

## FAR SOUTHWEST AREA PLAN



**DENVER**  
COMMUNITY PLANNING  
& DEVELOPMENT

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Dear Far Southwest Denver Community,

I am pleased to present to you the Far Southwest Area Plan, and happy to give it my endorsement.

It is within the lifetimes of many of us who call Far Southwest Denver home that most of this land still consisted of ranches, farms and dairies. Except for the industrial area along the South Platte River, all of Far Southwest came into the City and County of Denver from Arapahoe and Jefferson counties in the post-World War II years.

Over the decades from the Fifties to today, the suburban-style neighborhoods that sprouted across those open rolling hills have defined our lifestyle – single-family subdivisions here, smallscale multi-family townhomes and condos there, each next to large affordable apartment complexes, up the street from a variety of commercial office, medical services, retail stores and restaurants.

That suburban context is broadly defined in the citywide Blueprint Denver land use and transportation plan of 2019, but there has never been a specific neighborhood-level plan for Far Southwest Denver. Until now. The Far Southwest Area Plan builds on Blueprint Denver's highlevel general guidance with a specific vision and direction for our diverse neighborhoods. The pieces that make up this plan were contributed by the community at large. It started with the kickoff meeting in August 2024 when 250 of you showed up to tell us what you liked, what you thought could be improved, and what needed to change. It continued through advisory committee meetings, neighborhood gatherings, public events, online and paper surveys, and your comments on the first and second drafts of this plan.

As a result, you will see your voices and your vision clearly represented within these pages, in the policies that will inform decisions on growth and change here for the next 20 years. A growing city requires that all parts absorb their planned share. This document will help guide the path so we can sustain the character that either invited or keeps us here, while welcoming the changes this plan anticipates. In Far Southwest Denver, housing costs remain among the most affordable in the city, and this plan will set a course for intentional growth withdevelopment that respects and maintains the rich characters of our different neighborhoods.

The team at Denver's Department of Community Planning and Development exceeded my expectations over the year and a half of work that went into this plan. In my frequent visits to places around our council district, I often saw them setting up informational tables at events, presenting to all of our Registered Neighborhood Organizations, or doing pop-up events at our parks or rec centers. I was impressed with their deep listening, and pleased with how they took your input and wove it into plan that provides sound policies and recommendations.

But I want to single out the work of Bryan Botello and Abner Ramos, CPD's project manager and assistant project manager respectively. They were constantly on-task, responsive and helpful with me and community members. In addition, the 17-member Community Advisory Committee gave us a diverse set of perspectives as a sounding board for evolving plan policies.

Finally, a special portion of my gratitude is reserved for my staff aides, Stacy Simonet and Dana Montaño, who devoted a significant share of their work hours to facilitate the public engagement and input. They do great work for southwest Denver.

**Sincerely,**  
*Kevin Flynn*  
Kevin Flynn

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# 1. INTRODUCTION AND SUMMARY

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# 1.1. INTRODUCTION

## 1.1.1. Far Southwest Overview

The Far Southwest Plan focuses on the College View-South Platte, Harvey Park, Harvey Park South, Bear Valley, Fort Logan, and Marston neighborhoods. Generally, this includes every neighborhood west of the South Platte River and south of Jewell Avenue. The plan outlines how land is used, what neighborhoods should look like, where homes are built, how people move around, how parks are developed, and how the local economy can grow for the next 20 years.

## WHO LIVES IN FAR SOUTHWEST

More than 57,000 people live in the Far Southwest area, and about 39% identify as Hispanic. Compared to the rest of Denver, this area has more children and fewer adults aged 20-49, which suggests that many households have more kids than other parts of the city.

## NEIGHBORHOOD CHARACTER AND COMMUNITY VALUES

Far Southwest neighborhoods have a suburban feel. The oldest neighborhoods are in the north and east while newer developments are in the south and west. The area is known for its peaceful streets and great parks. Residents value their strong sense of community and connections with their neighbors, and they want better public spaces and more local businesses to strengthen these connections.



## 1.1.2. How the Far Southwest Area Plan Fits into Citywide Planning

To support the goals of *Comprehensive Plan 2040*, the City and County of Denver use several guiding documents, like *Blueprint Denver* and *Game Plan for a Healthy City*, to shape policies and decisions.

The Far Southwest Area Plan builds on these citywide plans by offering detailed guidance for six neighborhoods: College View-South Platte, Harvey Park, Harvey Park South, Bear Valley, Fort Logan, and Marston. These neighborhoods are located west of the South Platte River and south of Jewell Avenue. The plan helps guide decisions about land use, housing, transportation, parks, and economic development over the next 20 years.

## NEIGHBORHOOD PLANNING INITIATIVE (NPI)

The *Far Southwest Area Plan* is part of Denver's Neighborhood Planning Initiative (NPI). NPI is a long-term effort to ensure every neighborhood in Denver benefits from thoughtful planning and community-driven investments. It provides a flexible framework that allows each plan to reflect the unique needs and priorities of its neighborhoods. NPI emphasizes equity, transparency, and measurable outcomes.

## REPLACING OLDER PLANS

The new plan replaces previous neighborhood plans in the Far Southwest area. During its development, older plans were reviewed and useful recommendations were updated and included in the new plan. Specifically: The following plan is entirely superseded by the *Far Southwest Area Plan*:

- The *Loretto Heights Area Plan* is now superseded by the *Far Southwest Area Plan*:

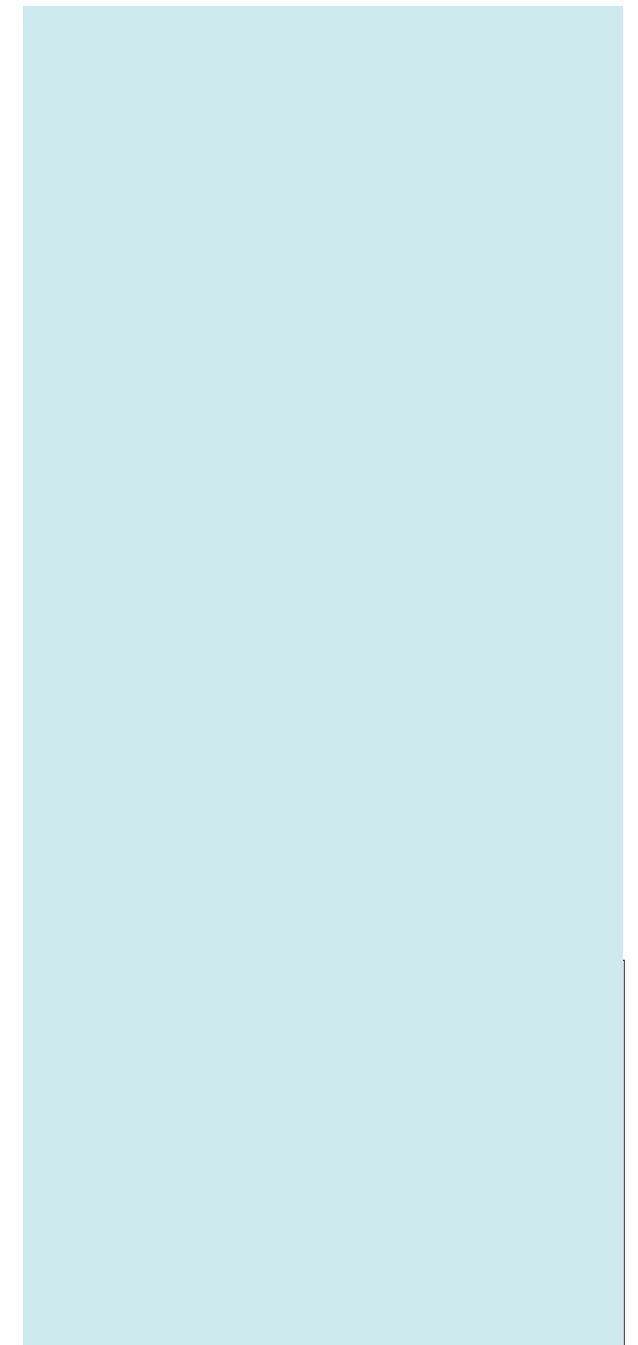
- The plan also overlaps with parts of the *Federal Boulevard Corridor Plan*. In areas where both plans apply, the *Far Southwest Area Plan* takes precedence. The *Federal Boulevard Corridor Plan* still applies to areas outside the Far Southwest boundaries.

## HOW THE FAR SOUTHWEST AREA PLAN ALIGNS WITH CITYWIDE PLANS

Citywide plans offer a high-level framework to help guide decisions about Denver's future. These plans shape how land is used, how people get around, and how neighborhoods grow and change.

The *Far Southwest Area Plan* builds on this framework by offering more detailed guidance for the neighborhoods of College View–South Platte, Harvey Park, Harvey Park South, Bear Valley, Fort Logan, and Marston. It supports the goals of *Comprehensive Plan 2040*, Denver's citywide vision, and works alongside *Blueprint Denver*, which focuses on land use and transportation.

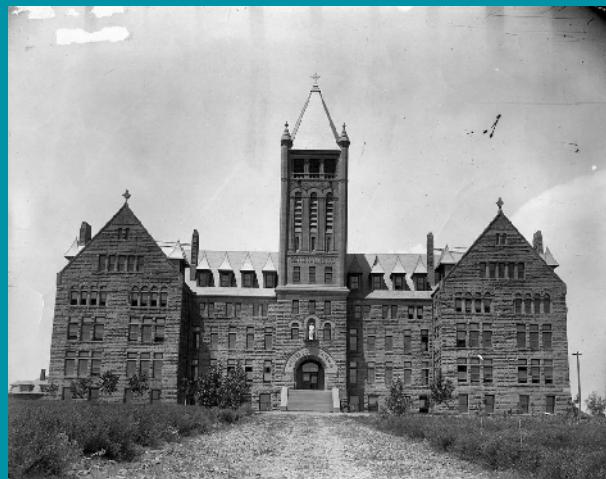
By adopting the *Far Southwest Area Plan*, the Denver City Council updates the citywide plans to reflect the specific needs and priorities of the Far Southwest area. Future updates to citywide plans should also include and build on the recommendations in this plan.



## 1.1.3. History Highlights

Many Tribal Nations, including the Cheyenne, Arapaho, Ute, Comanche, Kiowa, Lakota, and Sioux, consider Denver part of their homelands. Since time immemorial, Tribes migrated through the region, gathered at the confluence of the South Platte River and Cherry Creek, and wove the geography and environment of the Front Range into their languages and cultures. For Indigenous peoples, this land has never been simply a physical place, it is a living, spiritual, and cultural landscape intrinsically tied to their heritage.

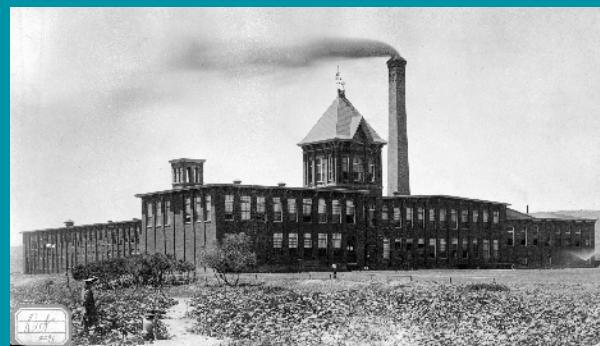
**1872 - Water Companies Founded:** Denver City Water Company was founded in 1872 to bring water service to the city's 6,000 residents. In 1889, a competing company called Citizen's Water Company was formed and purchased Marston Lake. By 1894, the two companies merged as the Denver Union Water Company.



**1890s - Rural Retreat:** By the 1880s, many farms and ranches were established in the area. In 1888 the Sisters of Loretto purchased the land for the Loretto Heights Academy - a boarding school for elementary and high school girls that opened in 1891. It became Loretto Heights College in 1918.

During this era, the area became home to several countryside retreats for city residents. One notable retreat was Avoca Lodge, the summer home of Molly Brown, a well-known Denver figure. Most of the remaining land supported small family farms, many for livestock, including Colorado's third governor, James B. Grant.

**1880s-1920s - Industry grows along the river:** As railroads expanded and connected across the region, more factories and warehouses were built along the South Platte River. These businesses produced goods like cotton, wool, wheels, bricks, and other materials. At the turn of the century, the Overland Cotton Mill employed hundreds of adults and children in the making of cotton cloth. Later users included various manufacturers, as well as the Ku Klux Klan, which rented offices on the industrial campus to use as their headquarters.



**1920-1930s - Paul Whiteman:** Paul Whiteman, a well-known jazz musician and orchestra leader, built the "Whiteman's Black and White Ranch" on 160 acres as a retirement gift to his parents. His father was the music superintendent for Denver Public Schools. After World War II, the land was sold for over \$30 million to Arthur Harvey, who developed it into a subdivision with more than 1,600 homes.

**1950 - Fort Logan National Cemetery:** Fort Logan was established in the late 1880s as an army fort with a three-acre cemetery. The fort closed in 1946, but the cemetery continued to grow and was designated as a National Cemetery in 1950. Today,

it spans over 200 acres and includes the graves of many notable military figures, including Medal of Honor recipients. It was listed on the National Register of Historic Places in 2016.

**1940s-1960s - Suburbanization and Redlining:** The City of Denver began to grow rapidly after the World Wars. While land along the South Platte River was annexed in 1901, it was the annexation of the Brentwood subdivision in 1946 that kick off the suburbanization of Far Southwest Denver. This area saw a rapid increase in residential development as subdivisions turned farmland into ranch houses. Many moving to the area were veterans returning home and purchasing houses through the GI Bill. In the midst of this housing boom, racial discrimination in lending, home sales, insurance, and inequitable implementation of the GI Bill meant that people of color were largely excluded from these new neighborhoods. As the population grew, the first schools and shopping centers opened in this area in the late 1950s, including Doull Elementary (1956), Bear Valley Shopping Center (1958), Harvey Park Recreation Center (1960), and Abraham Lincoln High School (1960). Many neighborhood associations were established to campaign for improvements such as libraries, schools, streetlights, and pools as the area continued to grow.



**1965 - The Great Flood:** The three days leading up to June 15, 1965 saw intense rain measuring over 15 inches throughout parts of eastern Colorado. It impacted many streams and water basins tied to the South Platte River. Flooding caused over \$4 billion in

damages and 21 deaths across Colorado.

**1960s-1970s– Continued Annexation and Model City Program: Neighborhoods in the Far Southwest area began being annexed by the City of Denver in the 1940s, up until 1973 when the final areas were annexed. As the area grew, additional schools opened such as John F. Kennedy High School (1966), Traylor Elementary School (1968), and the Henry Middle School (1975). The College View neighborhood was designated for then-president Lyndon B. Johnson's anti-poverty Model Cities program in 1970, when the Denver Urban Renewal Authority worked to establish water lines, sanitary sewers, and new street designs in the area. A few years later the College View Recreation Center opened.**

**2017 – Loretto Heights Closes: The hilltop campus had changed hands several times during the course of its over-100-year history with the last classes held in 2017. After the closure of the last educational institution to use the campus, neighbors and community leaders launched a planning process to envision a mixed-use space, community center, and cultural hub on the property. The original 1890s campus hall and Machebeuf Hall have been recognized on the National Register of Historic Places.**



## 1.1.4. Planning Process

The Far Southwest Area Plan planning process began in June 2024, and over the period of almost 18 months, created a shared community vision for the area and identified policies and desired outcomes to achieve that vision. The process included extensive public engagement that brought together local organizations, business owners, residents, city planners and staff from relevant agencies and departments who shared their perspectives, knowledge and expertise on crafting the plan.

### Advisory Committee

An advisory committee of local stakeholders guided city staff during the development of the plan. Members represented residents, local leaders and business owners. They helped guide engagement strategies, confirmed and clarified the engagement feedback, reviewed and refined the plan content, and served as a liaison to the Far Southwest community.

### Online Outreach

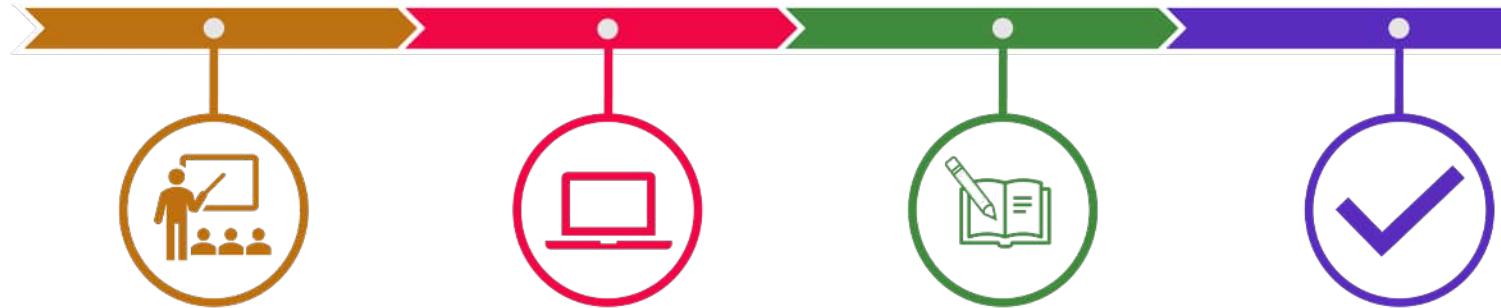
Online materials and activities were created to give people who could not attend the public meetings more opportunities to participate. Through a series of surveys, public draft commenting and virtual small group meetings, online participants helped to identify and analyze existing conditions, shared their ideas and priorities, and provided feedback on recommendations. Virtual meetings enabled individuals such as small, local, and industrial businesses who could not attend in-person meetings to join in a more flexible setting.

### Workshops, Community Meetings, & Events

In-person community workshops, meetings, and events were held throughout the planning process. These engagement events provided participants an opportunity to: identify and discuss key issues and opportunities for the Far Southwest Plan; guide the development of the plan vision and goals; and refine draft recommendations. Community events were attended to also directly engage community members in person.

### Engagement, Equity Analysis, & Intentional Outreach

To create a more equitable planning process, community input was analyzed by comparing the demographics of plan participants to Far Southwest residents. Gaps in participation were identified, and additional intentional outreach was focused on underrepresented residents. This engagement ranged from building partnerships with local organizations to doing additional outreach throughout the area. This additional outreach included the work of community navigators, trusted community members and leaders, who helped engage their neighbors on plan topics through intercept surveys and individual interviews. Community navigators helped improve engagement with the underrepresented communities.



## Understand the Area & Identifying Opportunities

### Plan Feedback and Summary

Below is a summary of key phases of the project and common feedback that was heard throughout the process.

#### Phase 1 - Understanding the Area and Identifying Opportunities

Raise awareness about the plan, recruit advisory committee members, and initial ideas. Staff began studying existing conditions, examining existing area plans, and having preliminary conversations with Far Southwest Residents while raising awareness about the plan. This work was used to identify questions for community members and plan engagement for future phases.

#### Phase 2 - Refine Recommendations

Get input on opportunities that staff identified in the first phase and identify desired outcomes for the Far Southwest area.

Input from a large kick-off meeting, on-line and in-person surveys, community pop-ups, and RNO meetings informed the six community priorities and guided staff in creating the first draft of the plan. Enhance the existing commercial areas while still prioritizing local business along S Federal Boulevard, S Sheridan Boulevard, W Evans Avenue, and S Wadsworth Way. Additional community spaces that allow for gathering and celebration of the neighborhood's identity and culture. Maintain the existing

## Refine Recommendations

## Community Review of Draft Plan

## Adoption

neighborhood context while still introducing more affordable housing options. Improve transit services and safer mobility options between neighborhoods and to the rest of the city. Better access to parks, trees, and improved amenities in parks and recreation centers.

#### Phase 3 - Community Review of Draft Plan

Get feedback on two successive version of the draft plan and key topics where more direction is needed. Some takeaways on the first draft included:

- Focused engagement with youth, local businesses, renters, and underrepresented communities ensured more equitable and representative participation.
- Community members expressed broad support for the six identified priorities, while requesting clearer vision statements.
- For the Quiet Suburban Neighborhoods priority, residents asked for more detail on the location and role of commercial areas that support neighborhood needs.
- For the Safer Streets priority, feedback emphasized the importance of including Collector streets alongside Arterial and Local streets.
- Coordination with partner city agencies revealed opportunities to streamline and synthesize overlapping recommendations.

Some takeaways on the second draft included:

- Residents asked for clearer connections between housing affordability policies and the ongoing Unlocking Housing Choices initiative.
- Mobility maps were updated to reflect additional streets that improve connectivity and safety.
- Tree canopy goals were refined to balance the desire for more trees with the need to preserve existing old-growth trees.

# 1.2. FAR SOUTHWEST AREA VISION

## 1.2.1. Community Priorities

The Far Southwest Area Plan follows the three main categories from Blueprint Denver:

- **Land Use and Built Form** - how land is used and buildings are designed,
- **Mobility** - how people get around, including walking, biking, driving, and public transit,
- **Quality of Life Infrastructure** - things like parks, public spaces, and community services.

Each category provides detailed recommendations based on community input to improve life in Far Southwest.

### SIX COMMUNITY PRIORITIES

During the planning process, six community priorities emerged from community feedback. These priorities reflect what residents care about most and guide the plan's goals and strategies. Many of the plan's policies support more than one priority, making the plan well-rounded and responsive to the community's needs. Together, the priorities create a cohesive vision, describing what the community would like Far Southwest to be in 2045.

Each priority is represented by an icon, which can be used to track which policies are key for achieving that priority throughout the plan.



#### 1. Complete Community Centers

By 2045, Far Southwest areas like Federal Boulevard, Evans Avenue, Sheridan Boulevard, and Wadsworth Boulevard, will grow thoughtfully with high-quality design and be better connected to nearby neighborhoods.



#### 2. Quiet Suburban Neighborhoods:

By 2045, Far Southwest will maintain its peaceful residential feel, while nearby social and commercial areas help neighbors stay connected.



#### 3. Local Businesses

By 2045, Far Southwest existing businesses will be thriving and new, locally-owned businesses will be able to grow and succeed.



#### 4. Safer Streets

By 2045, Far Southwest area will have no serious traffic-related injuries or deaths. Resiliency will be increased, climate impacts will be reduced, and people will be able to make many of their daily trips without needing a car.



#### 5. Transportation Options

By 2045, streets and trails will be designed for people of all ages and abilities, with better transit, wider sidewalks, safer crossings, trees, and sustainable landscaping.



#### 6. Social Community Spaces

By 2045, public plazas, open spaces, and local businesses will serve as cultural hubs where people gather, build relationships, and celebrate community.

## 1.2.2 Relevant Recommendations

	Land Use and Built Form	Mobility	Quality of Life
	<b>Complete Community Centers</b> L1: Growth Strategy L2: Design in Centers and Corridors Focus Areas F-L1: Federal Blvd. Land Use F-L4: Federal and Evans Development	M1: Major Multimodal Projects M2: Bike and Micromobility Network M3: Transit Network and Amenities M5: Pedestrian and Intersection Infrastructure	Q1: Parks Q6: Nutritious Foods
	<b>Quiet Suburban Neighborhoods</b> L1: Growth Strategy L3: Housing and Involuntary Displacement L4: Expanding Housing Supply L7: Design and Historic Preservation	M4: Traffic Calming M6: Freight Traffic and Industrial Access	Q4: Landscaping and Tree Canopy Q7: Mitigate Noise Pollution
	<b>Local Businesses</b> L1: Growth Strategy L3: Housing and Involuntary Displacement L5: Neighborhood Economy and Small Business L6: Industrial and Manufacturing F-L3: Federal Blvd. Businesses	M6: Freight Traffic and Industrial Access	Q5: Social Community Spaces Q6: Nutritious Foods F-Q4: Food Heritage
	<b>Safer Streets</b> L1: Growth Strategy L2: Design in Centers and Corridors Focus Areas	M4: Traffic Calming M5: Pedestrian and Intersection infrastructure F-M3: Loretto Heights Mobility F-M4: Federal Blvd. Safety	Q4: Landscaping and Tree Canopy
	<b>Transportation Options</b> L1: Growth Strategy L2: Design in Centers and Corridors Focus Areas	M1: Major Multimodal Projects M2: Major Multimodal Infrastructure M2: Bike and Micromobility Network M4: Transit Network M5: Transit Amenities F-M1: Connectivity to Federal Blvd. F-M2: Federal Blvd. Travel Modes	Q2: Trails Q3: Stormwater and Green Infrastructure Q4: Landscaping and Tree Canopy
	<b>Social Community Spaces</b> L1: Growth Strategy L2: Design in Centers and Corridors Focus Areas F-L2: Transit-supportive Development	M2: Bike and Micromobility Network M5: Pedestrian and Intersection Infrastructure	Q1: Parks Q2: Trails F-Q1: Loretto Heights Parks

# 1.3. HOW TO USE THIS PLAN

## 1.3.1. Plan Organization

The recommendations identified in this plan will guide day-to-day decisions about land use, public investment, private development, and partnerships. The plan is designed to be flexible, giving the latitude to pursue unforeseen opportunities or respond to new challenges that could arise in the coming years. The plan is an aspirational document and does not create new legal requirements for the city. The plan is divided into six main sections.

