, career development and education programs with job opportunities in regional centers and create programs to connect workers with employers in regional centers.

Policy 3: Preserve high-value manufacturing areas and allow low-value manufacturing areas to transition to higher intensity uses.

- A. Preserve the high-value manufacturing districts mapped as "manufacturing preservation areas" in Chapter 5. To help preserve these areas, residential uses should be prohibited in the heavy production and value manufacturing districts. Residential uses are appropriate in the innovation/flex districts.
- C. In value manufacturing areas, use zoning and other tools to encourage the retention and creation of employment capacity by increasing development capacity.
- D. Within innovation/flex districts, enable housing and other uses to complement manufacturing. Promote urban, pedestrian-friendly building forms that are appropriate for vibrant, mixed-use districts.
- E. Study and implement changes to the zoning code to ensure appropriate zone district(s) to implement the innovation/flex district desired uses and building forms.

Policy 4: Promote creative industries, maker spaces, artists and small businesses as vital components of Denver's innovation economy.

- C. Develop programs and identify potential incentives to maintain existing spaces, reduce rent costs and other business costs and help create new spaces for hand crafted manufacturing, maker spaces, artists and other small, locally-owned businesses, especially in areas that score high for Vulnerability to Displacement.

Policy 5: Support organizations and districts within the city's centers and corridors to aid in attraction and retention of employment and commerce.

- B. Provide information, technical assistance and support to commercial areas interested in creating a business organization, merchants' association or similar entity.
- D. Partner with organizations that are actively supporting economic opportunity across Denver.

Policy 6: Ensure Denver and its neighborhoods have a vibrant and authentic retail and hospitality marketplace meeting the full range of experiences and goods demanded by residents and visitors.

- A. Support locally-owned businesses—new and old—to expand and evolve to meet the changing needs of residents and visitors. Support could include assisting businesses, especially in the most

underserved or distressed neighborhoods, with regulatory processes, education, training, helping with marketing or increasing access to capital.

Design Quality and Preservation- Land Use and Built Form

Policy 2: Ensure residential neighborhoods retain their unique character as infill development occurs.

- A. Continue the city's commitment to existing historic districts and landmarks and use historic designation to preserve the character of an individual structure or district or where there is historic, architectural, cultural, and/or geographic significance.
- B. Use conservation overlays in areas where the key goal is to conserve distinctive features in order to enhance and retain existing character. Although these overlays can be area-specific, they can also be used for multiple areas of the city where common conservation outcomes are desired.
- C. Use design overlays as targeted tools in developing or redeveloping areas that have a specific design vision, ideally one articulated through a planning process. Although these overlays tend to be specific to a particular area — such as a river corridor or newly developing neighborhood — it is also appropriate to create design overlays for multiple areas where common design outcomes are desired.
- D. For residential places, revise the zoning code to create more contextual bulk and scale requirements for primary and accessory structures. This may include stricter bulk planes, limitations on height, changes to setback requirements, changes to maximum lot coverage, changes to transparency features and/or entry feature requirements. These changes should vary by neighborhood context to better reflect the built character. In creating new zoning standards, consideration should be given to light, air, privacy, engagement of the public realm and human-scaled design.
- F. Promote the use of pattern books to identify character defining features and/or desired design outcomes for an area. Pattern books can be developed during neighborhood planning and used to inform regulatory tools including, but not limited to, conservation overlays and design overlays. Discover Denver, the citywide building survey, can contribute valuable data on character defining features to be incorporated into pattern books.
- I. Promote incentives to preserve the reuse of historic buildings and the unique historic features of Denver's neighborhoods.

