



TO: Denver City Council

FROM: Courtland Hyser, CPD Planning Services

DATE: November 26, 2014

RE: **Globeville Neighborhood Plan**

Community Planning and Development is pleased to submit the Globeville Neighborhood Plan to the Denver City Council for your consideration and adoption as a supplement to the Denver Comprehensive Plan. The plan was presented to and passed through the Neighborhoods and Planning Committee on November 12, 2014.

After more than two years of public engagement and outreach, a Public Review Draft of the plan was released in September 2014. In October, staff modified the plan to reflect public input. Planning Board held the required public hearing at its November 5, 2014 meeting, which included public testimony. Planning Board unanimously approved the plan as a supplement to the Denver Comprehensive Plan.

Planning Board approved the plan based on its compliance with the three established criteria for supplements to the Comprehensive Plan:

1. Consistency with the Denver Comprehensive Plan and applicable supplements
2. Inclusive public process
3. Long-term view

The details of the plan's compliance with the three criteria can be found in the attached staff report to the Denver Planning Board.

Staff Recommendation: Adoption of the Globeville Neighborhood Plan as a supplement to the Denver Comprehensive Plan.

Attachments:

- 1) Staff Report to the Denver Planning Board



TO: Denver Planning Board, Julie Underdahl, Chair

FROM: Courtland Hyser – CPD Planning Services

DATE: October 28, 2014

RE: **Globeville Neighborhood Plan – Staff Report and Recommendation**

Planning Services is pleased to submit the Globeville Neighborhood Plan for your final consideration and approval as a supplement to the Denver Comprehensive Plan. This memorandum documents the plan contents and process based on the three criteria established in Comprehensive Plan 2000:

1. Consistency with the Denver Comprehensive Plan and applicable supplements
2. Inclusive public process
3. Long-term view

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

1 - Plan Consistency

Denver Comprehensive Plan 2000

Environmental Sustainability Chapter

Objective 2: Ensure environmental stewardship of natural resources, taking into account the entire ecosystem, not just human needs. Preventing pollution will be the action of first choice in accomplishing this objective.

2-E – Conserve raw materials by: Promoting efforts to adapt existing buildings for new uses, rather than destroying them.

2-F – Conserve land by:

- Promoting infill development within Denver at sites where services and infrastructure are already in place.
- Designing mixed-use communities and reducing sprawl, so that residents can live, work and play within their own neighborhoods.
- Creating more density at transit nodes.
- Sharing parking at activity centers.
- Protecting natural corridors, wetlands and floodplains from the encroachment of development.
- Encouraging the redevelopment of brownfields.

Land Use Chapter

Objective 3: Preserve and enhance the individuality, diversity and livability of Denver's neighborhoods and expand the vitality of Denver's business centers

3-A – Complete neighborhood and area plans for parts of Denver where development or development is likely or desirable.

3-B – Encourage quality infill development that is consistent with the character of the surrounding neighborhood, that offers opportunities for increased density and more amenities, and that broadens the variety of compatible uses.

Objective 4: Ensure that Denver’s [plans] and regulatory system support the development of a clean, efficient and innovative transportation system that meets Denver’s future economic and mobility needs.

4-B—Ensure that land-use policies and decisions support a variety of mobility choices including light rail, buses, paratransit, walking and bicycling, as well as convenient access for people with disabilities.

Mobility Chapter

Objective 1: Provide Denver’s diverse residents, workers and visitors with a choice of transportation modes that are safe and convenient.

1-B - Promote public transit, both bus and rail, as a safe, attractive and convenient choice for people who might otherwise drive to employment, education, cultural, shopping or other destinations.

1-C - Identify areas throughout the city where transportation policies should reflect pedestrian priorities. These include areas such as schools, child-care centers, civic institutions, business centers, shopping districts and parks.

Objective 7: Address neighborhood transportation issues in a manner that balances overall mobility with neighborhood integrity.

Objective 8: Provide safe and convenient facilities to encourage bicycling and walking for commuting, recreation and other trips.

8-A—Ensure safe and convenient access and accommodation of bicycle riders, pedestrians and transit riders.

Denver’s Legacies Chapter

Objective 3: Incorporate visionary urban design principles into new development patterns to achieve a higher concentration and more diverse mix of housing, employment and transportation options in identified areas of the city.

Objective 5: Preserve Denver’s historic resources.

Objective 9: Plan for the maintenance and expansion of Denver’s parks and recreation system.

Objective 11: Strengthen Denver’s system of “green” connections: trails, bicycle routes, parkways, greenways and watercourses.

Economic Activity Chapter

Objective 5: Support the creation and growth of neighborhood businesses that enhance the vitality and quality of life in their communities.

Neighborhoods Chapter

Objective 1: Strengthen the positive attributes and distinctive character of each neighborhood to help sustain Denver as a healthy, vital city.