- **Introduction:** Gives an overview of the Far Southwest area and the planning process. It lays out the vision and high-level recommendations for the area in an Executive Summary, and describes how the plan advances the city's goals for equity.
- **Area-Wide Recommendations:** Covers the entire Far Southwest area, in three topics: Land Use and Built Form, Mobility, and Quality of Life Infrastructure. Within each topic, the plan describes the community's vision, key existing conditions, and recommendations. The recommendations are organized as follows: **policies**, which are the key recommendations to advance the vision; **background**, which illustrates the context for the policies; and **outcomes**, which are more detailed descriptions of the intended results of the policies. Topic sections also include framework maps, showing where key recommendations apply in the area.
- **Neighborhoods of Southwest:** Each neighborhood - **College View-South Platte, Harvey Park, Harvey Park South, Bear Valley, Fort Logan, and Marston** - has its own section with tailored recommendations.

- **Focus Areas:** Shows how areawide recommendations from the different topics (Land Use & Built Form, Mobility, and Quality of Life Infrastructure) work together in specific locations and provides extra guidance as needed.
- **Federal Boulevard:** Offers detailed recommendations for Federal Boulevard including nearby commercial, mixed-use, and residential areas.
- **Implementation:** Explains how the plan will be carried out, including tools, partnerships, and priorities. A more detailed implementation plan is included as an appendix to this plan, providing more guidance for achieving the plan's vision and tracking progress towards doing so.

## 1.3.2. Applying the Far Southwest Area Plan to Rezonings

This plan does not rezone any property. All rezonings must follow the standard rezoning process which includes public hearings with the Planning Board and City Council. However, the *Far Southwest Area Plan*, as an adopted city plan, will play an important role in guiding rezoning decisions. Rezonings should further the recommendations of this plan, including the descriptions for neighborhood context and place and equity considerations. Many of the zoning recommendations in this plan are intended to be implemented legislatively, either through citywide processes or area-specific text amendments, instead of through applicant driven rezonings. Requests for one-off, applicant-driven rezonings should be evaluated to determine if they are better suited for an area-wide rezoning or if they should not be found consistent with this plan until other plan recommendations have been achieved.

## 1.3.3. Plan Boundaries

The recommendations in this plan only apply to the areas within the plan boundaries. If a boundary is a street, the plan only applies to one side of the street. If it is not already covered by a plan, the other side will be in future planning efforts, which may use this plan as a starting point to ensure consistency across corridors.

## HOW TO READ THE RECOMMENDATIONS

### Community Priority

Icons that indicate which community priority or priorities this policy relates to.

### Side Bar

An image, case study or supplemental information may be located here.

### Outcomes

These are the desired outcomes resulting from the policy

### Header

Sub-section headers may be located before the recommendation, indicating the specific topic of policy or policies to follow.

### Policy

A key recommendation that advances the plan vision. The first letter(s) of the policy number indicate the major category as organized by chapter:

- L - Land Use & Built Form
- M - Mobility
- Q - Quality of Life

- CV, HP, HS, BV, FL, MA
- Neighborhoods
- F - Federal Boulevard

Far Southwest Area Plan | Part 2 Land Use & Built Form

## RECOMMENDATIONS

**L5** 

Far Southwest centers and corridors should help build strong local economies by supporting small and local businesses, creating good jobs for people with different skills, and promoting a healthy, sustainable economic environment for the community.

People living in the Far Southwest want more local businesses in their neighborhoods. They're looking for job opportunities that match the skills of the community and help grow the local economy. A top priority is keeping existing businesses in place and making it easier for new, locally owned businesses to succeed. This approach supports a strong, sustainable economy that benefits everyone. Supporting small businesses, creates jobs and builds a more vibrant, self-reliant community.

**OUTCOMES**

A. Small, local businesses in Far Southwest should grow and succeed:

1. **Create More Affordable Spaces:** Small business should have affordable spaces. Smaller buildings or spaces are easier for local businesses to afford. This helps small businesses start or expand without the high cost of larger spaces. (See also L2.A.1.)
2. **Help Long-Standing Businesses:** Long-standing businesses should continue to serve the community and employ residents. Financial help and technical assistance can help support businesses that have been part of the community for a long time. These "legacy" businesses are important to the neighborhood's identity, and supporting them helps preserve neighborhood traditions while encouraging new growth.
3. **Improve Neighborhood Infrastructure:** The area should be attractive to customers and businesses with well designed and maintained public and private spaces. (See L2.)
4. **Affordable Housing Near Job Centers:** Build or preserve affordable housing near larger centers of employment. This gives businesses access to more customers and workers, helping the local economy grow and stay strong. (See L3.)

B. Business Associations for Shared Goals: Business associations that bring Far Southwest businesses together to share knowledge, host events, tackle regional challenges, and advocate for policies and infrastructure that support businesses.

C. Business Improvement Districts: Business Improvement Districts in the Far Southwest Area can help improve efforts to develop, maintain, and activate public spaces.

D. Protect Good-Paying Jobs: Preserve access to well-paying manufacturing and service jobs. (See L6.)

E. Connect People to Jobs and Training: Provide career development and educational resources to people living in Far Southwest. Connect workers with nearby employers, especially as part of the outreach for the Federal Boulevard Bus Rapid Transit project and other major City projects.

F. Support for Entrepreneurs: Create small business incubator spaces with affordable rent, mentorship, and resources to help businesses grow, create jobs, and strengthen the neighborhood economy. Placing them in active commercial areas with good customer traffic and community access will support their success and reach.

**BACKGROUND**

**NEIGHBORHOOD ECONOMY AND SMALL BUSINESS**



# 1.4. CROSS-CUTTING TOPICS

Equity and water and climate are key themes of this neighborhood plan. They are integral to the plan's vision for the next 20 years and influence how we think about land use and the built environment, mobility, and quality of life infrastructure. By addressing these themes across all sections, the plan ensures that the future development of the neighborhood is sustainable, inclusive, and resilient, prioritizing equitable access to resources and addressing climate challenge and ecosystem health in a holistic manner.

## 1.4.1. Planning for Equity

Equity means that everyone, no matter their background or circumstances, has the chance to succeed and lead a fulfilling life. It ensures that a person's identity - whether defined by race, income, or where they come from - doesn't limit their opportunities. This plan puts equity at the center, so all Denver residents can enjoy a high quality of life.

The plan focuses on three key areas of equity, as outlined in *Blueprint Denver*:

- Increasing access to opportunities like education and healthcare
- Protecting communities from involuntary displacement
- Promoting a more diverse range of housing and job options.

The data and maps on the following pages give a broad overview of the plan area rather than parcel-by-parcel direction. The specific measures should be used as indicators that highlight the need for further investigation.

## 1.4.2. Water and Climate

Denver is already experiencing hotter summers and more extreme weather, like droughts, floods, and severe storms, because of human-caused climate change. Without action, these changes could seriously harm our environment, ecosystems, food systems, health, economy and quality of life. This plan helps to address water needs, mitigate climate-altering emissions and better prepares Denver for climate change, making the city more environmentally-friendly and livable. Many parts of Far Southwest, the areas where most growth is expected, are especially vulnerable to extreme summer heat.

### WATER CHALLENGES IN FAR SOUTHWEST

Denver faces several water-related challenges, including drought and water scarcity, flooding, and degraded water quality in rivers, creeks, and gulches. These issues are worsened by human activities and the expansion of impervious surfaces, such as roofs, parking lots, and roadways. The South Platte River, Denver's main waterway, forms the eastern boundary of Far Southwest, and several of its tributaries flow through the area. What happens here affects water quality across the city and directly impacts downstream neighbors, making holistic water management a top priority.

Tackling the interconnected issues of water and climate resilience requires a multi-faceted approach. This plan outlines a range of policies and strategies aimed at reducing our environmental impact and creating lasting, sustainable solutions.

### PRIORITY POLICIES

**Q3** **Far Southwest should be an environmentally sustainable and resilient community. Reduce flooding and pollutants from South Platte River and nearby tributaries.**

**Q4** **Sustainable landscaping and tree canopy coverage in Far Southwest neighborhood results in improved health outcomes, walkability, neighborhood charm, and ecosystem health. Priority should be placed on centers, corridors, and in historically under resourced neighborhoods with inadequate landscaping.**

## 1.4.3. Access to Opportunity

Access to opportunity is a key goal in *Blueprint Denver*, which aims to make sure every neighborhood offers a high quality of life.

The plan uses an Access to Opportunity index to measure how well neighborhoods support people's health, mobility, and overall well-being. The index looks at:

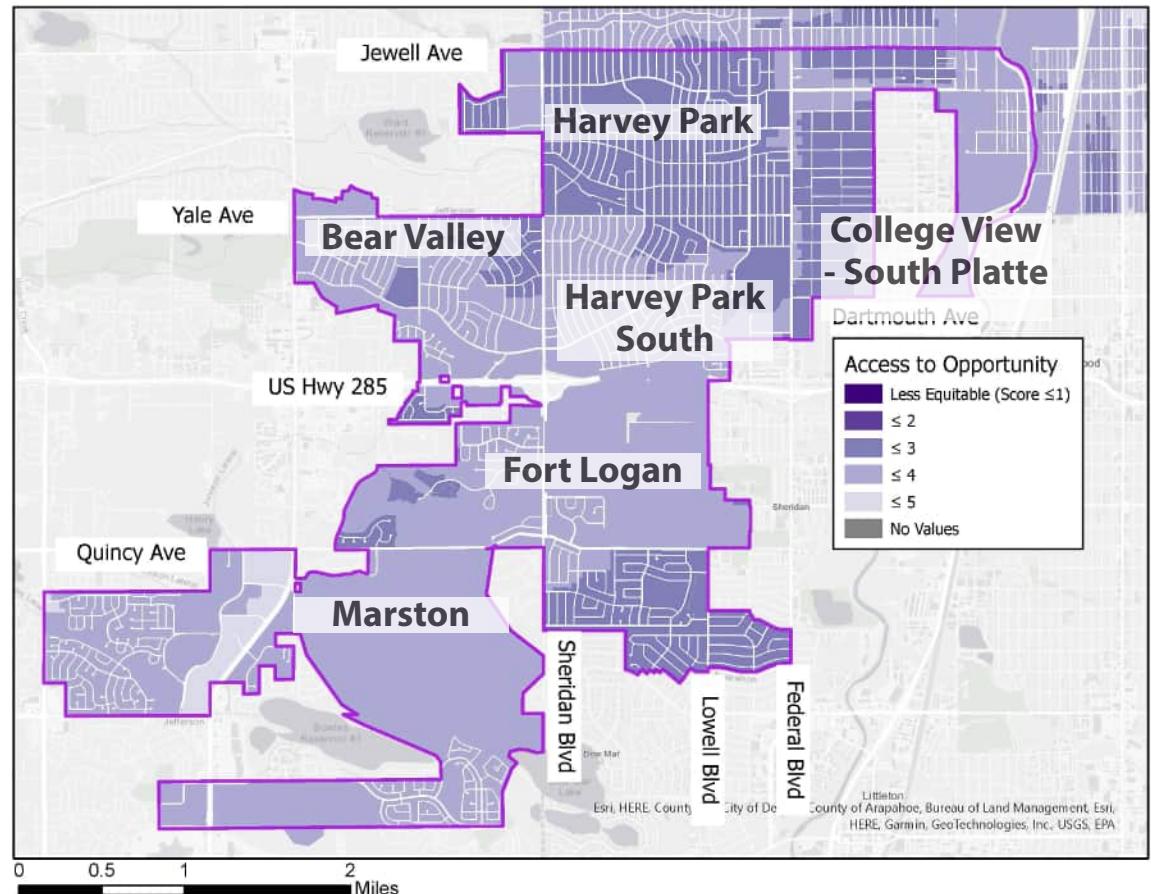
- Social determinants of health (include income and level of educational attainment)
- Access to parks and full service grocery stores
- Access to health care in the first trimester of pregnancy
- Childhood obesity
- Life expectancy
- Proximity to frequent and high-capacity transit

### THE SITUATION IN FAR SOUTHWEST

Most of Far Southwest scores medium to high on access to opportunity. However, some areas face more challenges, including

- College View-South Platte
- Harvey Park
- Northeast Harvey Park South
- Fort Logan south of W Quincy Avenue

On the map, lighter purple areas have more access to opportunity, while darker purple areas have less.



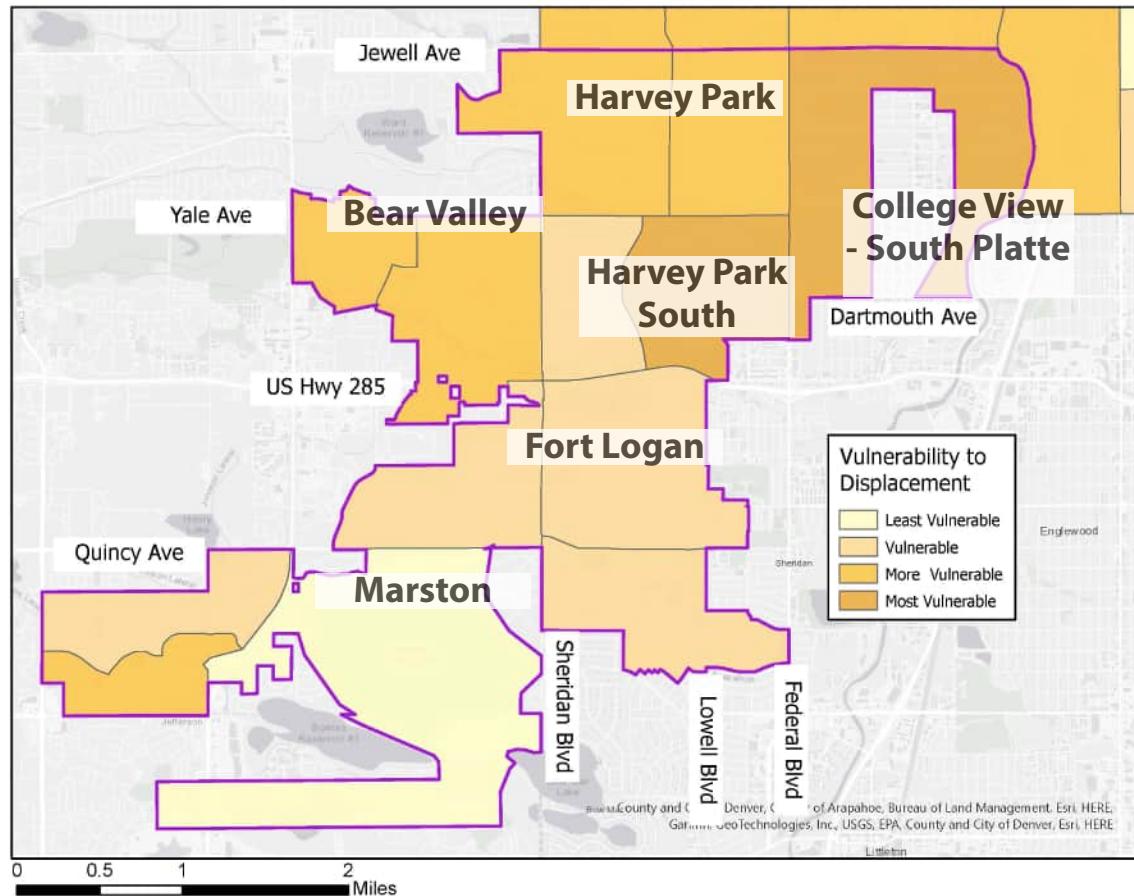
### PRIORITY POLICIES

**M3** Transit services should be frequent and reliable, and transit stops should be well maintained, amenitized, and safe for all residents.

**Q1** Parks and other recreational facilities should be accessible to and meet the needs of all Far Southwest residents.

**Q5** City and County of Denver agencies and non-profit partners should provide comprehensive, high-quality, and convenient services to the residents of Far Southwest.

**Q6** Residents in all Far Southwest neighborhoods will have access to healthy foods. Improve and maintain access to healthy foods to support community health outcomes.



## 1.4.4. Vulnerability to Displacement

Denver residents value diversity, inclusiveness and opportunity for all. These values are at risk when people or businesses are forced to leave their neighborhoods because they can no longer afford to stay. This is called involuntary displacement, and it can happen due to rising property values, rent increases, or the loss of cultural and family connections.

Vulnerability to Displacement is based on:

- Median Household Income
- Proportion of households who rent vs. own their homes
- Percent of population with less than a college degree

### THE SITUATION IN FAR SOUTHWEST

College View-South Platte and the eastern part of Harvey Park South are the most vulnerable to involuntary displacement. Other areas, like Bear Valley and Marston have seen increased vulnerability in recent years.

## PRIORITY POLICIES

- L3** Designated affordable housing prevents involuntary displacement and ensures long-term housing stability for low- and very low-income households. Accessibility to safe, stable, and affordable housing for all residents, particularly those most at risk of displacement, is a priority.
- L4** Far Southwest Denver should expand the availability of small-scale multi-unit residential uses, like rowhouses and duplexes. This type of housing can offer livable, family-friendly new units that are more attainable for local renters and homebuyers.
- L5** Far Southwest centers and corridors should foster vibrant local economies by supporting small and local businesses, creating good job opportunities for people with diverse skills, and ensuring a healthy, sustainable economic environment for the community.

## 1.4.5. Housing Diversity

Denver's vision for complete neighborhoods includes giving people equitable access to quality employment options and housing options. That means making sure neighborhoods work for households of different ages, sizes, and incomes.

Housing diversity is measured by:

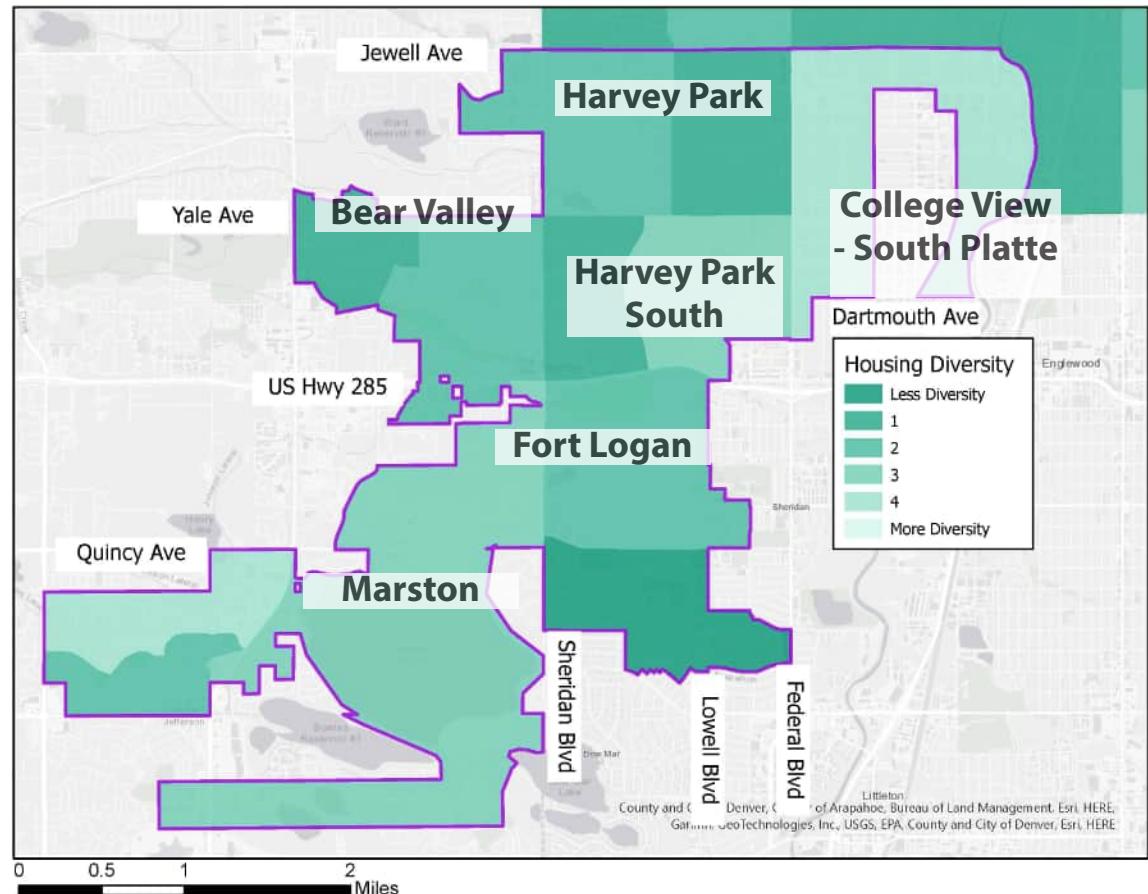
- Percent of middle-density housing (2-19 units)
- Home size diversity
- Percentage of ownership vs. rental
- Housing costs
- Number of affordable (income-restricted) units

### THE SITUATION IN FAR SOUTHWEST

Generally, Marston and College View-South Platte have the greatest amount of housing diversity in Far Southwest.

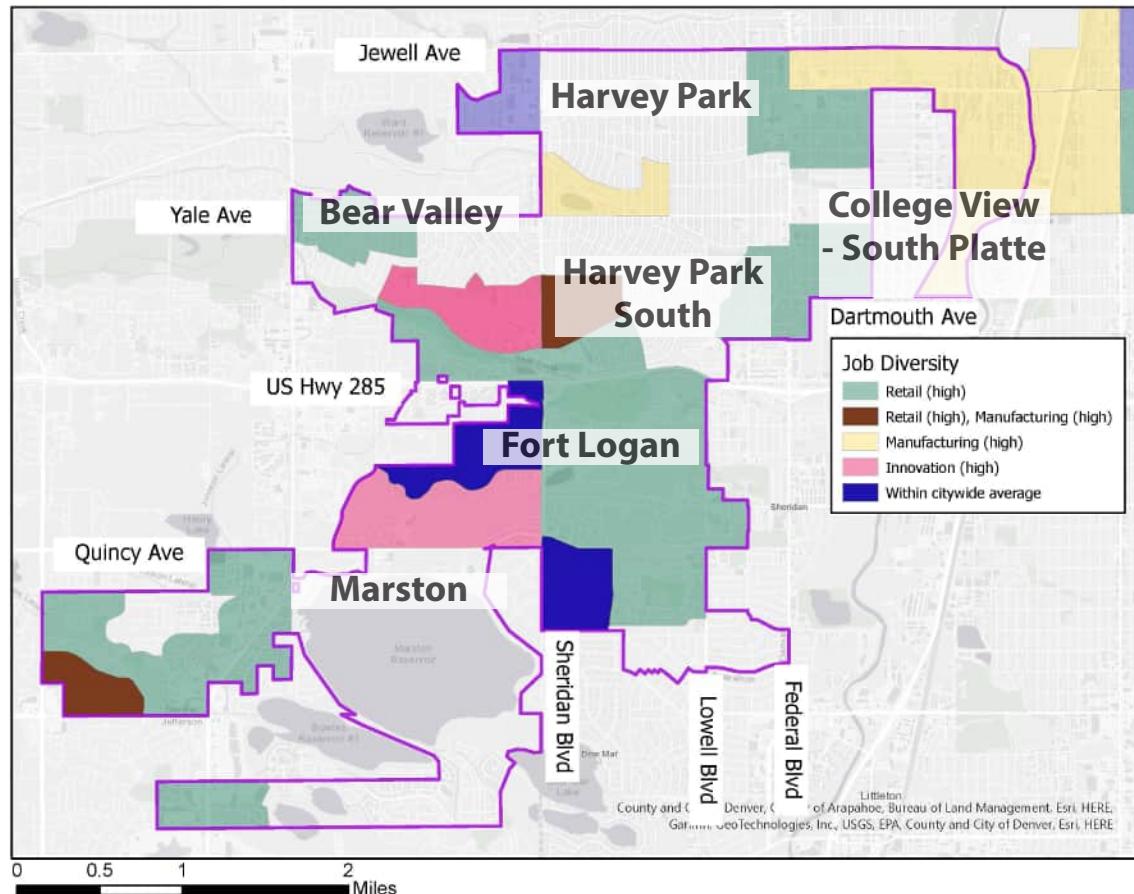
Housing diversity in the College View-South Platte neighborhood and portions of the Fort Logan neighborhood has increased in recent years.

In contrast, housing diversity in portions of the Bear Valley neighborhood has decreased in recent years.



### PRIORITY POLICIES

- L1** In the future, neighborhoods in Far Southwest Denver, especially along S Federal Boulevard, S Sheridan Boulevard, S Wadsworth Boulevard, and W Evans Avenue, should see new homes, businesses, and places to dine and shop. These areas should grow to offer housing options that suit people at different stages of life and income levels, creating a more vibrant and welcoming community for everyone.
- L3** Designated affordable housing prevents involuntary displacement and ensures long-term housing stability for low- and very low-income households. Accessibility to safe, stable, and affordable housing for all residents, particularly those most at risk of displacement, is a priority.
- L4** Far Southwest Denver should expand the availability of small-scale multi-unit residential uses, like rowhouses and duplexes. This type of housing can offer livable, family-friendly new units that are more attainable for local renters and homebuyers.



## PRIORITY POLICIES

- L5** Far Southwest centers and corridors should foster vibrant local economies by supporting small and local businesses, creating good job opportunities for people with diverse skills, and ensuring a healthy, sustainable economic environment for the community.
- L6** The industrial districts should support new and existing industrial businesses and ensure they are part of a healthy community.
- F-L3** Support and retain small-businesses in the Federal Boulevard corridor. Protect businesses from displacement pressures and the negative impacts of BRT construction.

## 1.4.6. Jobs Diversity

Having access to a range of quality jobs enables people of different incomes and education levels to find employment and wealth-building opportunities.