Policy 3: Create exceptional design outcomes in key centers and corridors

- C. Create a system of design tools, including standards and guidelines, that are scalable and repeatable to enable baseline design requirements that can be applied to a range of contexts and locations and be modified with a smaller subset of locally-applicable features.
- D. Use design overlays in limited areas to direct new development towards a desired design character unique to that area that cannot be achieved through other tools. Design overlays are most effective where a design vision has been articulated through a planning process.
- E. Revise the zoning code to provide standards for new mixed-use development that better responds to the surrounding context. Standards to examine for improvement include build-to ranges, transparency minimums, lot coverage, and entry features.
- H. Use urban quality evaluation and metrics, often developed through small area planning and assessments, to help define design problems and to help identify possible solutions.
- J. Implement tools to define appropriate building size and spacing requirements, particularly in areas where tall buildings are allowed.
- K. Identify important mixed-use historic structures and encourage their continued use or adaptive reuse.

Policy 4: Ensure an active and pedestrian friendly environment that provides a true mixed-use character in centers and corridors.

- A. Require strong street-level active use standards for local centers and corridors. This may include a prohibition on residential units for a portion of the street level building. Given the intent of these small-scale places to provide services embedded in the neighborhood, it is important for them to provide more than residential uses.
- B. Study and implement stronger street-level active use requirement for community and regional centers and community corridors. Tools could include regulations on floor-to-floor heights for the first story to facilitate conversion to commercial uses and reconsideration of appropriate street-level uses.

Policy 5: Create design outcomes in suburban and urban edge contexts that promote active, pedestrian-friendly places.

- A. Revise large build-to and setback ranges currently allowed in mixed use/commercial zone districts in the suburban and urban edge contexts. Although these contexts should have some flexibility beyond the more urban contexts, building placement in mixed-use areas should still provide an active, pedestrian-friendly environment that is accessible through all modes of transportation.

Policy 6: Incentivize the preservation of structures and features that contribute to the established character of an area, even if they are not designated as landmarks or historic districts.

- A. Integrate historic resources surveys, like Discover Denver, that identify and provide data on buildings into land use planning and regulations.
- C. Create new regulations to encourage the reuse of existing buildings. This could include requirements to salvage or reuse building materials after a structure is demolished or allowing flexibility in uses or density when an existing structure is reused and maintained.
- D. Study and implement additional financial incentives for historic structures, such as tax abatements or grants for listing properties on local and/or state and national historic registers.

Policy 7: Improve requirements for landscaping, with a focus on climate-appropriate vegetation, for private property.

- B. Study and implement revisions to landscaping standards to improve neighborhood character, support compatibility and to advance environmental goals.
- C. Limit the amount of impervious surface, such as paved areas, allowed on zone lots. This should be calibrated by context to reflect the differences between higher intensity areas, such as the urban center and downtown contexts, and lower-intensity residential areas.

Mobility Recommendations

Policy 1: Encourage mode-shift — more trips by walking and rolling, biking and transit — through efficient land use and infrastructure improvements.

- A. Implement the bicycle, pedestrian and transit networks in Denver Moves plans.
- B. Improve multimodal access to downtown by implementing updates to the downtown multimodal access study (Denver Moves: Downtown).
- C. Support safe routes to school programs.
- D. Increase the number of services and amenities that are available by walking, rolling and biking by integrating more local centers and corridors into residential areas, especially for areas that score low in Access to Opportunity.
- E. Promote mixed-use development in all centers and corridors.

Policy 2: Align the impacts of private development with transportation infrastructure and promote development that creates walkable, transit-friendly communities.

- A. Adopt policies that require Transportation Demand Management programs for developments to maximize use of alternative modes and reduce single-occupancy vehicle trips on Denver's streets.
- B. Work with city agencies to explore the feasibility and effectiveness of increased participation from new development to improve transportation infrastructure.
- C. For centers and corridors downtown and in the urban center contexts, where access to transit is high, study and implement maximums for off-street parking in private development to encourage the use of alternative modes of transportation.

Policy 3: On all streets, prioritize people walking and rolling over other modes of transportation.

- A. Ensure safe pedestrian crossings, especially along the High Injury Network identified by Vision Zero.
- C. Ensure that café seating in the public right-of way provides ample and high-quality space for pedestrians and streetscaping, especially in areas with high pedestrian volumes.

Policy 7: Make transit more affordable to Denver residents.