Objective 3: Make neighborhoods clean and safe places that inspire community pride, where residents and visitors feel secure and comfortable.

Arts and Culture Chapter

Objective 1: Support and promote a flourishing artistic community.

1-C—Support a full range of cultural and artistic opportunities within Denver’s neighborhoods and among its diverse communities, including festivals, performing and visual arts events, and cultural activities.

Blueprint Denver (2002)

Key Concepts:

- All areas of Denver are either an Area of Stability or Change, or on a continuum from change to stability
- Direct growth to places that will benefit from an infusion of activity, population and investment
- Character preservation, reinvestment and limited growth are the primary concerns for stable residential neighborhoods
- Regulations should encourage development with standards for appropriately located density
- Public private partnerships create innovative projects
- Public infrastructure investments stimulate private investment and improve the physical environment
- Smart growth connects residents to transit, jobs and centers of activity, and increases housing and employment opportunities

Guiding Principles: Areas of Change

- Contribute to urban design vision
- Respect valued attributes of area
- Expand transportation choice
- Improve environmental quality

Civic Responsibilities of Small Area Plans

- Affordable housing
- Transportation system integrity
- Transit oriented development
- Community facilities
- Consistency with adopted plans

Strategic Transportation Plan (2008)

Vision

A great city is livable for all of its citizens now and in the future. The STP creates a multimodal transportation system to support a livable, connected and sustainable city.

- Multimodal
 - Safe pedestrian linkages
 - Comprehensive bicycle system
 - Dependable transit options
 - Efficient and well-maintained infrastructure
- Safe, Efficient, Reliable
 - Connected multimodal system
 - Safe transportation network
 - Manage congestion
 - Accessible to all

Innovation

- A transformative approach to transportation.
- Plans for travelsheds, not just travel corridors.
- Move people, not just vehicles.
- Does not grow Denver's road footprint.

Strategy

- Maintenance and efficiency are fundamental to our current transportation system, followed by improvements and planning for future transportation.
- A balance of behavioral, physical and operational recommendations are included.
- The result is a comprehensive plan for each travel shed.

41st & Fox Station Area Plan (2009)

Vision

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

Goals

- Improve pedestrian connections to the station, between neighborhoods, and along major corridors
- Create opportunities to add more housing, jobs and services to the station area
- Incorporate plazas, parks and open space into redevelopment areas
- Capitalize on the station area's proximity to Downtown and location on the Gold Line and Northwest Rail corridors
- Balance the needs of new development and existing uses

Finding: the proposed Globeville Neighborhood Plan is consistent with the Denver Comprehensive Plan and relevant amendments and supplements.

2 - Inclusive Public Process

The Globeville Neighborhood Plan is based on an extensive public input process. The public process used to develop the plan is described below.

- Globeville Neighborhood Plan Steering Committee.** The steering committee for the neighborhood plan met regularly, typically monthly, to deal with the details of the plan development process. At key points in the process, joint meetings were held with the steering committee for the *Elyria and Swansea Neighborhoods Plan* to ensure that both planning efforts were effectively coordinated.
- Targeted Community Outreach.** Special meetings were held on an as-needed basis to engage specific stakeholder groups:
 - Youth Meeting- Issue and opportunity identification with youth at the Street Kidz recreation center on January 28, 2013.
 - Spanish Language Meeting- A meeting led in Spanish and interpreted into English on February 6, 2013.
 - Industrial Stakeholders- engaged as part of an industrial lands study in December, 2013.
 - *National Western Center Master Plan* Public Meetings- The Globeville planning team attended public meetings for the *National Western Center Master Plan* to engage participants from that process.
- Public Meetings.** The planning process featured a series of seven meetings to seek input and guidance from the general public:
 - Kickoff Meeting and Listening Session- June 28, 2012
 - Development of Vision and Guiding Principles- September 25, 2012
 - A Strong Globeville- February 13, 2013
 - A Connected Globeville- July 18, 2013
 - A Healthy Globeville, Elyria, and Swansea (*Health Impact Assessment* Joint Neighborhood Meeting)- January 8, 2014
 - A Unique Globeville- April 15, 2014
 - Draft Plan Review- October 7, 2014
- Communication.**
 - Project information, draft content, and announcements were posted to denvergov.org/globeville
 - Email updates were sent to the plan’s contact list to announce upcoming meetings

Finding: The Globeville Neighborhood Plan was developed through an inclusive public process.

3. Long-Term View

The Globeville Neighborhood Plan establishes a vision framework that will guide change in the neighborhood for the next 20+ years. Many of the recommendations are based on a long-term vision that will take many years to achieve.

Finding: The Globeville Neighborhood Plan has an appropriate long-term perspective.

Staff Recommendation: Based on the findings that the plan is consistent with the Denver Comprehensive Plan and applicable supplements, that an inclusive public process was utilized, and that the plan includes a long-term view, staff recommends **approval with the condition that the document be edited for clarity and correctness.**