To measure jobs diversity, the city looks at:

- The number of jobs available
- How the variety of these jobs compares to the variety of jobs citywide

## THE SITUATION IN FAR SOUTHWEST

College View-South Platte has a high concentration of manufacturing jobs near the South Platte River. In most other commercial areas of Far Southwest, jobs are mainly retail.

Because Far Southwest is a suburban area, many residents commute for work. Blueprint Denver's growth strategy envisions that most growth in employment will occur in regional centers like downtown.



## 2. LAND USE & BUILT FORM

### IN THIS SECTION

- 2.1. INTRODUCTION AND VISION 18
- 2.2. LAND USE FRAMEWORK 19
- 2.3. NEIGHBORHOOD CONTEXT 20
- 2.4. FUTURE PLACES 22
- 2.5. GROWTH STRATEGY 26
- 2.6. DESIGN IN CENTERS AND CORRIDORS 27
- 2.7. HOUSING AND INVOLUNTARY DISPLACEMENT 28
- 2.8. EXPANDING HOUSING SUPPLY 29
- 2.9. NEIGHBORHOOD ECONOMY AND SMALL BUSINESS 30
- 2.10. INDUSTRIAL AND MANUFACTURING 31
- 2.11. DESIGN AND HISTORIC PRESERVATION 33

## 2.1. INTRODUCTION

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### 2.1.1. Introduction

The Land Use and Built Form topics shape the vision for the Far Southwest area's growth and development over the next 20 years. Land Use and Built Form focuses on planning where different types of buildings and businesses should be located, and how new buildings can fit the neighborhood's character.

This section focuses on where and how to accommodate the City's growing population, and how to address housing affordability and involuntary displacement. It also relates to how residents have access to the services and amenities they need, as well as ways to support local businesses and create jobs. The goal is to build a thriving, sustainable community that balances growth with maintaining the neighborhood's unique character.



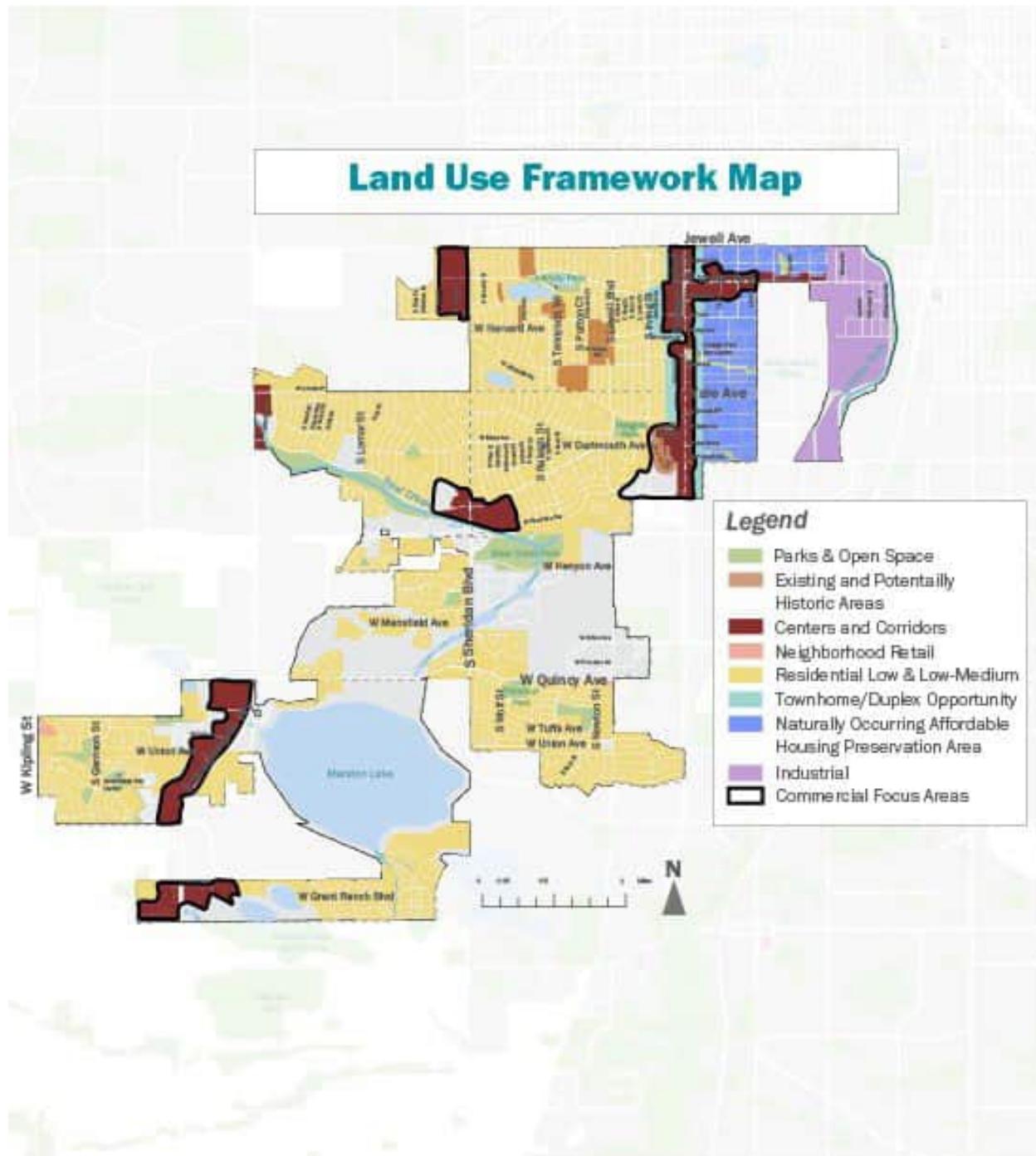
### 2.1.2. Vision

By 2045, Far Southwest will be a community that blends quiet suburban neighborhoods with vibrant social and commercial spaces, fostering a strong sense of connection among neighbors. The area has embraced thoughtful growth and improved design, especially in key areas on Federal Boulevard, Evans Avenue, Sheridan Boulevard, and Wadsworth Boulevard, ensuring they are well-connected to surrounding residential areas. Major transit investments will spur a strategic expansion of housing options, offering a mix of affordable choices and creating opportunities for new neighbors to live alongside long-time residents. Public plazas, open spaces, and local businesses central to the area's culture, serving as vital gathering spots where community ties are strengthened and celebrated. Growth will reflect the values of inclusivity and connection, keeping neighbors at the heart of Far Southwest's identity.

### 2.1.3. Framework

The Framework Map shows where and how the Far Southwest area should grow, based on community input. Key priorities include:

- Preserve quiet suburban character of neighborhoods.
- Direct most employment and residential growth to centers on S Sheridan Boulevard, S Wadsworth Boulevard, and along the corridors of S Federal Boulevard and W Evans Avenue. These areas will have an increasingly mixed-use character with the introduction of housing.
- As bus rapid transit comes to Federal Boulevard, allow additional housing options on nearby blocks.
- Preserve industrial uses and jobs in most of the College View-South Platte neighborhood. Allow a mix of other compatible uses between S Lipan Street and S Osage Street.
- Serve residents' weekly shopping needs through small retailers at local centers at S Lowell Boulevard and W Quincy Avenue, and at S Kipling Boulevard and W Standford Avenue.
- Preserve historic, character-defining architecture in the Harvey Park neighborhood.
- Prioritize preserving naturally occurring affordable housing (NOAH) that is prevalent in the College View-South Platte neighborhood.



## 2.2. NEIGHBORHOOD CONTEXT

Neighborhood contexts help us understand how different parts of the city look, feel, and function. It includes things like:

- The mix of homes, businesses, and public spaces
- Building sizes and lot sizes
- Street layout and design
- Parking availability
- Access to parks and recreation

These features often reflect when a neighborhood was built and what transportation options were available at the time. Neighborhood context also helps guide how new development should happen—what kinds of buildings fit in, and how an area might change over time.

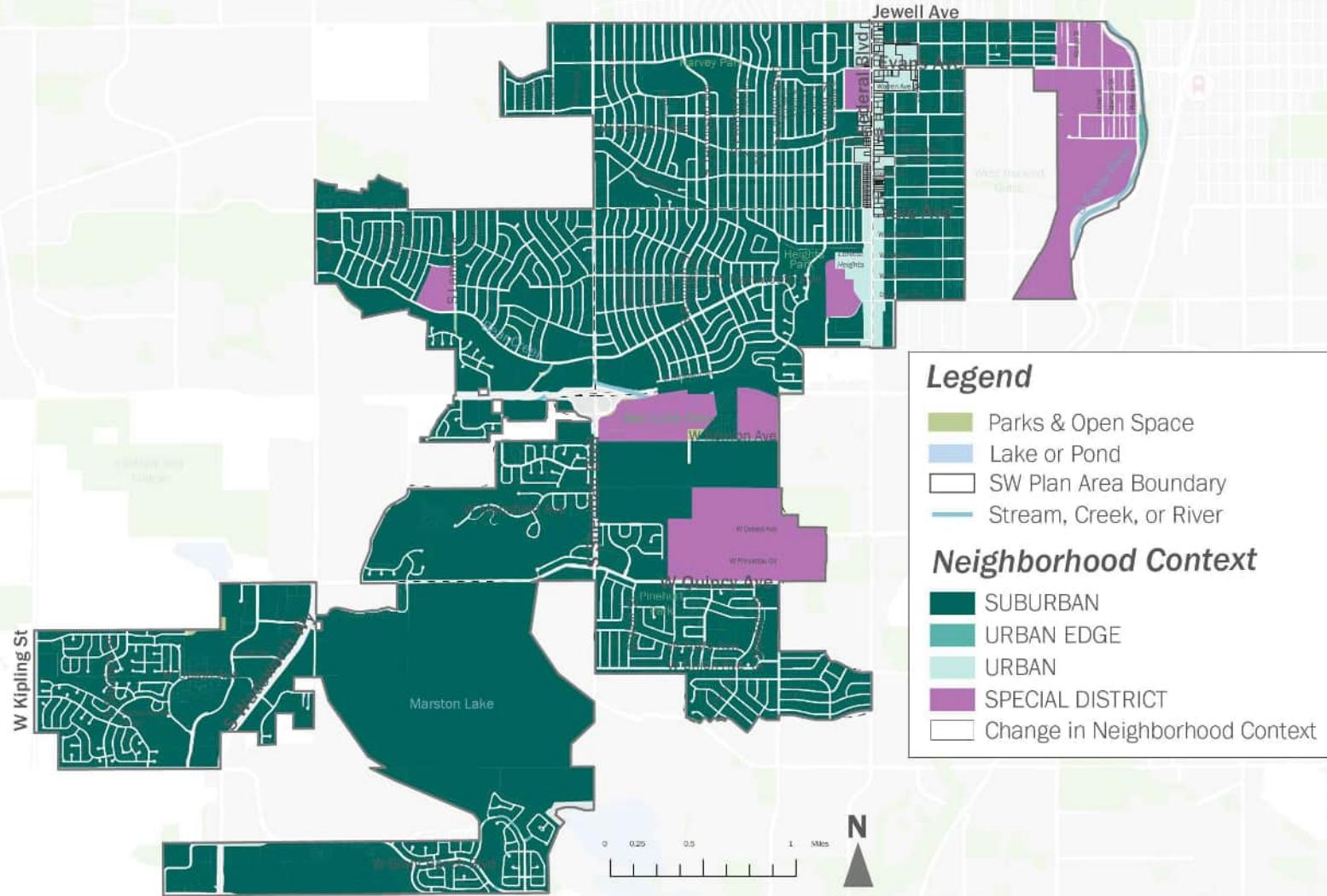
### FAR SOUTHWEST CONTEXT OVERVIEW

- Most of Far Southwest is considered suburban in character—featuring quiet residential streets, larger lots, and more space between buildings.
- Federal Boulevard is an exception. Properties along this corridor are part of the urban context, with more mixed-use development, a stronger emphasis on transit and walkability, and higher activity levels.
- The area near the South Platte River includes industrial and innovation zones, such as heavy production and value manufacturing districts.

For more details on neighborhood contexts, see *Blueprint Denver*, Chapters 4 and 5.



## Neighborhood Context



## 2.3. FUTURE PLACES

In city planning, “places” describe the desired character and function of different areas. Places work together to promote complete neighborhoods for the residents living within or near each of them. Each place looks different depending on the neighborhood context. The Far Southwest Area Plan updates the place designations from Blueprint Denver in several areas. Future Places are related to *Blueprint Denver’s* growth strategy. While Regional Centers and Community Centers and Corridors represent a small portion of Denver’s land area, these areas expect to see 70% of Denver’s growth in employment and 55% of new households. A brief description of place types is below; see Chapters 4 and 5 of *Blueprint Denver* for more detailed place descriptions.

### SUBURBAN

#### Regional Center

- Contains a high mix of uses providing a dynamic environment of living, dining, entertainment, shopping, and a diverse set of employment options.
- Larger scale mixed-use buildings are common. Structures should respond in form and mass to the streets and the public spaces around them. Heights are generally the tallest in the context and transition gradually within the center to the surrounding residential areas.
- High degree of urban design with continuous building frontages that define the public realm.

#### Community Center

- Typically provides some medium mix of office, commercial and residential uses.
- A mix of larger and smaller scale buildings, set back from the street to accommodate streetscapes.
- Heights are generally up to 5 stories. Transitions gradually within the center out to the surrounding residential areas.

#### Local Center

- Primarily provides options for dining, entertainment and shopping.
- May also include some residential and office uses.
- Pedestrian scale with a range of building setbacks, though closer to the street is preferred.
- Heights are generally up to 3 stories and generally do not have a transition area as they are already integrated into the surrounding neighborhood.

#### Community Corridor

- Typically provides some mix of office, commercial and residential.
- Buildings have a distinctly linear orientation, but may provide an opportunity for infill in large setbacks that are a result of historic suburban development.
- Heights are generally up to 5 stories.



Community Corridor



Community Center



Local Center



Residential High-Medium



Residential Low-Medium



Residential Low

## Residential High

- Characterized by a high number of multi-unit residential buildings, typically on larger properties.
- Buildings are generally the tallest of the residential places in this context.
- A mix of non-residential uses should also be found in appropriate locations.

## Residential High-Medium

- Contains a mix of medium-scale, multi-unit residential types and can accommodate compatible commercial/retail uses.
- Buildings are generally up to 5 stories in height. Building heights and scaling help provide transitions to adjacent places.

## Residential Low-Medium

- Mix of low- to mid-scale multi-unit residential options. A variety of lower scale residential forms including row houses and small multi-unit buildings are found.
- Limited mixed-use along some arterial and collector streets and some intersections.
- Buildings are generally 3 stories or less in height.

## Residential Low

- Generally characterized by single-unit uses on larger lots. Accessory dwelling units and compatible two-unit uses are appropriate and can be thoughtfully integrated.
- Limited mixed-use along some arterial and collector streets and at intersections, as well as where commercial uses have been already established.
- Buildings are typically up to 2.5 stories in height.

## URBAN

### Community Center/Corridor

- Typically provides some mix of office, commercial, and residential uses.
- Buildings are larger in scale than those found in local centers, and are oriented toward the street or other public spaces.
- Heights are generally up to 5 stories.
- Building frontages are continuous and define the public realm with a strong degree of urban design.

## SPECIAL DISTRICTS

### Heavy Production

- Heavy production and construction related activities, utility providers, major warehousing and storage facilities are found on large, multiple acre parcels. Most buildings have large footprints with significant land needs for equipment and material storage



**Value Manufacturing District**



**Regional Park**



**Public Park and Open Space**

### **Value Manufacturing**

- Advanced large-scale craft manufacturing, research, design labs, robotics, technology, and flex spaces are found in these areas. Residential uses are not compatible.
- Often located in business parks or on extra-large superblocks, value manufacturing typically consists of single or multi-tenant buildings that are designed to accommodate freight movement and product storage.

### **Innovation/Flex**

- Assembly facilities, laboratories, small logistics, warehousing, local food production and catering, tech firms, value manufacturing, and related office uses are found in these areas. Residential uses are compatible.
- Buildings may be multi-tenant, with office uses in front and manufacturing in back.

### **Campus**

- Campus buildings vary greatly in size and form. Multi-story single-use and mixed-use buildings are typical.
- Typically dominated by a single, large institutional user. Some supporting retail and residential may occur

### **Regional Park**

- Regional park districts serve the primary purpose of providing large-scale public open space, recreation and event space. Regional park districts may also contain specialty uses.

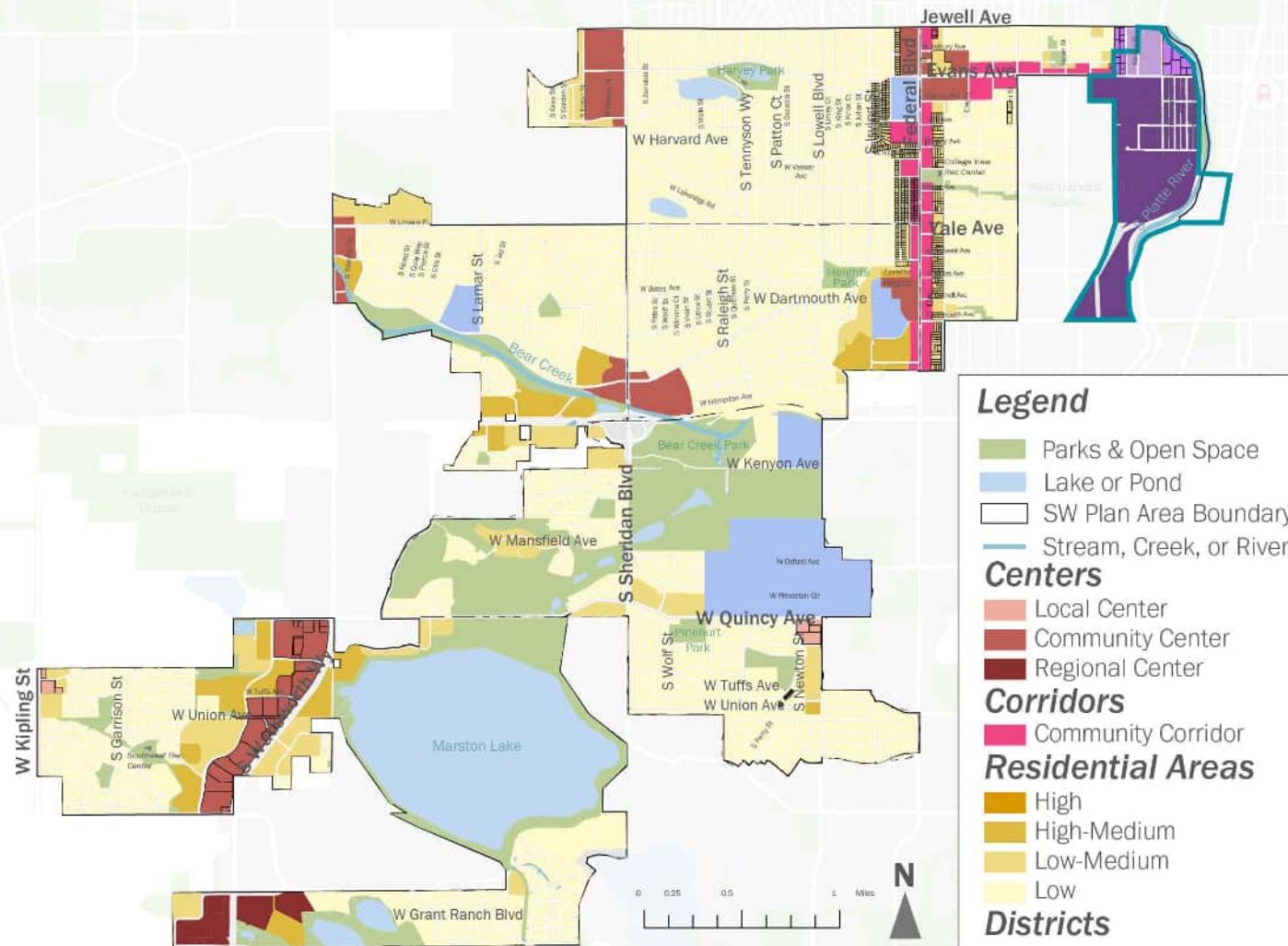
### **Public Park and Open Space**

- These areas are city-owned parks and open spaces that are planned to become or remain a park and/or open space in the future, but they are not large enough to be considered a regional park.

### **Other Park and Open Space**

- These are privately-owned parks and/or open spaces. Some are publicly accessible, while others—such as golf courses—are not. Since these areas are privately owned, it is possible their use could change in the future. When large private open spaces are planned to change, the community should be engaged in planning for the future vision of the site.

## Future Places



### Legend

- Parks & Open Space
- Lake or Pond
- SW Plan Area Boundary
- Stream, Creek, or River

## Stream Centers

- Local Center
- Community Center
- Regional Center

## Corridors

## Community Corridor

## Residential Areas

## **Districts**

- Campus
- Heavy Production
- Value Manufacturing
- Innovation/Flex
- Manufacturing Preservation
- Change in Place Type

# RECOMMENDATIONS

GROWTH  
STRATEGY

POLICY  
BACKGROUND  
OUTCOMES



**In the future, neighborhoods in Far Southwest Denver will be a more vibrant and welcoming community for everyone. Areas along S Federal Boulevard, S Sheridan Boulevard, S Wadsworth Boulevard, and W Evans Avenue, should see new homes, businesses, and places to dine and shop. These areas should grow to offer housing options that suit people at different stages of life and income levels.**

Denver's population and economy are anticipated to continue growing over the next 20 years. To accommodate this growth, the city adopted a growth strategy in Blueprint Denver that envisions all areas of the city accommodating some growth in jobs and residents, but that most of that growth will occur in Regional Centers and Community Centers and Corridors. In Far Southwest these major future growth areas are concentrated on Wadsworth Boulevard, Sheridan Boulevard, Federal Boulevard, and Evans Avenue.

- A. **Focused Growth:** As Far Southwest grows, the community and regional centers should accommodate most new households and jobs. These areas should be characterized by buildings of various scales, generally up to a maximum of five stories in height.(See L2 below.)
- B. **Places to Live, Work, and Shop:** Far Southwest Centers and Corridors should feature a mix of residential, commercial, and retail uses. In some areas, this may take the form of vertical mixed-use buildings, with commercial and retail spaces on the ground floor and residences above. In other areas, the mix of uses may be spread across separate buildings within the centers and corridors.
- C. **Evolving Centers:** Redevelopment should strike a balance between the present and the future. It should fit in with the current car-focused layout while also preparing for nearby areas to become more walkable and community-friendly over time. Some centers may be completely rebuilt. Others may change gradually, such as by turning surface parking lots into new buildings or public spaces.
- D. **Growing with Community in Mind:** Growth in Far Southwest centers and corridors reduces the impact on existing amenities and provides new community benefits for all by including
- E. **Future Planning:** If any of the several large privately-owned parks and open space cease their current use, they should be subject to a planning process with public participation that advances the general policies of this plan and considers adjacent Blueprint Denver future places and planned infrastructure.
- F. **Regional Cooperation:** Far Southwest and city priorities should be advanced through collaboration with adjacent cities and counties on development of infrastructure, public amenities, and real estate.
- G. **Thoughtful Growth:** While Far Southwest's centers and corridors will see most population growth, Far Southwest's suburban residential areas also thoughtfully accommodate new neighbors. (See L4 below.)



## Growth and Change in Commercial Areas

Far Southwest's commercial areas offer the best opportunity to welcome new residents, add more housing choices, and create places for the community to gather. At the same time, these areas are home to many existing businesses - large and small - that provide jobs and support the local economy. This plan does not suggest that these businesses should close or that the properties must be redeveloped. Instead, it offers a vision for how these areas could grow and change if redevelopment happens before 2045.

# RECOMMENDATIONS

## DESIGN IN CENTERS AND CORRIDORS



POLICY

BACKGROUND

OUTCOMES

**Far Southwest centers and corridors should be lively, well-connected, and easy to get around. These areas should act as community hubs – places where people can walk safely, access a variety of services, and use different transportation options. Buildings and public spaces should feel welcoming and encourage people to interact, express culture, and feel a sense of belonging.**

Today, many centers and corridors in the Far Southwest are designed mainly for cars. There's limited landscaping, poor access for people walking, biking, or using mobility devices, and very few public spaces for gathering or recreation. Housing is also scarce in these areas, which means most people have to drive to get there. Businesses in these areas often rely on customers from outside the neighborhood. To thrive, they need to attract people from a wider area.

**A. Welcoming Design:** Buildings and sites should feel comfortable and inviting.

1. A mix of building heights and sizes adds visual interest and openness, allowing sunlight to reach the streets and supporting businesses of various scales. Design elements like building shape, architectural details, and transparent facades help soften the impact of larger structures and make the streetscape more engaging and welcoming.
2. Auto-oriented buildings, like drive-thrus should be avoided on S Sheridan Boulevard, S Federal Boulevard, or W Evans Avenue.

**B. Pedestrian-Friendly Layout:** Thoughtful building placement and massing strategies can enhance the pedestrian experience and contribute to a more inviting streetscape.

1. Buildings can be set back slightly to allow for landscaping or outdoor seating, helping them feel less imposing to people walking by.
2. Ground floor shops and business may be closer to the sidewalk, while upper floors can be stepped back to create a more open feel.