- A. Provide increased transit access for transit-dependent residents by increasing the amount of affordable housing near rail stations and along transit priority streets. This is especially important for areas that score low in Access to Opportunity.
- B. Study and implement programs such as specialized fare structures or community-transit passes to improve the affordability of transit (including and Access-a-Ride) and to incentivize its use

Policy 8: Connect centers and corridors across the city through a variety of modal choices.

- A. Implement the sidewalk network in Denver Moves: Pedestrians & Trails
- B. Implement the bicycle network in Denver Moves: Bicycles.
- C. Update the bicycle network from the Denver Moves: Bicycles plan to ensure low-stress bicycle connections to centers and corridors.
- E. Implement the Transit Capital Investment Corridors in Denver Moves: Transit.

Policy 9: Improve safety on Denver's streets and collaborate with city departments on safety programs when developing small area plans.

- A. Build streets that are safe for everybody and implement the Vision Zero Action Plan to achieve zero traffic related fatalities by 2030.
- B. Advance the goals of the Vision Zero Action Plan in the Neighborhood Planning Initiative (NPI).
- D. Support the safe routes to school program.
- F. Create slow zones in priority areas such as school zones, major park zones and areas with a high concentration of seniors.

Policy 10: Provide equitable opportunities to improve streetscaping and placemaking along city streets.

- A. Study and implement funding programs to maintain improvements — including street trees, landscaping, stormwater planters and pedestrian lighting — to the public-right-of-way. This is especially important in corridors and centers.

Policy 11: Maximize the use of curb space — often used for on-street parking, loading and drop-offs — according to land use context.

- A. Develop policies that consider the highest and best use of the curb space based on context and what benefits the most number of people.

Quality of Life Infrastructure Recommendations

Policy 1: Expand tools and regulations to ensure high-quality parks and outdoor public spaces keep pace with Denver's growth.

- A. Explore a variety of methods to provide permanent, sustainable funding options for park, trail and recreation needs. This could include working with city agencies to seek increased participation from new development to help meet increased demand for park and recreations services and facilities.
- B. Evaluate the need to increase requirements and/or create incentives for publicly accessible outdoor space for mid- and large-scale developments in centers, corridors and districts.

Policy 2: Protect and expand Denver's tree canopy on both public and private property.

- A. Prioritize trees in green infrastructure facilities to improve urban tree canopy.
- B. Support a robust street tree canopy by prioritizing trees in right-of-way design.
- D. Strengthen standards to protect trees and explore requirements and/or incentives to mitigate tree loss during redevelopment on both public and private property to help achieve Denver's tree canopy goal.
- F. Study and implement requirements and/or incentives for existing parking lots to provide landscaping improvements that include trees; giving priority to upgrading existing parking lots in centers and corridors.

Policy 3: Minimize flooding and effectively manage stormwater as part of a larger integrated ecological system.

- B. Include a floodplain analysis and considerations in all plans and proactively seek to protect communities from future flood risk.
- C. Encourage development to coordinate and consolidate stormwater outfalls along waterways.
- D. Encourage adaptable, multi-functional stormwater facilities to support redevelopment and provide neighborhood recreational amenities.
- E. Provide room for our waterways, where feasible, to help restore natural functionality that has been impaired due to increased urbanization and channelization.

Policy 4: Promote environmentally-friendly development strategies in the public and private realms.

- A. Create incentives for private development to integrate green infrastructure — such as pervious surfaces, permeable pavement and plantings that provide water quality — into project design.
- B. Study and implement requirements to preserve existing green infrastructure, including trees, within the right-of-way. This could include regulations to replace green infrastructure components when preservation is not feasible.
- E. Limit the amount of impervious surface on private property. Consider neighborhood context or places to calibrate impervious surface limits.

Policy 5: Ensure attractive streets and outdoor spaces in all centers and corridors, giving priority to pedestrian spaces and amenities.