**C. Easy Access for Everyone:** Community and regional centers should be reachable by walking, biking, transit, and driving.

1. Parking should be easy to find but placed in garages, on the street, or behind buildings to reduce visual clutter.
2. When possible, primary entrances of buildings should face pedestrian-friendly streets, parks or plazas – not busy roads. Secondary entrances may face busier roads.
3. Internal streets and sidewalks should make it easy to move around and should connect smoothly with nearby neighborhoods. Features like promenades and plazas can help people get where they need to go.
4. Shared parking agreements can reduce the amount of land used for parking that often sits empty.

**D. Public Spaces for Gathering:** Public spaces should give residents places to relax, meet, and enjoy the neighborhood.

1. These spaces, like pocket parks, small plazas, or urban greens, should be within the site itself and should serve as focal points.
2. Public art or other placemaking elements will help create a distinctive identity for these places.

# RECOMMENDATIONS

## HOUSING AND INVOLUNTARY DISPLACEMENT



**Residents have access to safe, stable, and affordable housing, especially those most at risk of losing their homes. Designated affordable housing and preservation of naturally occurring affordable housing prevents involuntary displacement and ensures long-term housing stability for households with low- and very low-incomes.**

Income-restricted affordable housing is a key strategy for preserving and expanding housing options in the near- and medium- term. The homes provide stable, affordable places to live for people with low and very low incomes and helps reduce the risk of homelessness for people experiencing poverty. While renters are especially vulnerable to involuntary displacement, many homeowners in Far Southwest also face financial strain and risk losing their homes due to high housing costs.

- A. **Meeting Diverse Needs:** Affordable housing with income restrictions helps meet the needs of households at different income levels. It reduces financial stress and provides long-term stability for Far Southwest residents.
- B. **Family-Friendly Housing:** Homes with three or more bedrooms are encouraged near schools, parks, and transit options.

- C. **Addressing Homelessness:** Homelessness will continue to be primarily addressed at the citywide scale. In Far Southwest it is most visible in centers, corridors, and in public spaces like near Bear Creek, and priorities for the area include:
  - 1. Preventing homelessness through programs like utility and rental assistance can reduce the number of unhoused people in Far Southwest and across Denver.
  - 2. Housing options that meet the unique needs of people experiencing homelessness - such as permanent supportive housing with services like mental health care and substance use treatment - should be available in Far Southwest.

- D. **Prioritizing Affordable Housing Where It's Needed Most:** Income restricted affordable housing should be built and preserved in areas with the greatest need and best access to jobs,

transportation, and amenities.

- 1. Neighborhoods like Bear Valley, Marston, and Harvey Park have many renters who are struggling with housing costs. These areas should be prioritized for affordable rental housing.
- 2. Every neighborhood in Far Southwest should have affordable housing options, and needs by neighborhood may change over time.

- E. **Responding to Rising Costs:** Major public investments – like Federal Boulevard bus rapid transit – can increase home values and housing costs. As part of these projects, the City and County of Denver should connect homeowners and renters with support programs such as:
  - Temporary Rent and Utility Assistance
  - metroDPA
  - Denver Property Tax Relief Program

- F. **Supporting Homeownership:** Partnerships between the city and local nonprofits can help current residents buy homes and stay in Far Southwest. Support like financial assistance, education, and resources can prevent people from

being priced out of their neighborhoods.

- G. **Preserving Existing Affordable Housing:** Affordable housing in Far Southwest should be maintained in good condition. If redevelopment is needed, it must keep the same level of affordability and ensure no loss of units or access for current and future residents.

# RECOMMENDATIONS

## EXPANDING HOUSING SUPPLY

POLICY

BACKGROUND

OUTCOMES

L4



**Offer comfortable, family friendly living at more attainable prices for renters and homebuyers. Neighborhoods in Far Southwest Denver should retain their established residential character while thoughtfully integrating small-scale multi-unit housing or allowing smaller lots.**

To support Denver's growing population, Blueprint Denver calls for every part of the city accommodating some new housing. In Far Southwest, some neighborhoods have said that a lack of available homes is one of the biggest issues that they face when it comes to affordability. Expanding the supply of housing is a key step toward making homes more affordable for everyone in the long run.

**A. A Mix of Housing Types:** Residential low-medium areas near Federal Boulevard should include a variety of homes, such as single-family houses, duplexes, and townhomes. Adding low- to medium-density housing alongside the existing homes will help support growth near high-capacity transit and create a smooth transition to Federal Boulevard.

1. More housing types in this area can increase rental options for people who can't afford to buy a home.
2. Missing middle housing should support walkable, transit-friendly living.
3. New housing should be affordable and not lead to displacement. Any zoning or policy changes should be paired with programs or tools that protect affordability and prevent displacement.

**B. Respecting Neighborhood Character:** New types of low and medium-density housing options should incorporate character defining features from the existing suburban housing, like setbacks.

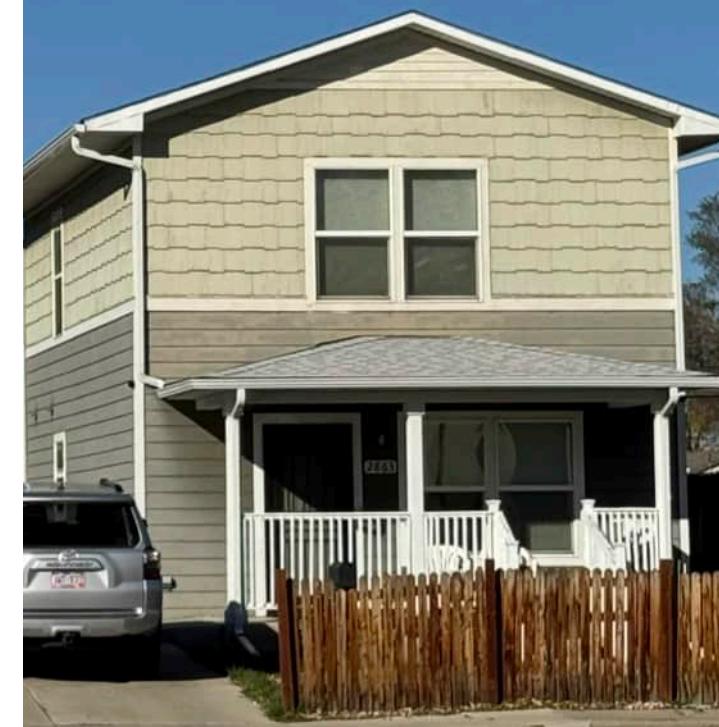
**C. Supporting Families:** Homes with three or more bedrooms are encouraged in neighborhoods like College View-South Platte, Fort Logan, and Harvey Park to meet the needs of families.

**D. Thoughtful Design:** Small multi-unit buildings, like duplexes, should be designed to fit in with nearby homes. They should match the scale, style, and feel of the neighborhood while offering more housing choices.

**E. Contextual Housing Solutions:** Encourage a greater variety of housing types and improved affordability by supporting missing middle infill development in areas well-suited for it, based on transit access, compatible street or alley access, or lot size.

**F. Preserving Affordability:** To help keep Far Southwest neighborhoods affordable, missing middle housing should be modest in size and built on smaller lots where appropriate. Maintaining existing buildings and thoughtfully adding new units - either through additions or separate structures - can help keep housing costs down and preserve neighborhood character.

**G. Neighborhood-Friendly Infill:** Vacant or underutilized institutional uses on corners or select sites may be appropriate locations to introduce additional suburban residential density.



# RECOMMENDATIONS

POLICY

BACKGROUND

OUTCOMES

L5

## Far Southwest centers and corridors should help build strong local economies by supporting small and local businesses, creating good jobs for people with different skills, and promoting a healthy, sustainable economic environment for the community.

People living in the Far Southwest want more local businesses in their neighborhoods. They're looking for job opportunities that match the skills of the community and help grow the local economy. A top priority is keeping existing businesses in place and making it easier for new, locally owned businesses to succeed. This approach supports a strong, sustainable economy that benefits everyone. Supporting small businesses, creates jobs and builds a more vibrant, self-reliant community.

A. Small, local businesses In Far Southwest should grow and succeed:

1. **Create More Affordable Spaces:** Small business should have affordable spaces. Smaller buildings or spaces are easier for local businesses to afford. This helps small businesses start or expand without the high cost of larger spaces. (See also L2.A.1.)

2. **Help Long-Standing Businesses:** Long-standing businesses should continue to serve the community and employ residents. Financial help and technical assistance can help support businesses that have been part of the community for a long time. These "legacy" businesses are important to the neighborhood's identity, and supporting them helps preserve neighborhood traditions while encouraging new growth.

3. **Improve Neighborhood Infrastructure:** The area should be attractive to customers and businesses with well designed and maintained public and private spaces (See L2.)

B. **Affordable Housing Near Job Centers:** Build or preserve affordable housing near larger centers of employment. This gives businesses access to more customers and workers, helping

the local economy grow and stay strong. (See L3.)

- C. **Business Associations for Shared Goals:** Encourage formation of business associations that bring Far Southwest businesses together to share knowledge, host events, tackle regional challenges, and advocate for policies and infrastructure that support businesses.
- D. **Business Improvement Districts:** Business Improvement Districts in the Far Southwest Area. can help improve efforts to develop, maintain, and activate public spaces.
- E. **Protect Good-Paying Jobs:** Preserve access to well-paying manufacturing and service jobs (see L6).
- F. **Connect People to Jobs and Training:** Provide career development and educational resources to people living in Far Southwest. Connect workers with nearby employers, especially as part of the outreach for the Federal Boulevard Bus Rapid Transit project and other major City projects.
- G. **Support for Entrepreneurs:** Create small business incubator spaces with affordable rent, mentorship, and resources to help businesses grow, create jobs, and strengthen the neighborhood economy. Placing them in active commercial areas with good customer traffic and community access will support their success and reach.

## NEIGHBORHOOD ECONOMY AND SMALL BUSINESS



### Neighborhood Safety

Neighborhood safety is central to many of the outcomes in this plan. In order to have a thriving local business community, social community spaces, complete commercial areas, safer streets, and quiet suburban neighborhoods, it is paramount that people feel safe in their community. Many of the policies and outcomes would improve safety.

Well-maintained common areas, lighting, and active storefronts reduce opportunities for crime and signal care and investment. Mixed-use commercial areas that support evening activity put more "eyes on the street" and help create a more 24-hour community. Complete sidewalks, safer crossings, clear sightlines, and visible transit stops make walking and biking feel safer for people of all ages.

Taken together, these strategies create a more secure, welcoming environment that supports community cohesion and long-term neighborhood resilience.

# RECOMMENDATIONS

POLICY

OUTCOMES

L6

## The industrial districts should support new and existing industrial businesses and ensure they are part of a healthy community.

A. **Innovation Flex Areas:** The areas should include a mix of light industrial, small or craft manufacturing, and commercial uses. Residential uses should be limited. These areas should be walkable while reflecting their industrial character.

- Building rules should require designs that relate to the right-of-way at a pedestrian scale and include active ground floors, while providing flexibility for a range of uses. Building scale and siting should be compatible with surrounding uses and serve as a transition to higher-intensity industrial uses.
- Zoning should make sure commercial and light industrial are the main focus. Commercial spaces should be located along the edges of industrial areas, especially near the South Platte River, Jewell Avenue, and Evans Avenue. Complementary alternative uses, such as retail and education or training, could provide flexibility for industrial businesses and buildings to evolve. Small manufacturing uses should be supported so they can stay in the area.
- Improved landscaping, mitigation, and mobility options should be prioritized near existing homes to ensure residents have access to opportunity and quality of life. (See Outcome D below.)

B. **Value Manufacturing Areas:** These areas should focus on light industrial and manufacturing uses, with limited commercial and no residential. The design should meet industrial needs while also improving the experience for visitors through better streets and landscaping.

- Building rules should allow for a wide range

of light industrial uses, while transitioning to adjacent uses through scale and siting, particularly when abutting residential areas.

- Light industrial should continue to be the main focus. Commercial uses may be allowed along the edges of industrial place types, particularly near the South Platte River and Evans Avenue. Other flexible uses should be allowed to help businesses grow and adapt.
- Heavy Production Areas:** These areas should focus on heavy industrial and manufacturing uses. Residential uses are not appropriate. Access and design should meet the needs of these industries.
  - Building rules should allow for sites and structures that support heavy industrial uses while transitioning to adjacent uses through scale and siting, particularly when areas adjacent to residential areas.
  - Compatible commercial uses may be appropriate in some circumstances:
    - Commercial uses along the South Platte River can help activate the the trail.
    - Commercial uses associated with heavy production are appropriate, like related office or retail space.
  - Denver's goal to decarbonize by 2040 will likely require changes to the gas-fired power plant along South Platte River Drive during the life of this plan. If changes happen, the site should continue to support clean energy production or other heavy industrial operations, and any necessary remediation should occur. If something other than industrial is proposed the community

## INDUSTRIAL AND MANUFACTURING



**Manufacturing Preservation Areas**

Blueprint Denver recommends protecting eight key manufacturing areas as "manufacturing preservation areas," where the continuation and expansion of manufacturing uses will remain high priority. These areas contribute to the fiscal health of the city and provide job opportunities for skilled, hands-on work. In Far Southwest, the River Drive Manufacturing Preservation Area includes a heavy production district and strong regional transportation connections via highway and rail.

*Photo Credit: Anderson Hallas Architects*

# RECOMMENDATIONS

## INDUSTRIAL AND MANUFACTURING



POLICY

BACKGROUND

OUTCOMES

### **L6** The industrial districts should support new and existing industrial businesses and ensure they are part of a healthy community.

Far Southwest includes industrial areas that help support the local and citywide economy. These areas provide good job opportunities – especially for people with trade skills or those who don't have a diploma or degree. Many manufacturing jobs in these zones offer higher wages without requiring an advanced education, helping more residents access stable, well-paying work.

should be involved in deciding what's needed and what the priorities should be.

- D. **Job Opportunities and Training:** Industrial areas should offer a variety of jobs for people with different education and skill levels.
- E. **Being a Good Neighbor:** Industrial areas should be designed to work well next to other types of land uses. They should limit environmental impacts that affect people's, the environment and local wildlife.
  - 1. Industrial areas contribute to cleaner air and water, quieter neighborhoods, and healthier environments by minimizing pollution and supporting environmental justice. Regular monitoring for pollutants is important to ensure the health and wellbeing of neighbors.
  - 2. Landscaping for new developments should help block noise, pollution, and urban heat island effects, and limit visual impacts.
  - 3. Older developments should get help to improve their landscaping.
  - 4. The cumulative impact of regulations and requirements should be considered, and businesses should get support to meet requirements and operate successfully.

- 5. Buildings near South Platte River Drive should face that street, with loading and storage areas placed farther away. Commercial spaces and activities should be located near South Platte River Driver and trail access points, with patios and walkways that encourage people to spend time by the river.
- 6. See Quality of Life Infrastructure 4 and 7, and Mobility 6 for details on mitigating environmental impacts.



# RECOMMENDATIONS

## DESIGN AND HISTORIC PRESERVATION

### L7

**The unique architectural and cultural heritage of Far Southwest will be recognized and protected, including residential, industrial, commercial, and institutional architecture.**

**BACKGROUND**  
Far Southwest developed during the post-World War II suburban boom and is home to neighborhoods with significant architectural, cultural, and historical importance from that era. It also has older historic sites that predate the post-war suburbanization.

**OUTCOMES**

- A. Maintain and celebrate historic buildings on the Loretto Heights Campus, such as the Administration Building and adjoining chapel, Pancratia Hall, Machebeuf Hall, the May Bonfils Stanton Theater, and the Loretto Library.
- B. Preserve historic structures and features as part of Fort Logan and preserve the Fort Logan Field Officers' Quarters for continued public use, as it is an important part of Far Southwest Denver's history.
- C. Recognize the Cliff May, Burns Modern, and Carey Holiday homes in the Harvey Park neighborhood as prime examples of mid-century modern residential architecture in Denver.
- D. Identify and evaluate additional sites in Far Southwest for recognition or protection based on their architectural, cultural, or historic importance. Potential candidates include the Overland Cotton Mill, the Avoca Lodge (also known as the "Molly" Brown Summer House), the Bear Valley Library, the Harvey Park Fire Station, Pinehurst Farm, and the Paul Whiteman-Arthur Harvey house.
- E. Historic buildings in Far Southwest should be reused when possible, especially when their original purpose has ended.
- F. Industrial buildings along the South Platte River and elsewhere in Far Southwest that have architectural, historical, or cultural significance should be considered for recognition and preservation.

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# 3. MOBILITY

## IN THIS SECTION

- 3.1. INTRODUCTION 36
- 3.2. STREET TYPES 37



# 3.1. INTRODUCTION

## 3.1.1. Introduction

Far Southwest residents and businesses rely on transportation infrastructure to get where they need to go, both locally and across the region. Many residents have said they want safer streets for walking and biking, and better options beyond driving. Historically, the area was built for cars, with less attention to the needs of people walking, biking, or using public transit. This can be seen in Far Southwest neighborhoods by the transportation, density, and land use conditions that support a car-centric lifestyle while neglecting the needs of pedestrians, bicyclists, and people using public transit. As a result, some of the arterials in Far Southwest – S Sheridan Boulevard, S Federal Boulevard, and W Evans Avenue – are among the most dangerous streets in Denver. Improving safety on these streets is a top concern for the community.

Mobility is closely tied to the Land Use & Built Form and Quality of Life Infrastructure chapters in this plan. Transportation options influence neighborhood affordability, safety, and health outcomes. The policies and strategies outlined in this section aim to eliminate crashes that result in fatalities and serious injuries while establishing even stronger connections within Far Southwest and beyond. While some improvements have already been made, including some for bicyclist and pedestrians, this plan will help guide future investments to make the entire network in Far Southwest safer, more connected, and accessible to everyone.

## 3.1.2. Vision

By 2045, most people in Far Southwest will have access to expanded variety of multimodal options of travel for all residents. Along arterial, collector, and local corridors the area has a safe multimodal network, including well-maintained sidewalks, trails and quality streets that equitably serve the neighborhood. People of all ages and abilities will be able to move around the area comfortably on a network that prioritizes pedestrians with wider sidewalks, safer crossings, street trees and sustainable landscaping. Innovative mobility options allow residents, visitors and employees in Far Southwest to meet their daily needs while providing alternatives to driving a car. Serious traffic-related injuries and fatalities will be reduced, and emissions and climate resiliency has increased as greenways and drought-tolerant, native landscaping were implemented. Frequent, reliable, and affordable transit along S Federal Blvd., S Sheridan Blvd., W Evans Ave., and S Wadsworth Blvd. will help create a healthier and more resilient neighborhood

## CITYWIDE PLANS

**The mobility recommendations in this section align with several citywide plans:**

- *Comprehensive Plan 2040* – The 20-year vision for Denver and its people reflects the voices of thousands of Denverites who have shared their hopes, concerns, and aspirations for the City's future.
- *Vision Zero* – Denver's action plan to eliminate all traffic deaths and serious injuries by 2030 with a focus on safety improvements along the City's High Injury Network (HIN) corridors particularly in communities of concern.
- *Denver Moves Transit, Denver Moves Pedestrians and Trails, and Denver Moves Bikes* – Mobility Plans developed by mode that contain near and long-term strategies for moving more people through the City.
- *Denver Moves Everyone 2050 (DME)* – Citywide Strategic Transportation Plan for the Department of Transportation & Infrastructure that aligns resources with the community's collective goals to achieve Denver's transportation vision.

## 3.2. STREET TYPES

Blueprint Denver outlines a complete multimodal transportation network that gives people different ways to get around. It's organized into four main types of users:

- People walking
- People biking
- People using public transit
- People driving or moving goods

This complete network will help residents choose how they get to work, school, shopping, and recreation.

Denver also uses a "functional classification system" to group streets by how they're used. Blueprint Denver updated this system to consider the surrounding area's character—like whether it's residential, commercial, a main street, or mixed-use. These updates help guide how streets should be designed and operated to better serve the community.

### STREET CLASSIFICATION

#### Local

Streets that are designed for the highest amount of property access and the lowest speeds and lowest amount of through movement/traffic.

#### Collector

Streets whose main function is to collect movement from local streets and convey it to arterial streets.

#### Arterial

Streets designed for the highest amount of through movement at faster speeds and lowest amount of property access.



#### MIXED USE

- Land Use - Varied mix of uses including retail, office, residential, and restaurants.
- Function - Driveways are more frequent than main streets, but still limited to provide a friendly environment for people walking, rolling, or using bicycles.
- Buffer - Fairly consistent buffer between people walking, rolling, and traffic.



#### MAIN STREET

- Land Use - Characterized by a mix of uses such as retail, services, restaurants, and residential.
- Function - Wide sidewalks with fewer driveways to prioritize people walking and rolling.
- Buffer - Consistent street trees and/or amenity zones provide a buffer between people walking, rolling, and traffic.



#### RESIDENTIAL

- Land Use - Characterized primarily by residential uses, but may also include parks, schools, civic uses, or small retail nodes.
- Function - Traffic calming encourages slower speeds and promotes safety for all users. Signalized cross walks with high visibility markings provide ample crossing opportunities.
- Buffer - Street trees provide a buffer between people walking or rolling and traffic.

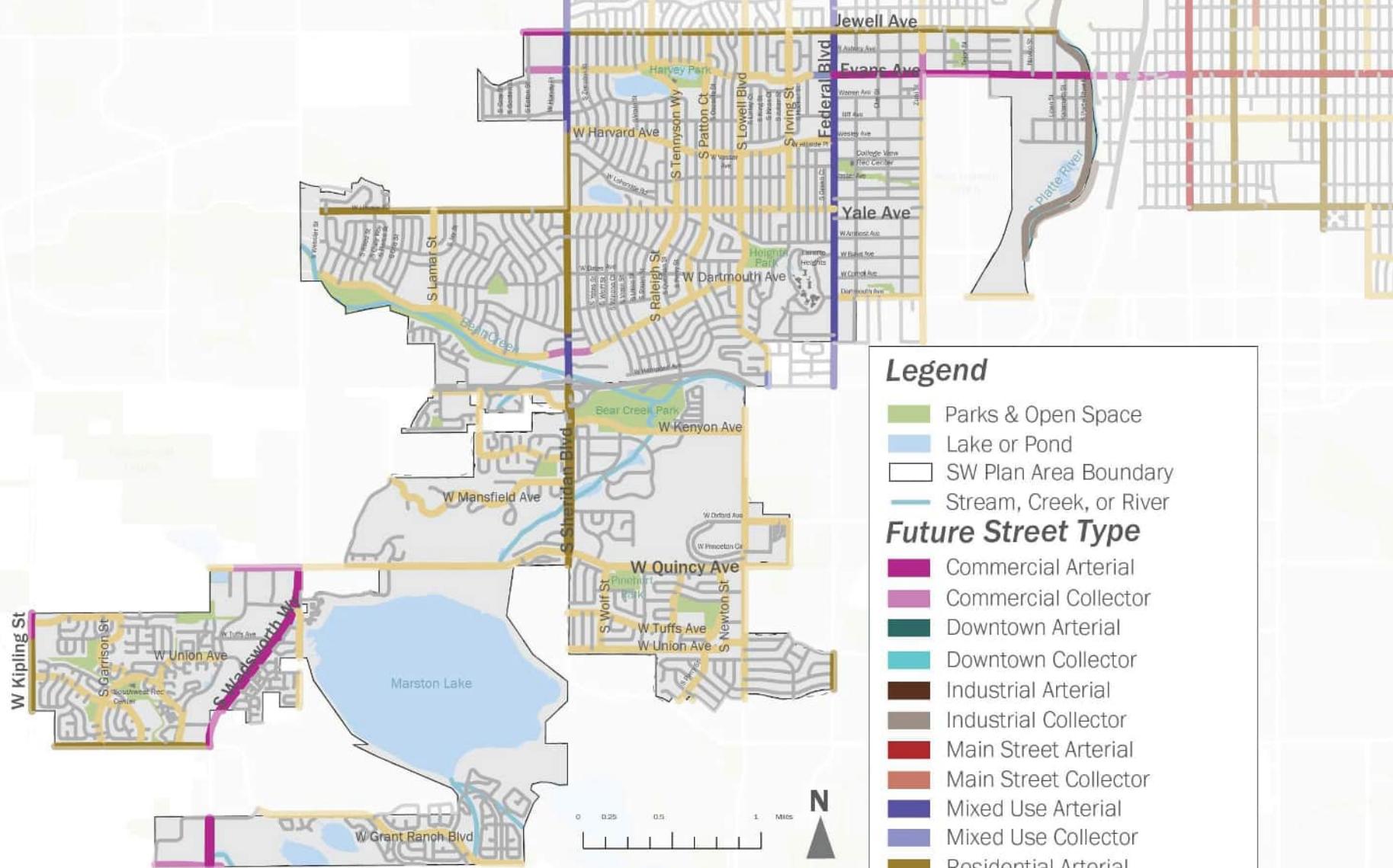


#### INDUSTRIAL

- Land Use - Characterized by manufacturing, but may contain other uses. Buildings are generally low-rise and may be set back to accommodate site-specific needs.
- Function - Adequate sidewalk space is provided, but driveway access is more frequent and streets may be wider.
- Buffer - Consistent buffer between people walking, rolling, and transit.