- A. Encourage street design that minimizes impervious surfaces and look for opportunities to re-purpose parts of the street to enhance the pedestrian realm.
- C. Identify public safety improvements to streets, including appropriate levels of lighting.
- E. Identify opportunities to creatively use right-of-way as special shared streets that prioritize pedestrians, provide amenities and encourage gathering and socializing.
- F. Prioritize pedestrian relationships in design such as building orientation, vehicular access points and public wayfinding.

Policy 6: Preserve and rehabilitate Denver's designated parkways and boulevards.

- A. Consider updating the Parkway and Boulevards Design Guidelines to improve the integration of parkway requirements with other street standards. This could include how to integrate a complete sidewalk network into our parkways.

Policy 7: Recognize greenways and trails as multimodal connections providing a variety of experiences and habitats for people, plants and wildlife.

- A. Study and implement tools to incentivize environmentally-sensitive, trail-oriented development along river and creek corridors.
- B. Explore opportunities for public and private development to enhance and expand Denver's trail network.

Policy 8: Develop tools to improve access to healthy foods to support community health outcomes.

- A. Evaluate city regulations to remove barriers to community-supported agriculture and to expand access to fresh food and produce.
- B. During small area planning, identify opportunities to expand healthy, culturally-relevant food access and programming. In areas with limited food access, community gardens, greenhouses, edible landscaping and mobile produce markets are tools that can be calibrated to develop culturally relevant recommendations.
- C. Explore ways to increase use of public spaces for non-permanent fresh food retail, including farmers markets and mobile vending.
- D. Support recreation centers, schools and libraries as hubs for a healthy community and identify opportunities for them to provide spaces for community gardens, fresh food retail and health education.
- E. Analyze areas with a saturation of unhealthy food uses and develop regulatory tools to address impacts, particularly on vulnerable populations.
- F. Incentivize and support efforts to recruit and retain grocery stores in centers and corridors, with focus on areas of low food access.

Policy 9: Develop tools to improve environmental health, especially in areas that score low for Access to Opportunity.

- A. Study and implement tools to reduce or mitigate environmental pollution impacts on residents, with special consideration for sensitive uses and populations, including senior housing and care facilities, child care centers and schools.
- E. Through small area planning, consider regulatory tools or other strategies to reduce noise pollution, especially for communities located near highways and rail corridors.

Policy 10: Work with public and private partners to improve access to shops, restaurants, entertainment, services and a variety of daily needs for all Denver residents.

- A. Prioritize street and trail improvements and connections leading to and through existing and future centers and corridors.
- B. Develop incentives to promote human scaled, accessible and inclusive mixed-use centers and corridors.
- C. Promote development that compatibly integrates and includes daily needs such as childcare centers, grocery stores and community-serving retail.

Finding: The Far Southwest Area Plan is consistent with Comprehensive Plan 2040 and Blueprint Denver.

3. Long-Term View

The Far Southwest Area Plan establishes a community vision for 2045 that prioritizes equity, inclusion, and resilience. Through an inclusive process residents identified six long-term priorities that now guide policy and investment. The plan concentrates thoughtful growth near transit, amenities, and jobs along Federal, Evans, Sheridan, and Wadsworth while retaining the scale and character of the area's diverse, quiet suburban neighborhoods. It strengthens local businesses through targeted infrastructure investments, supportive zoning, and small-business assistance so existing merchants prosper and new

locally owned enterprises can take root. Social community spaces such as parks, plazas, and active street frontages are prioritized to support complete community centers where neighbors can gather and build relationships. The plan also advances safer streets and multimodal mobility through traffic calming, improved crossings, shaded sidewalks, better transit, and an expanded bike network so residents of all ages and abilities can meet daily needs without relying on a car. This shared vision reflects community aspirations and will take many years to realize.

Finding: The Far Southwest Area Plan has an appropriate long-term perspective.

Staff Recommendation:

Based on the findings that the Far Southwest Area Plan used an inclusive public process, is consistent with Comprehensive Plan 2040 and Blueprint Denver, and takes a long-term view, staff recommends **approval with the condition that the document be edited for clarity and correctness.**

Attachments:

1. Far Southwest Area Plan: Planning Board Review Draft (link in the agenda)