## FUTURE STREET TYPE MAP

## Future Street Type



# RECOMMENDATIONS

## MAJOR MULTIMODAL PROJECTS



POLICY

**Major streets in Far Southwest should be redesigned to safely and fairly support all ways of getting around—walking, biking, driving, and using public transit. These “complete streets” should focus on accessibility, strong connections between places, and long-term sustainability.**

BACKGROUND

The Department of Transportation and Infrastructure (DOTI) defines multimodal projects as those that are comprehensive improvements to entire corridors or streets that reconfigure how street spaces are used for all forms of travel. Based on DOTI's strategic transportation plan, *Denver Moves Everyone*, several multimodal and bridge projects have been proposed, started or completed. These improvements may include street reconstruction, redesign, or reconfiguring for safety, efficiency, or sustainability. Bridges and underpasses also help people cross highways, railroads, and rivers making travel more fair and accessible.

DESIRED OUTCOMES

- A.** Proposed reconstruction of streets like W Evans Avenue and S Federal Boulevard should result in streets that enhance the surrounding and support walking, biking and transit.
- B.** Improve maintenance of existing multimodal corridors and future greenways to keep streets, sidewalks, and trails clean, well-lit, and free of hazards.
- C.** Work with Colorado Department of Transportation (CDOT) and DOTI to implement stormwater infrastructure along Federal Boulevard and Sheridan Boulevard to increase tree coverage to provide shade along these corridors.
- D.** New bridges and underpasses should incorporate green infrastructure components into the design.
- E.** Explore opportunities to work with the CDOT on improvements for underpass at S Raleigh Street and US Highway 285 as it reaches the end of its lifespan.
- F.** Encourage DOTI to look for new locations where bike or pedestrian bridges could improve connections across the South Platte River.

## MULTI-MODAL AND BRIDGE PROJECTS AND PRIORITY AREAS MAP



# RECOMMENDATIONS

## BIKE AND MICROMOBILITY NETWORK



POLICY

**DOTI should build out the planned Denver Moves: Bikes recommended bikeway network to improve bicycle and micromobility connectivity and provide seamless, safe, and accessible connections to reach key places like transit stations, shopping areas, and parks.**

BACKGROUND

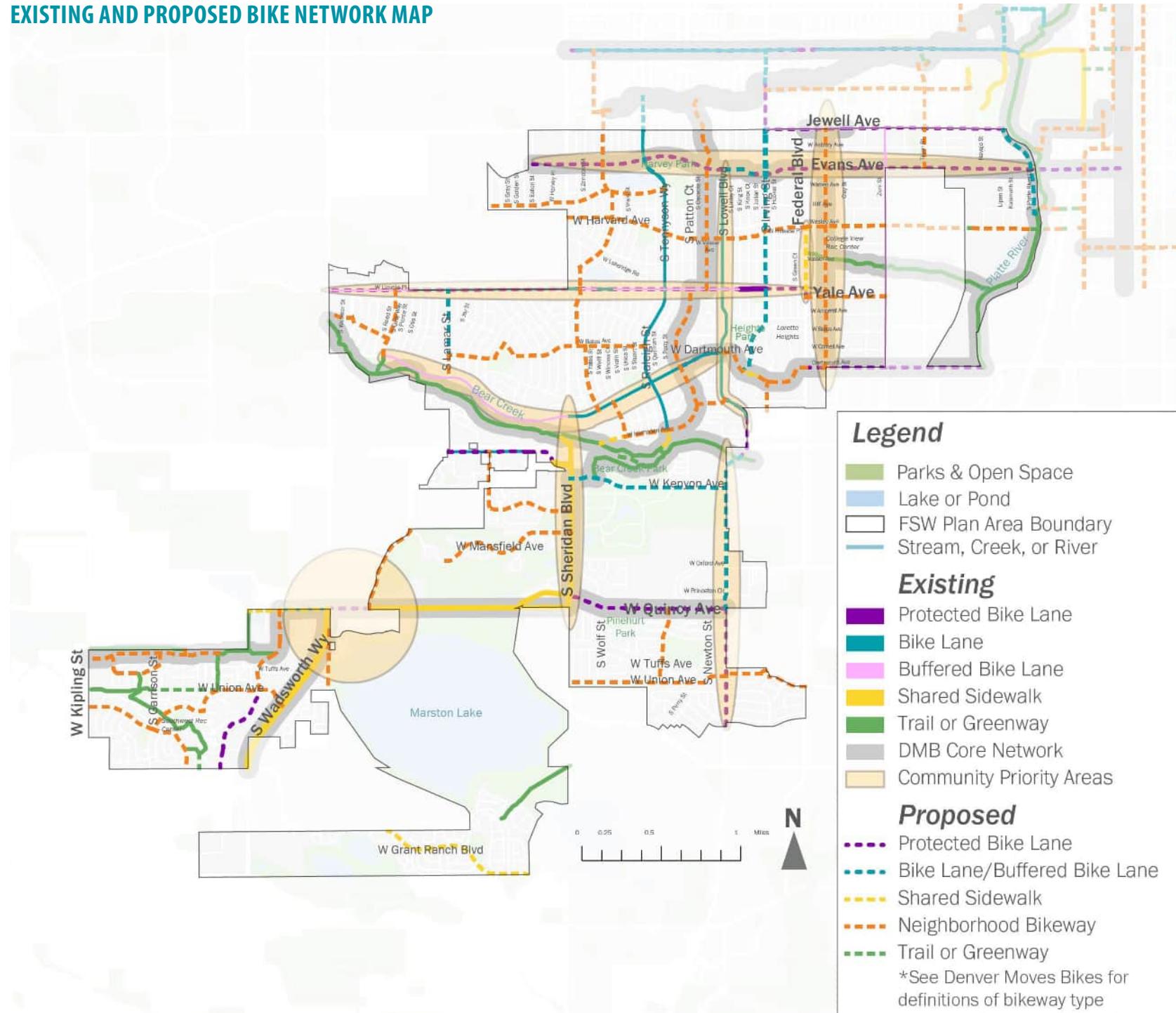
Right now, bike infrastructure is limited outside of Harvey Park, Harvey Park South, and Bear Valley. The network doesn't connect well to the rest of the city. Denver's Bike Program will fill these gaps using the Denver Moves: Bikes map, which shows existing and recommended bikeways across Denver. DOTI's implementation for bikeways includes public outreach, which helps refine and prioritize projects, as seen with previous projects in the Far Southwest area along S Irving St. and on W Dartmouth Ave. from S Sheridan Blvd. to S Reed St.

DESIRED OUTCOMES

- A.** Bike infrastructure should be designed using Denver's current bikeway design manual to make them safe and comfortable.
- B.** Bike lanes should be well-maintained, properly lit, and clean of trash, obstacles, and snow.
- C.** Bikeways should be accessible to residents of all abilities and incomes.
- D.** Bikeways better integrate with RTDs transit system.
- E.** Bikeways should have consistent conditions and connectivity through efficient coordination with neighboring jurisdictions.
- F.** Development along major bike routes should provide plenty of bike and micromobility parking so streets, sidewalks and trails stay clear.



## EXISTING AND PROPOSED BIKE NETWORK MAP



# RECOMMENDATIONS

## TRANSIT NETWORK AND AMENITIES



POLICY

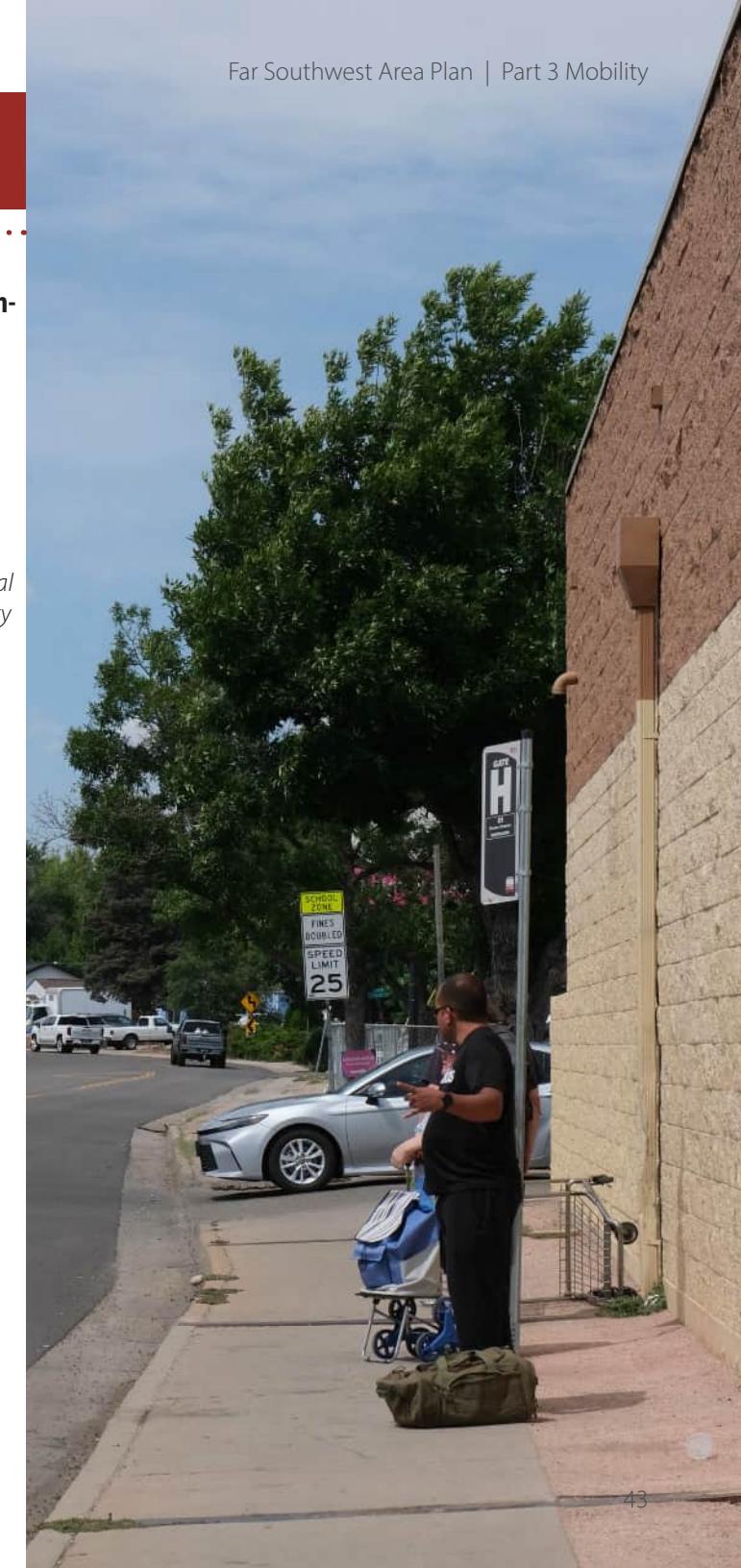
**Transit services in Far Southwest should be frequent, reliable, and safe. Transit stops should be clean, well-maintained, and amenitized to make them comfortable and accessible for everyone**

BACKGROUND

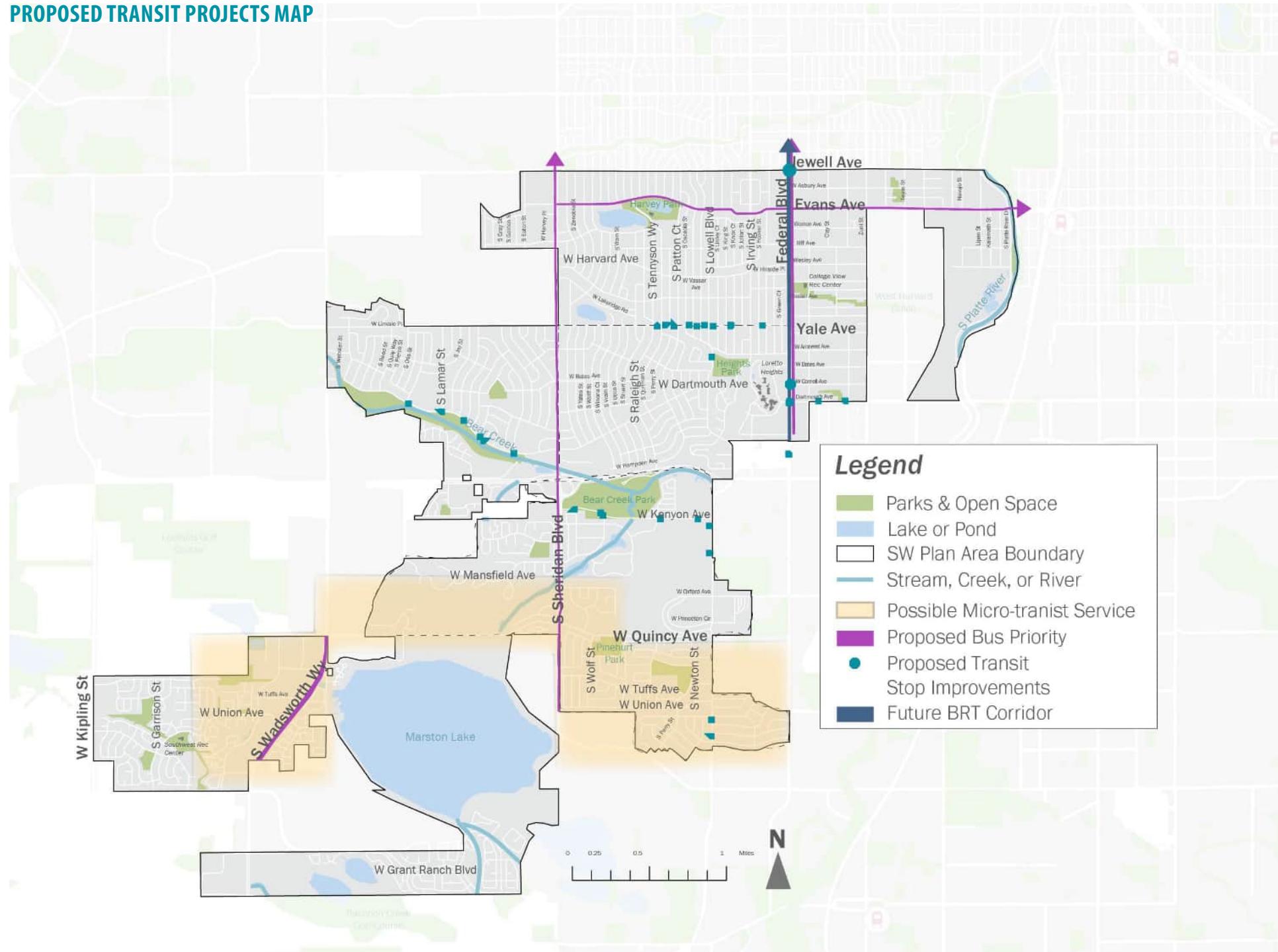
Limited high-frequency, reliable, or safe transit options in the Far Southwest reduce its appeal as a secondary mode of transportation. These gaps in service reduce transit ridership and create challenges for residents and employees who rely on public transportation. Community members have expressed the need to upgrade existing services and amenities in the northern half of Far Southwest; on the other hand, in the southern half of Far Southwest the community has expressed the need for additional and alternative transit services given the gaps that the Marston Reservoir, Pinehurst Country Club, and Fort Logan Cemetery carve in the neighborhoods. Projects such as Sheridan Boulevard Vision Zero Road Safety Audit, Federal Boulevard Corridor Plan, Transit Program Stop Priorities (2023), and Denver Moves: Federal Transit have proposed Bus Priority Corridors, BRT Corridor, and Transit Stop Improvements to address these gaps. Furthermore, enhancing amenities, ensuring maintenance, and guaranteeing improved safety is essential to a pleasant ridership experience. Transit stop improvements should reference Denver Moves: Transit Passenger Amenities Analysis.

DESIRED OUTCOMES

- A. S Federal Blvd. redevelopment as a high-capacity transit corridor with Bus Rapid Transit should improve travel, quality, safety and accessibility. (See Federal chapter)
- B. Provide improved reliable transit along S Wadsworth Way to meet the commercial and residential growth.
- C. Development along major transit corridors is characterized by high quality design that promotes walkable, transit-friendly communities.
- D. Create safe, reliable, and efficient micro-transit service in the southern half of Far Southwest by partnering with neighboring cities.
- E. Upgrade bus stops to be safe, comfortable, and easy for riders to understand.
- F. Stops should have regular maintenance through programs that help adjacent property owners provide maintenance.
- G. Development near transit stops and major hubs should have higher-quality landscaping that provides shade and other benefits. (See Policy QoL14).



## PROPOSED TRANSIT PROJECTS MAP



# RECOMMENDATIONS

## TRAFFIC CALMING



POLICY

**Arterial, Collector, and Local streets should include traffic calming measures that improve safety and comfortably accommodate all modes of transportation.**

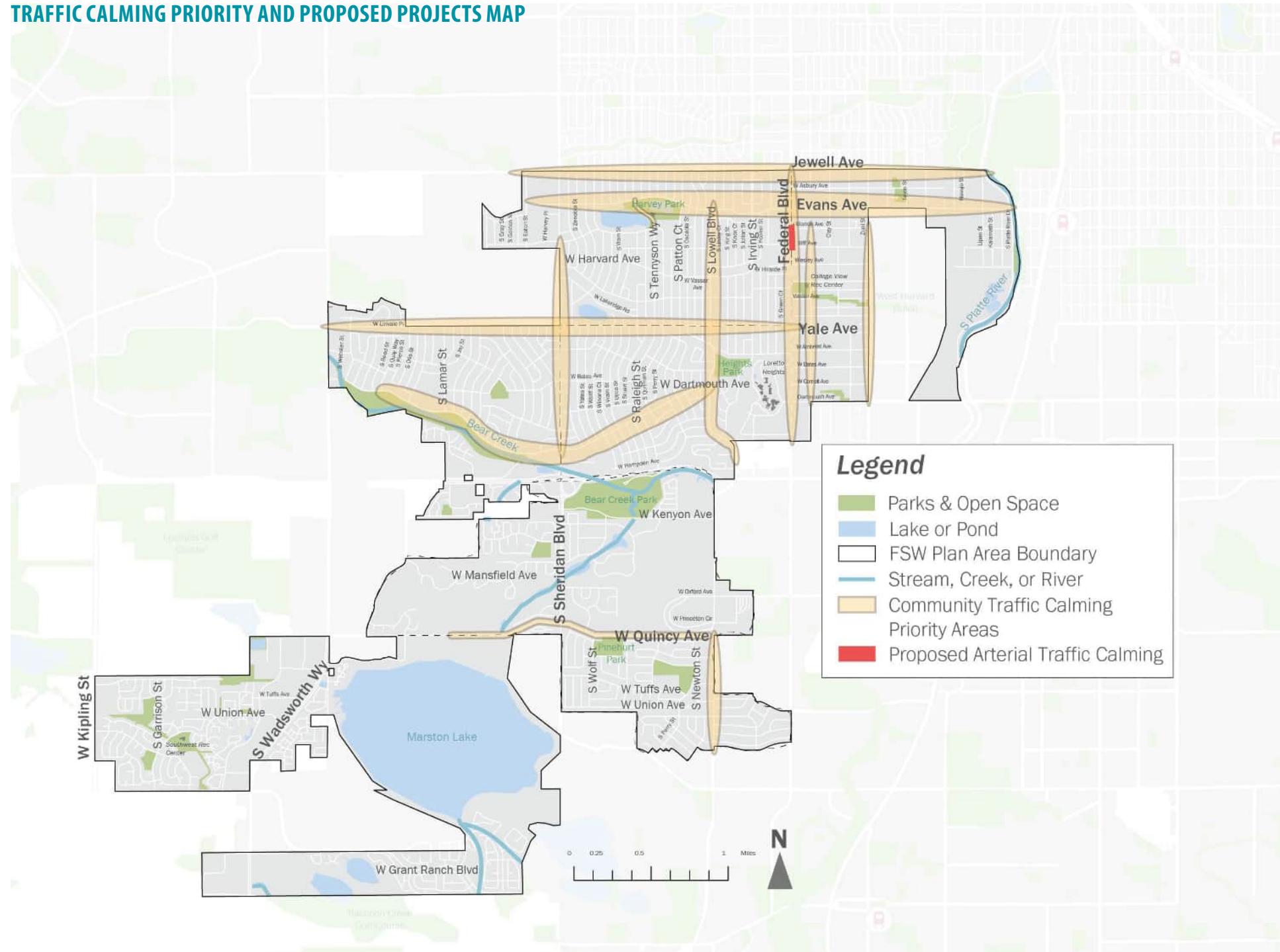
BACKGROUND

Today, major corridors in Far Southwest are often the fastest and most convenient routes between neighborhoods. But because of fast traffic, high volumes, and missing infrastructure for walking and biking, these roads often act more like barriers than connections. To address this, the Denver Mayor and Executive Director of DOTI have announced a new pilot program called SPEED (Saturating corridors with speed limit signs, Programming traffic signals, Engineering signal timing, Expanding use of signal timing, and Deploying speed enforcement) that has several targeted actions on Denver roads. So far, Federal Boulevard is the only corridor that has a proposed traffic calming as proposed by the Federal Boulevard Corridor Plan.

DESIRED OUTCOMES

- A. Vehicle speeds along major corridors should be managed to prioritize the safety of vulnerable road users, especially near schools, parks, and residential areas.
- B. Parallel running streets to Federal Boulevard Bus Rapid Transit (BRT) Project should have speed mitigation strategies so collector and local streets serve as safe and comfortable connections to future BRT stops.
- C. Traffic calming should reduce speeds in the neighborhood street network, especially along identified community priority areas.
- D. Identify streets with steep slopes where traffic calming can improve visibility and make driving safer.

## TRAFFIC CALMING PRIORITY AND PROPOSED PROJECTS MAP



# RECOMMENDATIONS

## PEDESTRIAN AND INTERSECTION INFRASTRUCTURE



POLICY

**Make walking safer in areas along the high injury network, busy community streets, and near major centers by redesigning intersections to reduce risks, improve comfort, and support all types of travel.**

BACKGROUND

Community members often said that fast, heavy traffic made it hard to cross major streets safely. Many listed safety and comfort as a top concern and asked for new bicycle and pedestrian crossings. These issues make everyday activities like getting to school or taking out the dog uncomfortable and unsafe. To help, DOTI has identified and proposed changes to intersections and other pedestrian areas based on Denver Moves Everyone Non-Signalized Intersection Priority Analysis and Denver Moves: Pedestrians and Trails.

DESIRED OUTCOMES

- A.** Pedestrian experience near community hubs, schools, and parks is improved by using crossing treatment improvements along major corridors and high-injury network.
- B.** Pedestrian improvements should be prioritized for residents, business owners, and customers in the industrial areas north of Evans Avenue to improve north-south connections to homes, businesses, Ruby Hill Park, and Levitt Pavilion.
- C.** Encourage more pedestrian-scale lighting to make walking at night safer and help prevent pedestrian accidents near transit corridors and commercial centers
- D.** Prioritization of intersection improvements is informed by community input.
- E.** Getting to parks, such as Pinehurst Park or Harvey Park, should be easier by encouraging crossing treatments along community priority areas.
- F.** Pedestrian injuries and deaths should be reduced by installing safety improvements that increase visibility at intersections on the High-Injury Network.



### Denver's Sidewalk Enterprise Program

In November 2022, voters approved citizen initiative 307, also called “Denver Deserves Sidewalks,” which adopted an ordinance that authorized the creation of the Sidewalk Enterprise Fund to collect fees mandated to be used for sidewalk construction, reconstruction, and repair throughout the City. Revenue collection began in early 2025 and provides a dedicated source of funding to build and maintain sidewalks. Sidewalk prioritization and a timeline for implementation will be established through the Sidewalk Implementation Plan (kicking off fall 2025) that will establish a feasible timeline for repairing sidewalks, addressing deficient sidewalks, and constructing sidewalks citywide – including in the Far Southwest Area.

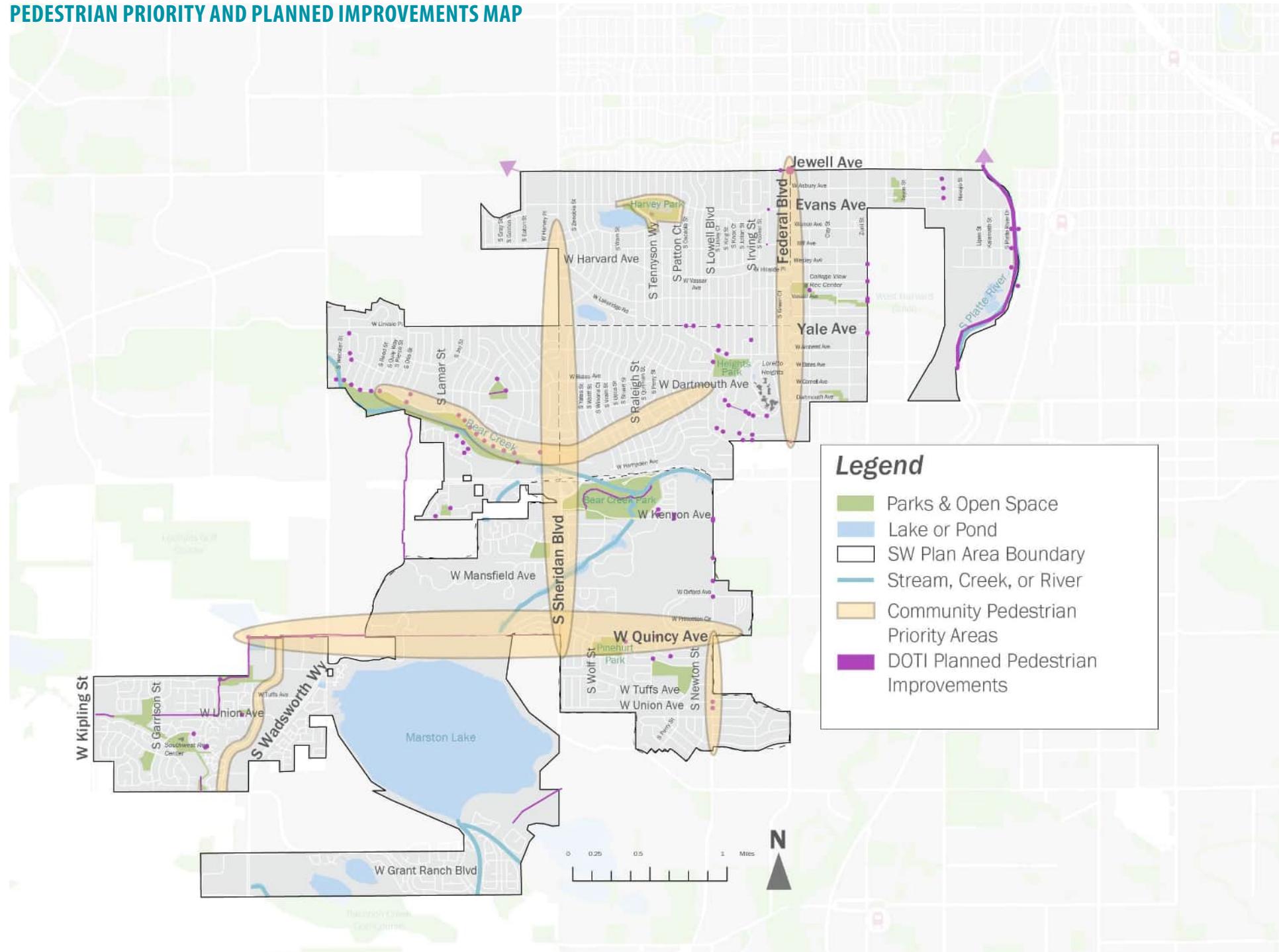
### Pedestrain Crossing Improvements

Pedestrian crossing treatments at unsignalized intersections are determined by Denver’s Uncontrolled Pedestrian Crossing Guidelines. The number of lanes, traffic speeds, and traffic volumes are factors in choosing the appropriate treatment. Examples of pedestrian crossing improvements include but are not limited to:

- High intensity activated crosswalks (HAWKS)
- Rectangular rapid flashing beacons (RRFBs)
- Pedestrian refuge islands
- Curb extensions
- Raised crosswalks
- Parking restrictions near intersections

*Photo Credit: OV Consulting*

## PEDESTRIAN PRIORITY AND PLANNED IMPROVEMENTS MAP



# RECOMMENDATIONS

## FREIGHT TRAFFIC AND INDUSTRIAL ACCESS



M6

POLICY

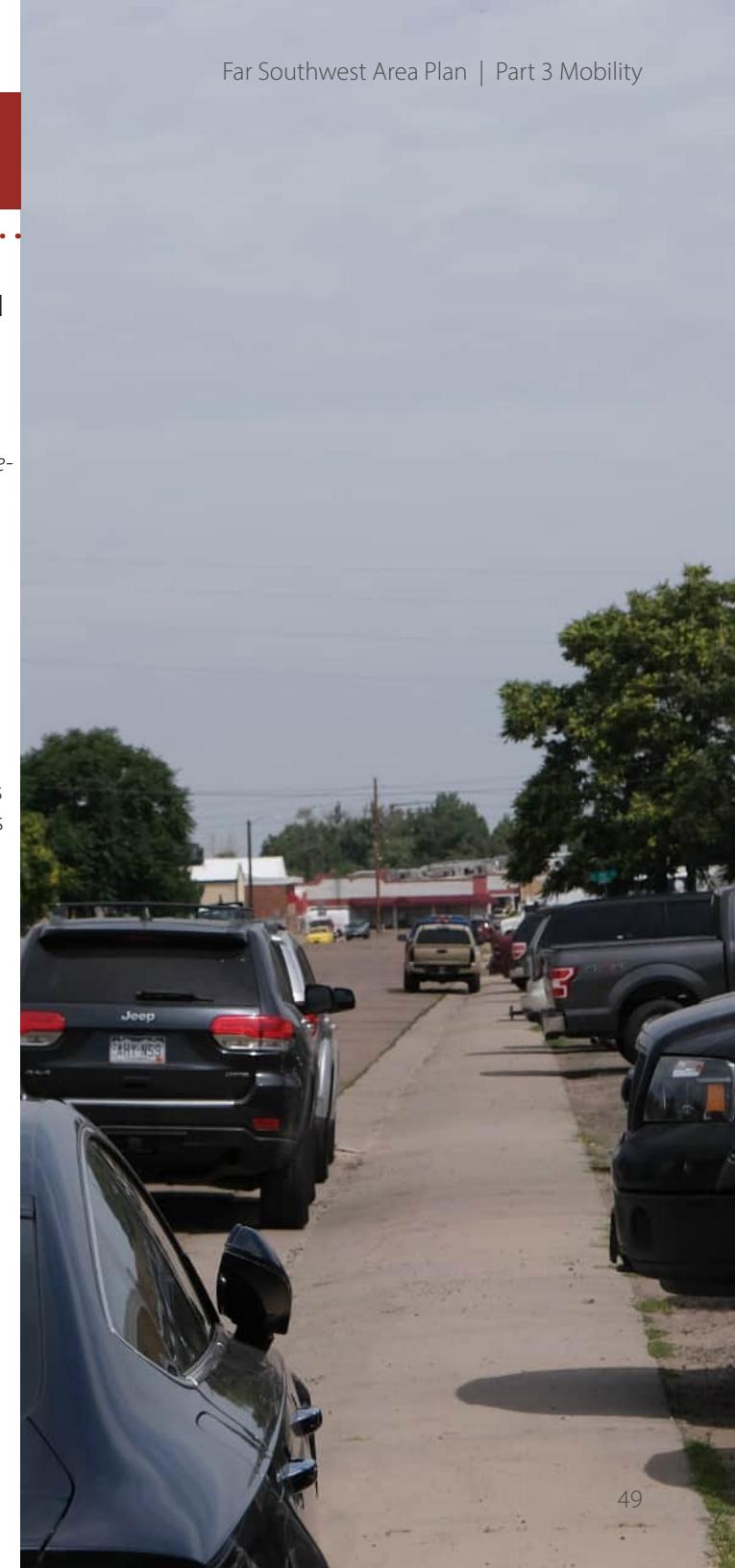
**Keep access open for industrial users that rely on trucks, while reducing the negative effects of heavy traffic and making it easier for everyone to get around**

BACKGROUND

*Industrial areas in the Far Southwest are a key part of the community's identity and provide local jobs. Space for these businesses is limited, and the city is working to preserve manufacturing areas within the city. As these industrial areas are preserved, there's a chance to improve transportation options so workers can benefit from safer and easier ways to get around.*

DESIRED OUTCOMES

- A.** Set rules to reduce the impact of heavy truck traffic near homes and other sensitive areas. This includes creating truck routes that avoid neighborhoods, placing driveways and loading areas away from nearby buildings, adding screening, and limiting how long trucks can idle on streets and in parking.
- B.** New walking and biking paths through industrial areas to connect homes, businesses, parks, and open spaces—especially routes to the South Platte River.
- C.** Design streets to be safe for everyone, including trucks, while discouraging speeding and balancing different transportation needs.
- D.** South Platte River Drive should function as a greenway that still allows industrial access but adds landscaping, green infrastructure, and better access to the river.
- E.** Improve all rail crossings to create quiet zones and reduce train horn noise.



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# 4. QUALITY OF LIFE

## IN THIS SECTION

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# 4.1. INTRODUCTION

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## 4.1.1. Introduction

Quality-of-life infrastructure includes things like parks, trees, plants, waterways, and outdoor spaces that stitch together our communities and contribute to health, comfort, environmental resilience, social connectedness, and belonging. These elements of a complete neighborhood support the need for individuals to connect with nature, access nutritional food, feel safe and enjoy a clean environment. Our environment affects how physically active we are, how we socialize and create community, and whether we have access to schools, jobs, transportation, health care and opportunities to prosper. Well-designed neighborhoods can improve health.

Nature also plays a big role in our comfort and wellbeing. Poor air and water quality, flooding, and high heat can have long-term effects on our health, communities, and the economy.

One way Denver is working to make neighborhoods more resilient is through green infrastructure. This includes things like rain gardens, permeable pavements, and green roofs that manage stormwater and improve environmental quality. Green infrastructure can provide environmental, economic, and quality of life benefits, as well as help improve water and air quality, reduce flood risks and heat island effects, absorb local carbon emissions, increase physical activity, improve mental wellbeing, reduce stress, lower traffic speeds, and improve property values. Environmental sustainability and resiliency are important across many areas. Many of the strategies and policies found throughout this plan in other sections can also help realize a sustainable and resilient future for the Far Southwest neighborhoods.



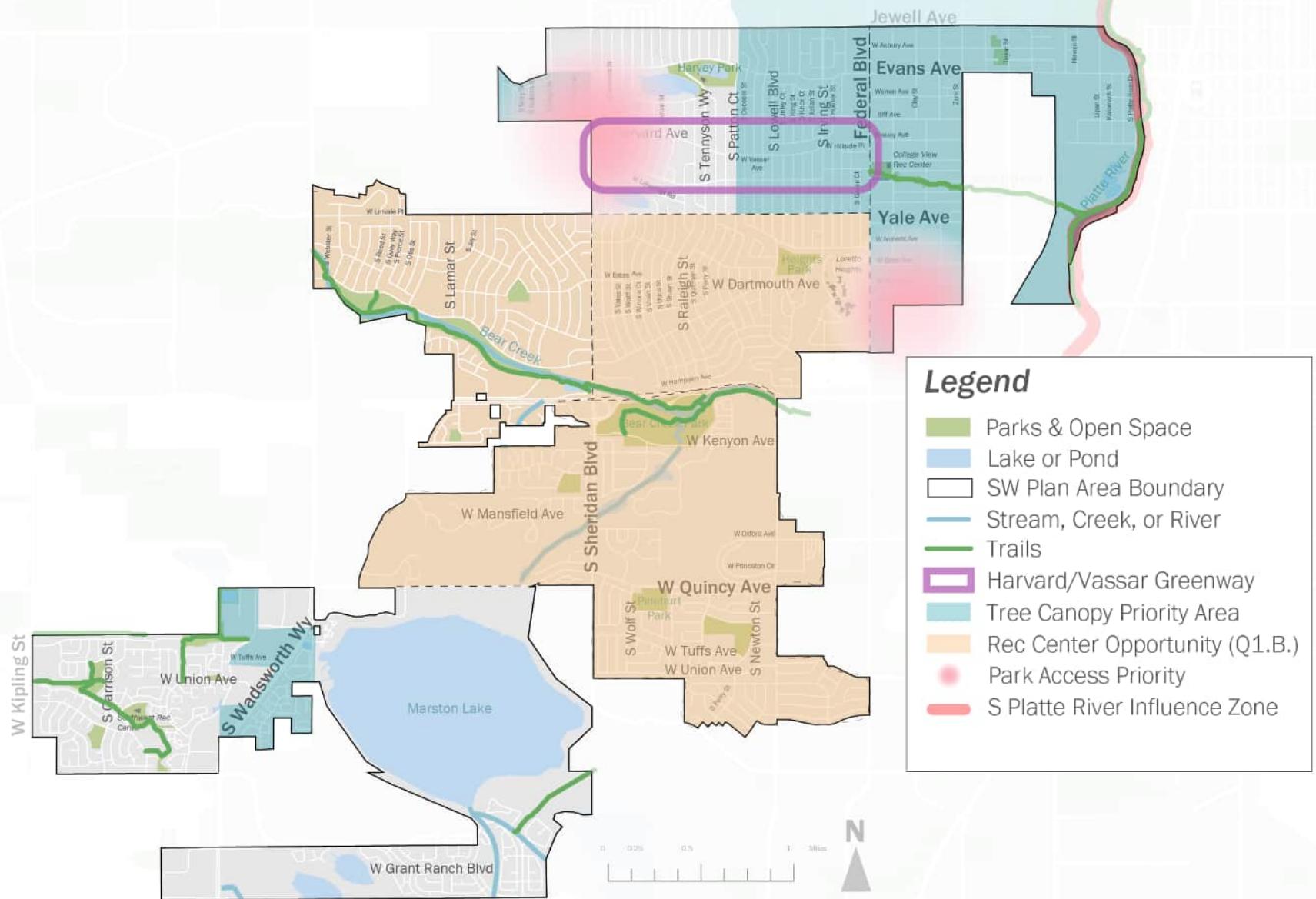
## 4.1.2. Vision

By 2045, Far Southwest will be a safe, vibrant and sustainable community. Residents will enjoy clean, accessible parks and public spaces that support a wide variety of recreational and cultural needs. Key places like Harvey Park Recreation Center, College View Recreation Center, Southwest Recreation Center, Hadley Branch Library, and Bear Valley Branch Library, will continue to serve as gathering spots for connection and community.

A thriving arts scene, featuring visual and performing arts, will help shape the neighborhood's unique identity and culture. People will be able to walk, bike and explore using a connected trail system, including the Bear Trail, West Harvard Gulch Trail, a green corridor down Harvard and Vassar, Wagon Creek Trail, and South Platte River Trail.

Tree-lined streets will provide shade for pedestrians during the summer months, calm traffic, provide wildlife habitat, and add beauty to the neighborhood. Neighborhoods and public spaces will have food-producing and sustainable landscaping, more trees, and green infrastructure that supports stormwater management. Responsible use of water and energy will support environmental stewardship, and the preservation of grocery stores help maintain a high quality of life. Far Southwest will grow into a more connected, healthy, and resilient neighborhood. One that future generations will be proud to call home.

## Quality of Life



# RECOMMENDATIONS

## PARKS



POLICY

**Parks and recreation centers in Far Southwest should be easy for everyone to reach and designed to meet the needs of all residents.**

BACKGROUND

The Game Plan for a Healthy City says that every Denver resident should be able to walk or roll to a high-quality public park in 10 minutes. While Far Southwest has some great parks, areas like S Sheridan Boulevard and W Yale Avenue don't have parks nearby. Many places where new growth is expected also lack nearby parks or recreation centers. The system of parks, trails, and recreation centers in Far Southwest should be expanded to meet the needs of all residents.

OUTCOMES

- A. Build a new park to serve people in western Harvey Park, Harvey Park South, and northeastern Bear Valley, where people currently live more than 10 minutes from a park.
- B. Ensure Bear Valley, Harvey Park South, and Fort Logan should be well-served by the recreation center system. These neighborhoods currently lack convenient options for a recreation center.
- C. Large new developments should include open space like plazas, parklets, or urban greens into their design that facilitate social gathering, recreation, and create an aesthetically pleasing environment for new and existing residents. These public spaces should serve as central features of the development.
- D. Expand access to outdoor adventure and alternative sports activities like archery, biking activities, challenge courses, rock climbing, and zip lining. These could be added into existing or new Far Southwest parks. See Denver's *Outdoor Adventure and Alternative Sports Strategic Plan* for additional information.
- E. Make sure College View and Southwest Recreation centers are responsive to community needs. (See the College View-South Platte and Marston

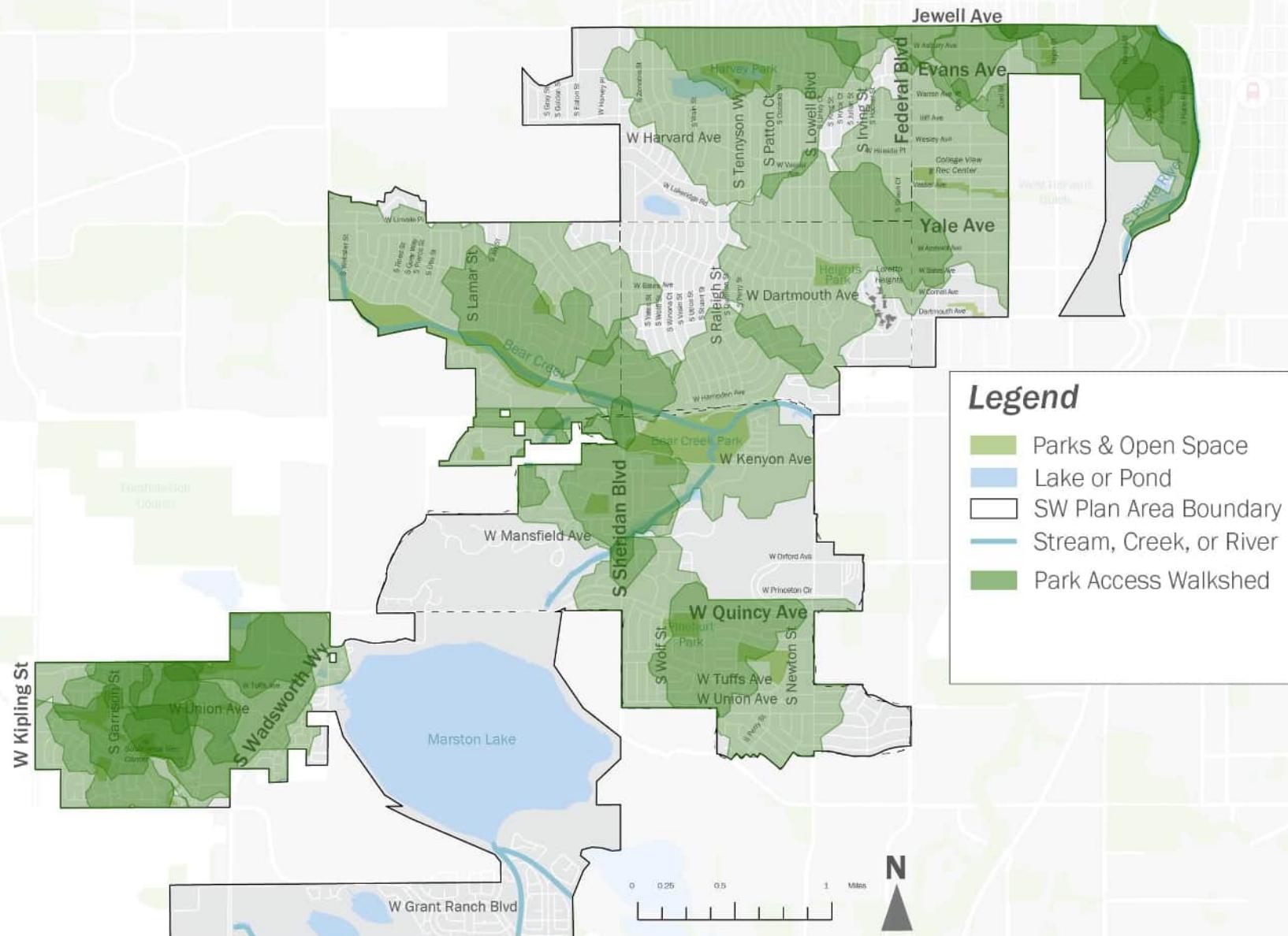
- chapters for more information. Expanded program, facilities, and hours should consider areas of high need based on equity metrics.
- F. Include desired amenities for all community and age groups, including older adults and youth. Priorities for each neighborhood are described in the neighborhood chapter.
- G. Involve youth in any park planning project or capital improvement efforts, especially for those near Lincoln and Kennedy high schools, and the Denver School of Science and Technology – College View.
- H. Design some public spaces and parks to host community events like markets and live music.
- I. Include designated off-leash dog areas in parks, with careful attention to noise, proximity to homes, and water quality.

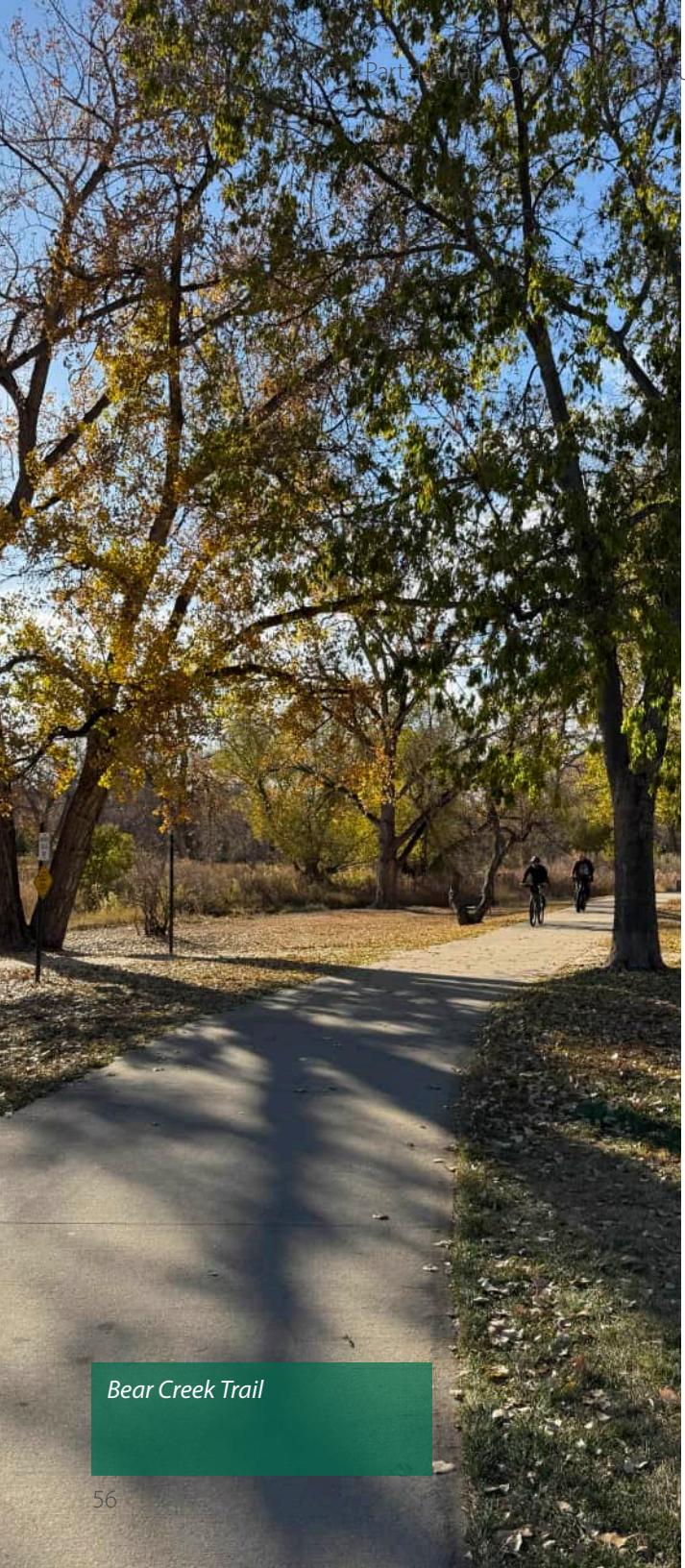


### Strategic Acquisition Plan

In 2020, Denver's Department of Parks and Recreation (DPR) completed the Strategic Acquisition Plan. This plan focuses on expanding the city's park system to ensure equitable and sustainable access for all residents. It provides DPR with criteria for evaluating acquisition of new land and facilities by defining six focus areas for acquisition, including providing residents with a quality park within a 10-minute walk or roll, resiliency, and habitat restoration, meeting increasing needs in growth areas, and investing in neighborhoods with a high equity need.

## Park Access





Bear Creek Trail

## RECOMMENDATIONS

### TRAILS



POLICY

BACKGROUND

OUTCOMES

**Trails in Far Southwest should be safe and easy to use for walking, biking, and other activities. They should help people stay active, reduce traffic, and connect neighborhoods, parks, and local destinations.**

*Trails in Far Southwest - like the Bear Creek, West Harvard Gulch, Wagon, and South Platte River - connect Denverites to places in their neighborhood and the broader region. There are opportunities to make these trails more welcoming, enjoyable, and comfortable for everyone.*

- A. Increase the visibility of the West Harvard Gulch Trail by adding a prominent gateway feature or clear signage, making it easier for residents and visitors to locate and access the trail.
- B. Far Southwest trails should be upgraded to current design standards, including improvements to trail surfaces, accessibility features, bike parking and signage. Trails and improvements should be well-maintained.
- C. Use community feedback to guide trail improvements. Focus on adding shade structures, benches, public art, trash cans, restrooms, and dog waste stations. Specific priorities may vary by neighborhood - check neighborhood chapters for details.
- D. Make all trails safe and comfortable. Focus on improving safety and security, particularly along the Bear Creek Trail near Highway 285 and S Sheridan Boulevard. This may include enhanced lighting, public art installations, and regular maintenance.
- E. Create greenways - streets designed to be safer and more pleasant for walking and biking, with features like wider sidewalks, bike lanes, trees, rain gardens, and slower car traffic. These greenways create recreational opportunities, connect residents to neighborhood destinations, and improve the health of local waterways.
- F. Ensure the South Platte River Trail serves both recreational needs and provides a vital connection to central Denver. The trail should be adequately sized to meet the needs of various users.
1. Enhance connectivity to South Platte River for people who walk, roll, and bike:
  - a. By making aesthetic improvements to the right of way and adjacent city-owned property on Jewell Avenue.
  - b. Improve the connection between the West Harvard Gulch Trail and the South Platte River Trail, particularly across South Platte River Drive and S Federal Boulevard, to create a seamless route for pedestrians and cyclists. Consider lighting, signage, and crossing improvements.

## What is green infrastructure?



**Unlike traditional grey stormwater infrastructure, green infrastructure slows the flow of runoff, using natural processes to filter out pollutants and trash. This improves aquatic health in Denver streams and waterways, addresses localized flooding, and contributes to healthier more sustainable communities.**

**Examples of green infrastructure include streetside stormwater planters, constructed wetlands in parks and open spaces, rain gardens in public or private space, green roofs to cool and capture rainwater, and permeable pavement. Trees and plants along streets provide shade, improve air quality, and add beauty to the area. By using green infrastructure, neighborhoods become better prepared for climate change, promote public health, and support local wildlife**

# RECOMMENDATIONS

## STORMWATER AND GREEN INFRASTRUCTURE

Q3

POLICY

**Far Southwest should be an environmentally sustainable and resilient community. Reduce flooding and pollutants from South Platte River and nearby tributaries.**

BACKGROUND

Much of Far Southwest was developed before modern stormwater management regulations. As a result, some areas have significant amount of impervious surface, which worsens flooding and pollutes waterways. Extreme weather events are also becoming more commonplace due to climate change. Green infrastructure can help address flooding, poor water quality, and extreme heat.

OUTCOMES

- A. When redeveloping areas like the South Platte Industrial Area South Sheridan Shopping Center, Bear Valley Shopping Center, and along S Wadsworth Boulevard, include stormwater control measures and plant more trees to improve air quality. In large developments, stormwater management should be part of a cohesive vision for the area.
- B. Collaborate with the City of Lakewood to mitigate flooding on Bear Creek Trail, with a focus on the trail intersection with S Wadsworth Boulevard and W Yale Avenue.
- C. Development and infrastructure next to waterways like the South Platte River, West Harvard Gulch, and Bear Creek, should help protect water quality. It should reduce paved areas within 50' of the channel and using green infrastructure, plants, and natural drainage.
  - 1. The first 50 feet of land next to each side of the South Platte River's official channel is the Riparian Priority Area. This area should focus on protecting water quality and restoring the river's natural habitat. Wherever possible, it should include native and climate-friendly plants and surfaces.
  - 2. The next 150 feet beyond the Riparian Priority
- D. Area should support future improvements along the river. This space can be used to add trails, parks, nature areas, and better connections to the river.
- 3. The impacts of nearby urbanized areas on the South Platte River should be mitigated to support healthy aquatic and riparian ecosystems. Recreational opportunities on and adjacent to the river should be available for residents of Far Southwest and are a secondary priority to restoring the river's natural function.
- D. Prioritize converting excess pavement into green infrastructure that uses plants as a natural drainage solution in the West Harvard Gulch drainage area, including the College-View South Platte and Harvey Park neighborhoods. The greatest opportunities from improvement are larger roads and properties with large parking lots.

# RECOMMENDATIONS



## LANDSCAPING AND TREE CANOPY

POLICY

**Adding trees and sustainable landscaping in Far Southwest helps people stay healthy, makes neighborhoods more walkable and attractive, and supports the local environment. The focus on should be on planting in busy areas like shopping corridors and in neighborhoods that haven't had enough investment in greenery.**

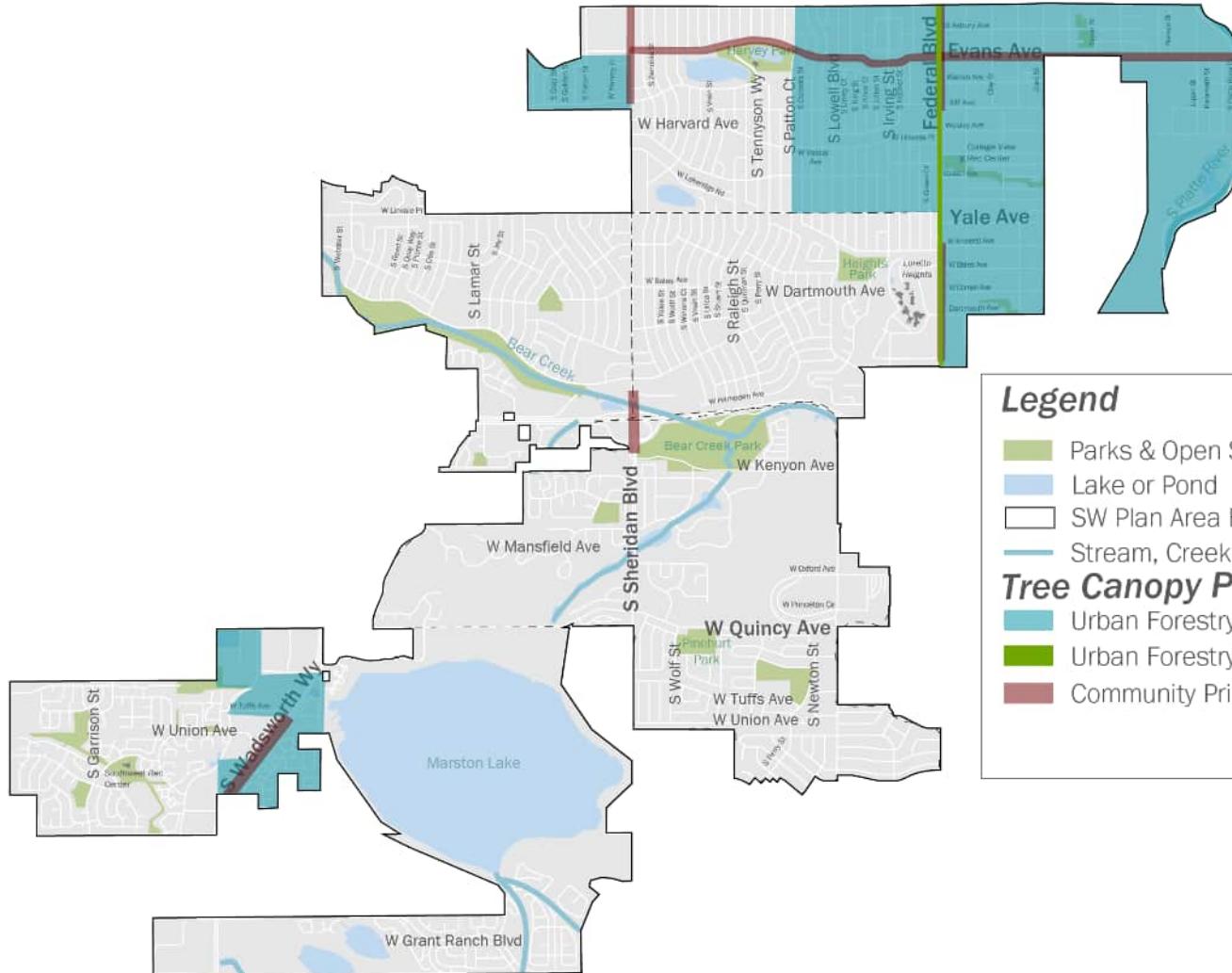
BACKGROUND

Trees and landscaping offer many benefits. They make neighborhoods more attractive, provide shade and comfort for people walking, help manage stormwater, improve air quality, and reduce heat. Centers and Corridors and the College View-South Platte neighborhood are especially vulnerable to extreme heat because they have too much pavement and not enough greenery. These areas are expected to have more people relying on public transit, so shade and comfort are especially important.

OUTCOMES

- A. Plant street trees and use climate-friendly landscaping along major roads to lower temperatures, provide shade, calm traffic, and make the streets more pleasant. Focus on planting in neighborhoods that have been underserved, are near transit, and are most affected by heat. Priority streets include:
  - 1. S Federal Boulevard
  - 2. W Evans Avenue
  - 3. S Sheridan Boulevard between W Jewell Avenue and W Warren Avenue
  - 4. S Wadsworth Boulevard
  - 5. Along West Dartmouth Avenue between S Reed Street and S Newland St
- B. New buildings in Far Southwest centers and corridors should include trees and green spaces to help reduce heat, improve air and water quality, and lower the risk of flooding. If surface parking is used instead of parking structures, it should have sustainable landscaping and tree cover.
- C. Add more trees to parks that don't have much shade today, especially in:
  - 1. Along the Wagon Trail near the Glenbrook Greenhouse
  - 2. In Pinehurst Park
  - 3. Harvey Park
- D. Protect trees to the greatest extent feasible. The city, non-profits, and civic organizations can offer educational resources on how to care for trees.
- E. Use climate-friendly landscaping in residential areas that can survive periods of drought and extreme weather. These landscapes support pollinators, save water, clean the air, and help local plants and animals thrive.
- F. Industrial areas, which are near the South Platte River and have a lot of pavement, are a priority for increasing tree canopy and landscaping. (See L6.)

## Tree Canopy Priority



### Legend

- Parks & Open Space
- Lake or Pond
- SW Plan Area Boundary
- Stream, Creek, or River
- Tree Canopy Priority Areas**
- Urban Forestry Strategic Plan Priority Areas
- Urban Forestry Strategic Plan Priority Corridors
- Community Priority Areas

# RECOMMENDATIONS

POLICY



**Q5** **City and County of Denver agencies and non-profit partners should provide comprehensive, high-quality, and convenient services to the residents of Far Southwest.**

BACKGROUND

Many Far Southwest residents say it's hard to find and use city and nonprofit services. This is because they live far from an existing community resource center like Denver Human Services' Richard T. Castro Building, or because of cultural or language barriers that make it harder to get help.

OUTCOMES

- A. Far Southwest residents should have easier access to city services, with support available closer to home, potentially through a new service center located at a familiar community site like Loretto Heights Campus.
- B. Community members should benefit from non-profit resources at Loretto Heights, such as the center at Machebeuf Hall, which provides vital space and services for local needs.
- C. Older adults in Far Southwest are better informed about available services, thanks to outreach through programs like DenverConnect.
- D. Service gaps for older adults are identified and addressed, ensuring that aging residents have access to the support they need.
- E. Residents should be able to reach local resources more easily and safely, with improved transit, walking, and biking infrastructure connecting neighborhoods to key destinations.
- F. Travel to the Denver Health Federico Peña Southwest Family Center should be more convenient and reliable, helping families access essential healthcare and support services.

POLICY



**Q6** **Residents in all Far Southwest neighborhoods should have access to healthy foods. Improving and maintaining access to fresh, nutritious options is essential for community health.**

BACKGROUND

Today, grocery options are concentrated in growth areas on S Wadsworth Boulevard, S Sheridan Boulevard, and S Federal Boulevard. It's important to keep these stores open and make it easier for people to reach them.

OUTCOMES

- A. Residents should enjoy access to nutritious, affordable, and culturally relevant food, with full-service grocery stores and fresh food vendors available in convenient, familiar locations.
  1. Zoning and land use decisions support food access, helping ensure grocery stores remain available and accessible in Far Southwest neighborhoods.
  2. Public spaces should host fresh food markets, giving residents more opportunities to buy fruits, vegetables, and other healthy staples close to home.
- B. Grocery areas should be safe and easy to reach, allowing people of all ages and abilities to walk, bike, or drive comfortably.
  1. Storefronts and surrounding areas should be designed for safe, multimodal access, making it easier for people to shop without relying solely on cars.
  2. Improved streets and sidewalks near grocery stores enhance safety and convenience, especially along major roads, helping everyone reach essential food resources.

COMMUNITY RESOURCES AND NUTRITIOUS FOODS

# RECOMMENDATIONS

NOISE



Image Credit / Caption

Q7 

POLICY

**Mitigate noise pollution from transportation and industrial sources near homes.**

BACKGROUND

*Noise from traffic and industrial activity can affect the health and comfort of people living nearby. In busy urban areas, cars and trucks are major sources of noise. Even low levels of noise can make it unpleasant to walk outside or enjoy parks and yards. Long-term exposure to loud noise can result in hearing loss and other health problems. Industrial operations can also create noise that impacts nearby homes.*

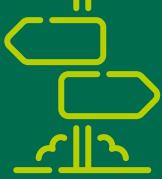
OUTCOMES

- A. Take steps to reduce noise on Highway 285 for residents of Bear Valley, Fort Logan, and Harvey Park South.
- B. The health and welfare of residents of new housing along major roads or highways should not be negatively impacted by loud traffic noises in their homes.
- C. Work with the City of Englewood to lower noise from industrial sites within and adjacent to the College View-South Platte neighborhood.

## 1.1.1. South Platte River

The South Platte serves as an important ecological and recreational amenity for residents. Prioritizing the health of the river and increasing public access to and along the river corridor are critical in transforming the South Platte River into a premier urban corridor, where people and nature thrive in harmony. For many years, urban development and nearby industry have harmed the river's natural health. In Far Southwest, large industrial sites and roadways along the river continue to impact its water quality, natural habitat, and public access.

The City has recently studied these issues and explored ways to restore the river's natural function. There's also growing interest in making the river a place where people can gather, enjoy nature, and build community. This plan supports that vision with ideas like:

 <p><b>The South Platte River as a Green Corridor (CV-4)</b> South Platte River Drive should support both nearby industrial businesses and improvements like increased landscaping, green infrastructure, and river access.</p>	 <p><b>Trails and Connectivity (Q-2 and Q-3)</b> Group 697, Grouped object The 150 feet of land beyond the Riparian Priority Area should support future improvements along the river. This space can be used to add trails, parks, nature areas, and better connections to the river.</p>
 <p><b>Flooding and Water Quality (Q-3)</b> New development and infrastructure next to waterways like the South Platte River, West Harvard Gulch, and Bear Creek should help protect water quality by reducing paved areas within 50 feet of the channel. Restoring the river's natural function is a priority.</p>	 <p><b>Industrial District (L-6)</b> The River Drive Industrial District should support a variety of jobs with a range of education and skill levels. Better site design can improve the relationship of this area with the South Platte River.</p>
 <p><b>Landscaping, Pavement, and Heat Q-4)</b> Adding trees and improving landscaping on private property and along nearby streets helps make walking more comfortable, cools the area during hot weather, and improves water quality.</p>	

## 4.1.2. Healthy River Corridor Study

In June 2023, the City and County of Denver completed the The Healthy River Corridor Study, a comprehensive project focused on enhancing the South Platte River and its surrounding areas. The is a central part of Denver's urban landscape, and the study addresses a variety of environmental, social, and recreational needs along the river corridor. The study's goal is to identify ways to create a healthier, more sustainable river system that benefits both the environment and the community. Key focus areas include:

- Improving water quality
- Restoring natural habitats
- Reducing flood risks

These efforts aim to build a more resilient river ecosystem that can better handle the impacts of growth and climate change. The study also emphasizes the importance of connecting people to the river through green spaces, parks, and trails. These public spaces will offer more opportunities for recreation, such as walking, cycling, and wildlife observation, while improving access to the river for residents.

A major feature of the study is the establishment of a 200-foot "Influence Zone" along the river, which is divided into two main areas.

- The first 50 feet, called the Riparian Priority Area, focuses on the riverbank and restoring natural habitats and water quality.
- The next 150 feet, the Health and Access Area, aims to improve public access to the river and provide spaces for recreation and community engagement, while also supporting adjacent development.

Work to implement the Healthy River Corridor Study has already begun with the adoption of the [Review Criteria Governing Development and Infrastructure Adjacent to the South Platte River](#). The Far Southwest Area Plan advances strategies from the Healthy River Corridor Study, helping Denver create a vibrant, sustainable riverfront that balances urban development with ecological restoration. This will make the South Platte River a more accessible and valuable resource for all of Denver's residents.



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# 5. FEDERAL BOULEVARD

## IN THIS SECTION

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- 5.2. RECOMMENDATIONS 70



# 5.1. INTRODUCTION



Federal Boulevard is a major arterial roadway in Far Southwest, connecting the neighborhoods of Harvey Park, Harvey Park South, and College View-South Platte. The Federal Boulevard corridor deserves focused planning attention for several key reasons. These reasons include a high probability of change resulting from the Federal Boulevard Bus Rapid Transit (BRT) project and the corridor's importance as a vital transportation connection and commercial destination within the plan area.

The geographic boundary of the Federal corridor includes everything within a half-mile of Federal Boulevard. This distance reflects a comfortable 10-minute walk to Federal Boulevard. The corridor stretches from Jewell Avenue in the north to Floyd Avenue in the south, and from Zuni Street to Lowell Boulevard, east to west.

This chapter outlines the corridor's current conditions, planning considerations, and recommendations. These are organized into three categories:

- Land Use
- Mobility
- Quality of Life

While many broader neighborhood recommendations also apply here, they are not repeated to avoid duplication.



## 5.1.1. Corridor Conditions

Federal Boulevard is a state-owned roadway and maintained by the Colorado Department of Transportation (CDOT). It is classified as a Principal Arterial, meaning it's designated to carry large volumes of traffic and is primarily used for through travel. These roads often include features like center medians to separate travel lanes. Their role in the transportation network is to provide a high level of mobility and the highest speeds over the longest uninterrupted distance.

The typical cross-section of Federal Boulevard varies within the plan area. From Jewell to Vassar Avenue the road primarily consists of two travel lanes in each direction with a raised center median of stamped concrete. From Vassar to Floyd Avenue Federal is mostly comprised two travel lanes in each direction with a center turn lane. Sidewalks along the corridor are inconsistent. Some are attached to the street, others are detached, and some are missing entirely. Their width and conditions also vary, ranging from standard to substandard and from good to poor. There are no dedicated bicycle facilities along Federal Boulevard. The speed limit is 40 mph in the plan area, but it is 35 mph north of West Alameda Avenue. Many residents say the fast-moving traffic makes walking and biking feel unsafe and uncomfortable along and across the corridor.

The land use pattern along Federal Boulevard is typical of suburban commercial corridors designed primarily for cars. Features like frequent curb cuts, large surface parking lots, and buildings set far back from the street support auto-oriented businesses —such as gas stations, strip malls, drive-through restaurants, used car lots, and auto repair shops. These patterns, along with the separation of different land uses, make the area more convenient for drivers but less welcoming for people walking, biking, or using transit. A lack of safe and comfortable sidewalks or bicycle facilities, limited greenery, and the presence of fast-moving traffic all contribute to an environment that prioritizes vehicles over other ways of getting around.

Federal Boulevard has the potential to become a more livable, connected corridor by shifting its focus from car-oriented design to one that better supports high-capacity transit and community needs. With the planned Bus Rapid Transit (BRT) service, this area is poised for transformation.

To support transit and improve quality of life, the corridor should:

- Be safer and easier to walk and bike
- Include more trees and landscaping
- Encourage well-designed, transit-oriented development that promotes equity
- Align zoning and building rules with the community's vision
- Expand and protect affordable housing

The recommendations in this chapter aim to make Federal Boulevard a more vibrant, livable, connected, and accessible place. These changes will complement the future BRT service, helping to increase ridership and maximize the impact of this major investment.

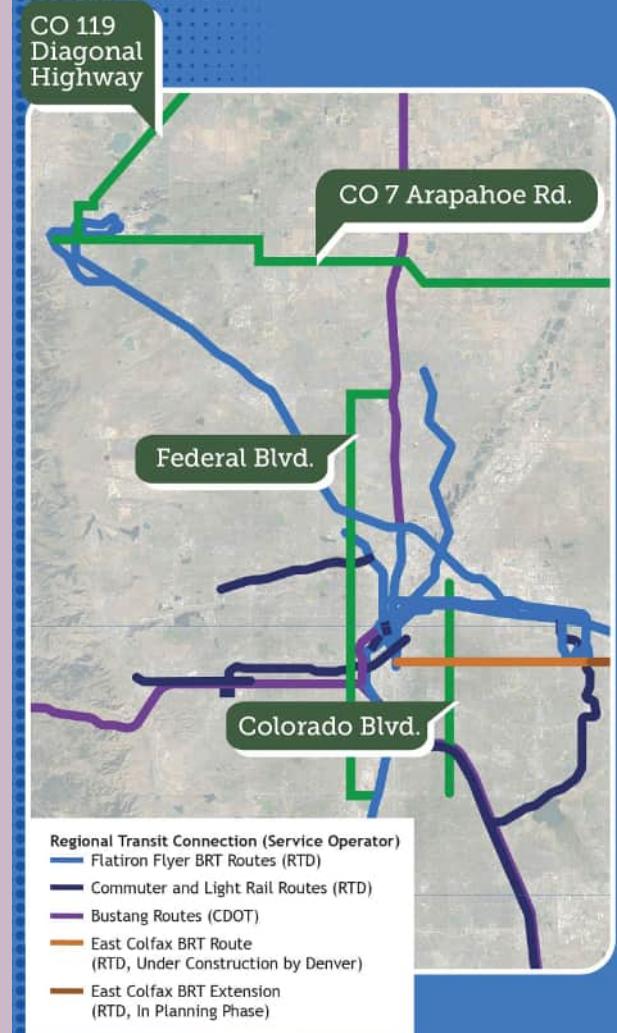
## 5.1.2. Federal Boulevard BRT

The Federal Boulevard BRT project is being led by CDOT, in coordination with the City and County of Denver. The final design is expected to be completed in 2026, with construction starting in 2027. The BRT is planned to launch in 2030.

The project is designed as mixed-flow BRT system that would run along the curb (side-running) of Federal Boulevard from Westminster to Englewood. The route runs primarily along Federal Boulevard and deviates only to connect to RTD's Wagon Road Park-and-Ride at the northern terminus and to Englewood Station in the south. Potential station areas have been identified in Far Southwest on Federal Boulevard at the following cross streets: Evans Avenue, Harvard Avenue, Yale Avenue, Bates Avenue, and Dartmouth Avenue. While it is still early in the operations planning process, preliminary service plans anticipate bus frequencies every 7.5 minutes north of Evans Avenue and every 10 minutes south of Evans Avenue during weekdays.

Within Far Southwest the segment between Jewell and Evans Avenue will likely require roadway widening to add one curbside bus lane. The segment from Evans to Dartmouth Avenue is planned for the implementation of speed and reliability improvements including bypass lanes and queue jump signals where feasible. For the project segment along Dartmouth Avenue the BRT vehicle expected to run in mixed traffic without dedicated lanes.

# Where is CDOT building BRT?



Map Credit: Colorado Department of Transportation

## 5.1.3. Loretto Heights Area Plan

The Loretto Heights campus is a historical landmark in Far Southwest. Founded in 1891 by the Sisters of Loretto, the Loretto Heights Academy originally served as a Catholic boarding school for young girls. As one of the earliest developed sites in the area, the campus has long been a central part of southwest Denver's identity. Located on one of the city's highest points, it offers panoramic views of the Rocky Mountains and Denver skyline, highlighting its cultural and geographic prominence.

In 2019, the City completed a community-driven planning process to guide the future of the campus. The result was the Loretto Heights Area Plan, which provides direction for the 72-acre campus and the surrounding 300 acres. The study area stretches from Yale Avenue in the north to Floyd Avenue in the south and includes a large portion of the Federal Boulevard corridor within the Far Southwest plan area.

The plan was shaped by extensive community and stakeholder engagement and is now adopted city policy. Because of its relevance to the Federal Boulevard corridor, key recommendations from the Loretto Heights Area Plan are included in this chapter.

Since 2019, real progress has been made toward realizing the community's vision: A major development review, an infrastructure master plan, a Planned Unit Development (PUD) rezoning, and a formal development agreement have all been completed. The results of these efforts can be seen through the construction of infrastructure, roads, residential new-builds, and the adaptive reuse of a historic property for affordable housing units. To track progress and ensure continued alignment with community goals, a plan audit was conducted. This helped identify which recommendations are still relevant and should be carried forward in this plan.



## 5.1.4. Key Opportunities

The figure below illustrates key planning opportunities within the Federal Boulevard corridor. The map serves as a visual representation of land use, mobility, and quality-of-life recommendations, which are described in greater detail in the following Recommendations section



### Map Key

1. Park access priority area.
2. Priority areas for multi-modal transportation connections to transit.
3. Transit-oriented development at the intersection of S Federal Boulevard and W Evans Avenue.
4. Retain and preserve culturally significant local businesses.
5. Missing middle housing development near Federal Boulevard that support affordability, expand housing options, and fit within the neighborhood character.
6. Recommended Bike Facilities
7. Preserve existing affordable housing options for neighborhood residents.
8. Implement the Loretto Heights Plan.

### Legend

- Parks & Open Space
- Community Center
- Community Corridor
- Campus
- High-Medium Residential
- Low-Medium Residential
- Low- Residential
- Recommended Bike Facilities
- Trail/Bikeway
- BRT Station and 1/4mi Buffer
- BRT Alignment

## 5.2. RECOMMENDATIONS

### LAND USE RECOMMENDATIONS

LAND USE



#### **Land uses along Federal Boulevard should support future BRT service.**

POLICY

BACKGROUND

OUTCOMES

Federal Boulevard has historically been designed for cars, with features like frequent curb cuts, large parking lots, and buildings set back far from the street. As the corridor prepares for future Bus Rapid Transit (BRT) service, it's important to shift toward a design that better supports transit and creates a more walkable, livable environment. Giving priority to pedestrians through shallow building setbacks, building entrances fronting streets, limiting driveways, and parking located behind buildings are some design features that can support transit ridership. To support this transition, zoning and land use policy should be updated to facilitate transit-supportive development and some recommended changes needed to achieve this may include rezonings, zoning overlay districts, and the implementation of new zone district standards.

- A. This corridor should feature a diverse mix of residential and commercial uses at transit-supportive densities, with buildings up to five stories in height.
- B. Buildings and site design along Federal Boulevard should reflect a transit-supportive development pattern, with structures fronting the streets and parking located behind buildings.
- C. Former Chapter 59 zone districts should be updated to the current Denver Zoning Code, which better supports transit use.
- D. Auto-oriented building forms, such as drive-through establishments, should be limited along Federal Boulevard.
- E. Manage vehicle access from Federal Boulevard to adjacent properties to improve traffic flow and transit operations. Encourage access from side streets or back alleys when possible.

# LAND USE RECOMMENDATIONS

## LAND USE



### POLICY

#### Encourage transit-supportive development and high land utilization near future BRT stations.

### BACKGROUND

To make the most of future Bus Rapid Transit (BRT) service along Federal Boulevard, development near station areas should support walking, biking, and riding transit. Large surface parking lots, single-use buildings, and auto-oriented designs—like drive-throughs—don't align with the vision for a transit-friendly corridor. While transit-oriented development is encouraged throughout the corridor, it's especially important near BRT stations. An additional level of land use policy or guidance should be considered at stations to ensure development efficiently utilizes surrounding land, ensuring more residents, workers, and businesses benefit from easy access to transit.

### OUTCOMES

- A. Station areas should feature a vibrant and diverse mix of uses. Station areas should provide goods and services to transit-riders, in addition to new residential options. Ground-floor residential uses should face the street.
- B. BRT station areas should feature community gathering spaces and places to strengthen neighborhood connections.
- C. Development at station areas should promote pedestrian activity and prioritize the needs of transit users over automobile drivers.
- D. Manage parking to support transit use and support the needs of those walking, rolling, and biking to BRT stations. Reduce visibility of parking from Federal Boulevard and public spaces like parks or plazas. Reallocate or consolidate parking into structures that are positioned away from key pedestrian and bike facilities. Encourage wrapping ground floor parking along key streets.



# LAND USE RECOMMENDATIONS

## LAND USE



POLICY

### Support and retain small businesses along the Federal Boulevard corridor. Protect businesses from displacement pressures and construction impacts from BRT.

BACKGROUND

Immigrant-owned small businesses are the backbone of the Federal corridor. They shape the character of the neighborhood and deserve protection. These businesses face real threats from rising costs, gentrification, displacement, and potential impacts from BRT construction. Business owners site rising rents, property taxes, labor, and food costs as major challenges to staying profitable..

OUTCOMES

- A. Long-standing businesses and neighborhood institutions should be supported and preserved.
- B. The direct impacts of BRT construction on adjacent properties should be minimized to the greatest extent possible.
- C. Financial assistance should be provided to businesses negatively impacted by BRT construction.
- D. Local ownership should be encouraged by the Asian and Latino communities to prevent gentrification and displacement and to make building improvements when needed.
- E. New small business that are similar in cultural and neighborhood character should be supported to move into the corridor as construction is completed.
- F. Commercial buildings should invest in upgrades to make the district more welcoming and inviting to visitors.
- G. Explore communal ownership models and community land trusts to pool the resources of many businesses to achieve local land ownership and control.
- H. Support the long-term operation of legacy businesses to allow for continuation by younger generations. Foster cultural continuity through maintaining generational businesses and traditions.





# LAND USE RECOMMENDATIONS

## LAND USE



### Encourage redevelopment near the intersection of Federal Boulevard and W Evans Avenue.

POLICY

BACKGROUND

OUTCOMES

This intersection includes several large, older commercial properties with wide surface parking lots. The area has strong potential for redevelopment and infill development. According to Blueprint Denver, this area is designated as a Community Center or Community Corridor which means it's expected to support significant new housing growth. Since most of Far Southwest is already built-out, corridors like Federal Boulevard offer the best opportunity to add new homes—especially in areas like Federal and Evans.

- A. This area should transform into a transit-supportive, high-medium density, mixed-use, pedestrian-friendly location that includes essential community-serving businesses and services.
- B. Redevelopment should be higher density (typically up to five stories), and be well integrated with surrounding uses, both planned and existing.
- C. Redevelopment should incorporate community gathering places to support neighborhood cohesion.
- D. Redevelopment projects should maintain grocery options for neighborhood residents.
- E. Redevelopment should feature a transportation network that supports pedestrian travel through comfortable sidewalks and short blocks.
- F. Park access and connections should be prioritized within the anticipated redevelopment.
- G. New roadway connections should be included to enhance neighborhood connectivity.
- H. Where needed and feasible, pedestrian crossings at mid-block locations should be added. Potential locations have been identified on the Mobility Recommendations Map on pg. 80.
- I. Parking and vehicular driveways should be shared between adjacent parcels where feasible.
- J. Existing affordable housing in the area, like manufactured housing, should be preserved to ensure neighborhood affordability.

# LAND USE RECOMMENDATIONS

## LAND USE

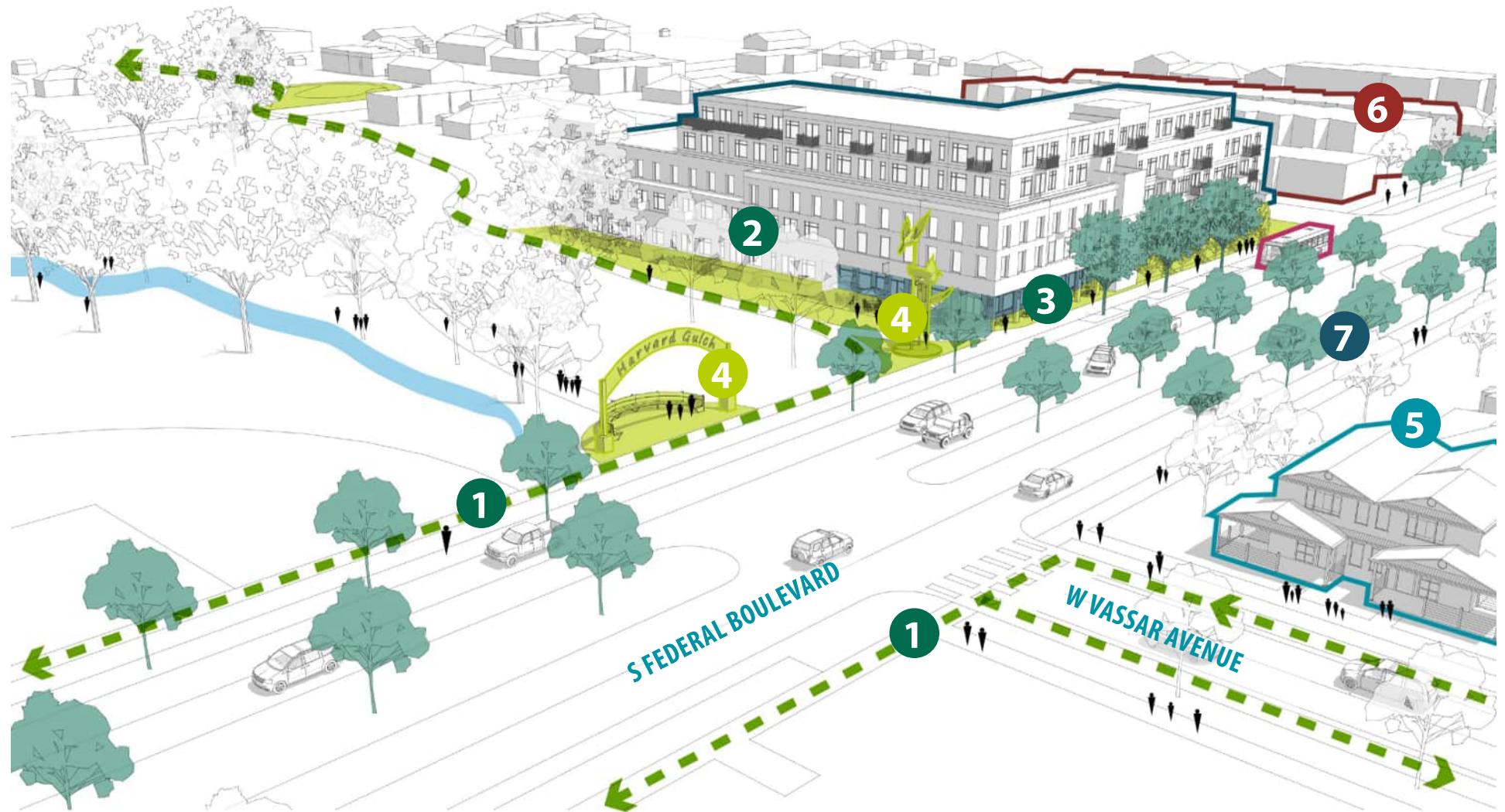
F-L4

### FEDERAL & EVANS FAR SOUTHWEST RECOMMENDATIONS



# FUTURE DEVELOPMENT CONCEPT

LAND USE



# FUTURE DEVELOPMENT CONCEPT

## LAND USE

- 1** Improved trail and greenway connections to transit.
- 2** Development adjacent to the West Harvard Gulch Trail should relate directly to the trail.
- 3** Active-street frontages and multi-story, mixed-use development should be encouraged near BRT stations.
- 4** Public art, amenities, and gateway opportunities at West Harvard Gulch.
- 5** Allow housing options like townhomes and duplexes near Federal Boulevard that support affordability and fit within the neighborhood character.
- 6** Preserve existing affordable housing options for neighborhood residents.
- 7** Upgrade the streetscape and tree canopy along Federal Boulevard to improve the safety, comfort, and desirability of walking and rolling.





# MOBILITY RECOMMENDATIONS

MOBILITY

F-M1

POLICY

BACKGROUND

OUTCOMES

## Connect BRT stations to neighborhoods and key destinations through essential first-mile/last-mile projects.

CDOT will be supporting a limited number of first-mile/last-mile elements in the base scope of the Federal BRT project. First-mile is used to describe the start of someone's trip leading up to reaching a transit stop; last mile is used to describe the final part of someone's trip when they get off transit until they reach their destination. DOTI has identified of list of additional projects that are critical to making BRT successful and accessible. These projects should move forward through next steps like conceptual design, cost estimating, and prioritization for bond funding. To ensure strong neighborhood connections to BRT service, projects should be in place by opening day.

- A. Implement critical first-mile/last-mile improvements to enhance accessibility, mobility, and safety, including ADA upgrades near BRT stations, upgraded bike infrastructure, improved pedestrian facilities, and efficient transit flow. Modernization of aging infrastructure near BRT stations will contribute to a more sustainable and well-connected transportation network.
- B. Ensure key first-mile/last-mile projects are constructed and operational to coincide with the opening of BRT service.
- C. Shared mobility options, like electric scooters and electric bikes, should be widely available and encouraged at BRT Stations. The parking of these shared mobility options should be effectively managed by establishing designated parking corrals at appropriate locations.

# MOBILITY RECOMMENDATIONS

POLICY



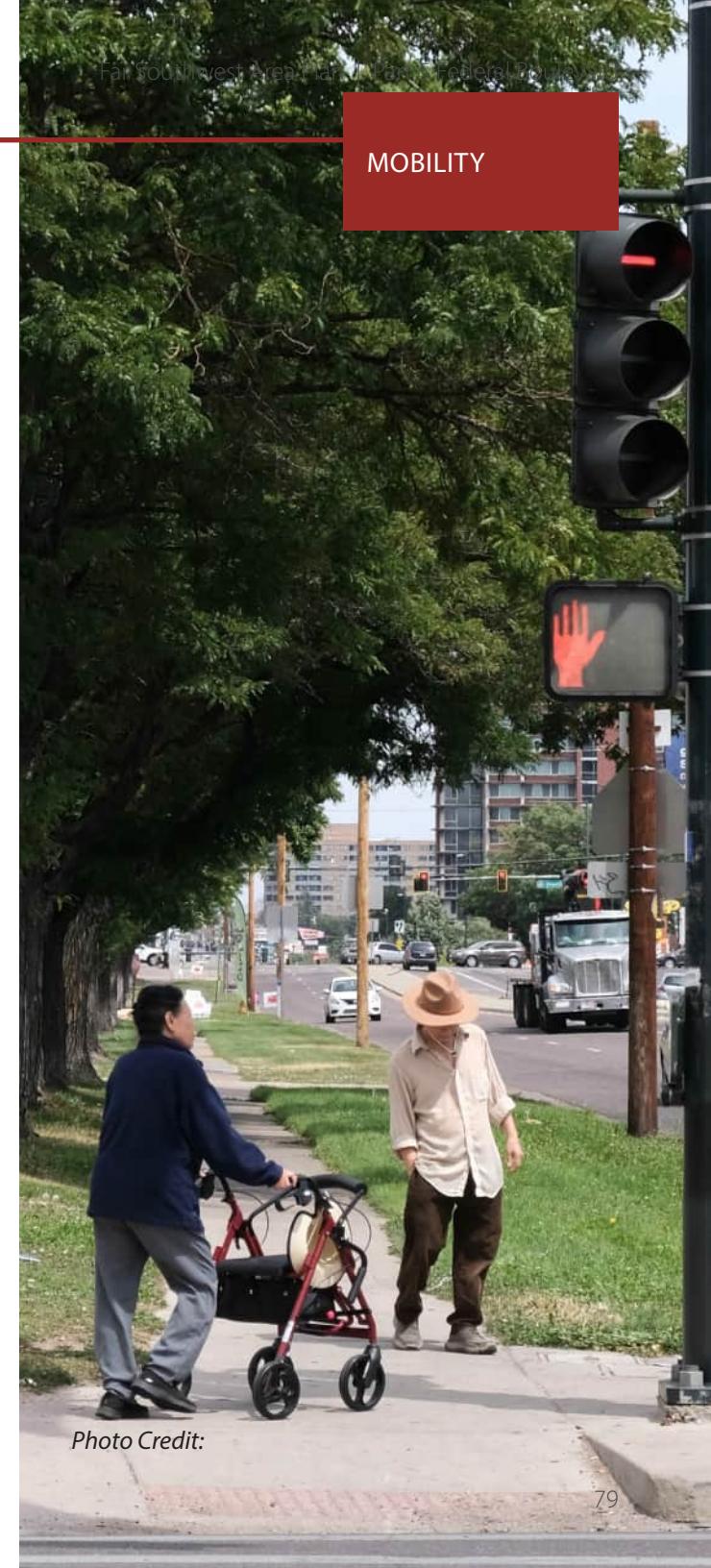
## F-M2 Encourage shifts in mode share and travel demand management strategies (TDM) within the Federal Boulevard corridor.

BACKGROUND

*To make the most of the investment in BRT, policies should encourage people to drive less and choose transit, walking, or biking more often.*

OUTCOMES

- A. Ensure the comfort and viability of taking transit over driving through supportive streetscapes, lighting, and visibility. (See Policy L2)
- B. Employers should incentivize transit use among their employees.
- C. Existing affordable housing should be preserved in the corridor to maintain existing transit ridership. (See Policy L3)
- D. Reduced or free transit fare passes for corridor residents and businesses should be explored.



*Photo Credit:*

# MOBILITY RECOMMENDATIONS

MOBILITY



## Advance remaining mobility recommendations from the Loretto Heights Area Plan within the redevelopment area.

POLICY

BACKGROUND

OUTCOMES

Since the Loretto Heights Area Plan was adopted in 2019, many mobility recommendations have been completed—including a complete street network, new roadway connections, and enhanced roadways with wider sidewalks, amenity zones, street trees, lighting, and green infrastructure. While progress has been strong, several key recommendations still need to be implemented to fully realize the community's vision.

- A. As redevelopment occurs, explore, and implement any necessary street improvements, operational enhancements, and traffic calming measures along South Irving Street south of the Loretto Heights campus to help mitigate traffic impacts and improve the connectivity of the area.
- B. Safety, aesthetic improvements, and traffic calming measures should be implemented along major roadways to improve the pedestrian experience, activity, and safety. Potential locations have been identified on the Mobility Recommendations Map on pg. 80.
- C. Intersections should be improved to increase safety and comfort for pedestrians and bicyclists where needed.
- D. High fatality and injury crash locations should be prioritized for safety improvements.
- E. Traffic impacts from Denver School of Science and Technology (DSST) College View should be minimized, particularly along Dartmouth Avenue east towards the Federal Boulevard intersection.
- F. Intersection improvements should be studied, in coordination with CDOT and the City of Sheridan at South Knox Court and US Highway 285.
- G. Traffic calming measures should be implemented in priority locations.
- H. The traffic impacts of new developments in the plan area should be studied and mitigated where feasible.
- I. Seamless pedestrian and bicycle connections should be provided to Loretto Heights Park.
- J. Connections to the regional trail system and transit should be updated and improved. Coordination with the City of Englewood and the City of Sheridan should be conducted to prioritize sidewalk improvements along West Dartmouth Avenue extending east to the Englewood Light Rail Station. Multi-use trail or

sidewalk connections should be provided extending southwest through the Loretto Heights campus to improve access to the Bear Creek Trail and South Platte River Trail.

- K. Pedestrian and bicycle facility improvements should be provided along Dartmouth Avenue (west and east of campus). Coordinate with the South Platte Working Group (Arapahoe County) on east-west connections to the South Platte River.
- L. Enhanced bicycle facilities should be implemented on bicycle priority streets identified in Blueprint Denver, including Lowell Boulevard, Dartmouth Avenue, Irving Street, and Decatur Street, and future collector streets in the Loretto Heights redevelopment.
- M. Clear and efficient connections should go through and from the center of the campus to the surrounding built out bike network.
- N. Bicycle amenities should be incorporated throughout the redevelopment area including bicycle racks placed appropriately along streets and in public spaces.
- O. A multi-use trail connection should be extended along West Dartmouth Avenue through the plan area.
- P. A shared sidewalk or pedestrian path should be studied along the irrigation ditch, linking Loretto Heights Park and Loretto Heights campus.
- Q. Bicycle connections should be provided from the Loretto Heights campus to existing bicycle infrastructure outside of the plan area. Denver Moves Bikes should be updated to include any missing bicycle infrastructure needed to connect the campus redevelopment to surrounding bicycle facilities.

# MOBILITY RECOMMENDATIONS

## MOBILITY



POLICY

### Improve safety on Federal Boulevard for all roadway users.

BACKGROUND

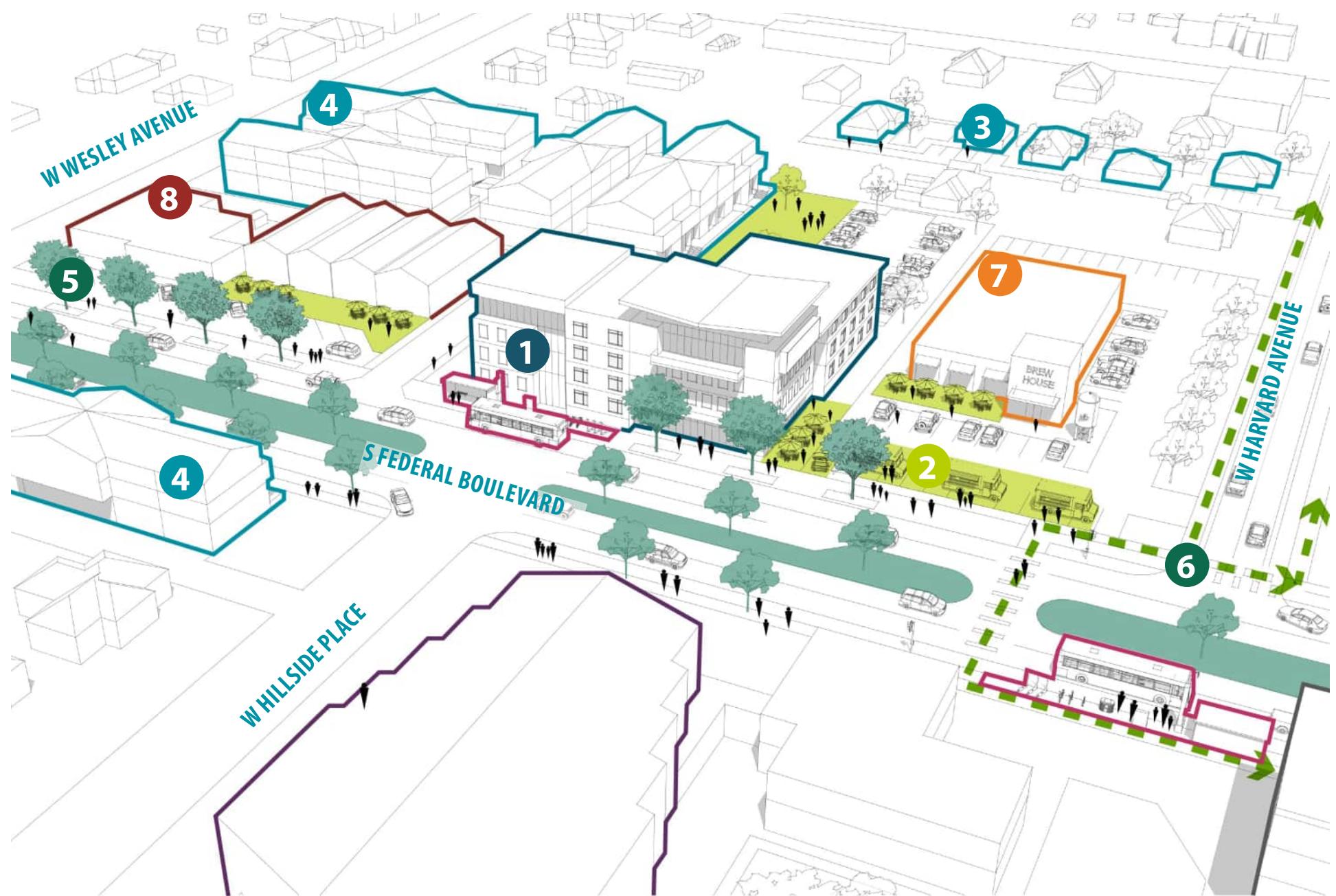
Residents consistently raise concerns about safety along Federal Boulevard. Improvements are needed for all types of travel, including walking, biking, e-scooting, transit, and driving.

OUTCOMES

- A. Traffic speeds should be reduced to increase overall safety.
  - 1. Enact safe, context-sensitive speed limits and conduct enforcement to limit speeding.
  - 2. Dynamic signage should be installed to message safe speeds, increase compliance with laws, and provide feedback to drivers.
  - 3. Install other traffic-calming techniques that naturally slow down traffic (e.g. buildings closer to the street, street trees, on-street parking, lighting, signage, etc.).
- B. Individuals walking and rolling along Federal Boulevard should feel safe and be protected from traffic.
- C. Safe crossings on Federal Boulevard should be plentiful, particularly near planned BRT stations.
- D. As part of the High Injury Network, additional focus and priority should be placed on Federal Boulevard to improve safety and mitigate severe crash types.
- E. Federal Boulevard should be repaved to address pothole issues.
- F. Improving the visibility of pedestrians to vehicular traffic should be explored where feasible.
- G. Pedestrian crossings should be studied for additional safety improvements.
- H. Sidewalks should be brought up to ADA standards to improve safety and comfort for individuals with disabilities.
- I. Provide safe pedestrian pathways through large parking lots.
- J. Traffic laws for speeding and reckless driving should be strongly enforced.
- K. Safety improvements should be studied at intersections known to be dangerous.
- L. Consider traffic cameras at busy intersections with red light enforcement ticketing with appropriate yellow change interval timing.
- M. Federal Boulevard is a major e-scooting corridor in the city. Safety for e-scooters should be improved by providing a comfortable network of e-scooting facilities parallel to Federal Boulevard.
- N. Support BRT implementation as a corridor-wide safety improvement and combine with specific safety improvements as components of the BRT projects.
- O. Improve bicycle safety and comfort through the following efforts:
  - 1. Add east-west bicycling commuting alternatives.
  - 2. Provide comfortable bicycle facilities parallel to Federal Boulevard.
  - 3. Existing unprotected bike lanes should be studied for upgrades to protected bike lanes.

# FUTURE DEVELOPMENT CONCEPT

MOBILITY



# FUTURE DEVELOPMENT CONCEPT

## MOBILITY

- 1** BRT station areas should feature active ground floor uses, multi-story mixed-use development and be free of auto-oriented building forms, like drive-thrus.
- 2** Explore temporary uses at BRT Stations, such as food trucks and carts, to activate areas and provide affordable food options for transit rides.
- 3** Allow duplex and townhouse housing options in residential low-medium areas near Federal that support affordability and fit within the neighborhood character.
- 4** Preserve existing affordable housing options for neighborhood residents.
- 5** Upgrade the streetscape and tree canopy along Federal Boulevard to improve the safety, comfort, and desirability of walking and rolling.
- 6** Improve multi-modal transportation connections to transit.
- 7** Retain existing and expand commercial opportunities for small and minority-owned businesses
- 8** Encourage small-scale development and adaptive reuse to maintain the eclectic, organic, and “local” feel of the district.



# QUALITY OF LIFE RECOMMENDATIONS

## QUALITY OF LIFE

F-Q1

### Advance quality of life recommendations from the Loretto Heights Area Plan that pertain to the campus redevelopment

The Loretto Heights Area Plan, adopted in 2019, included many recommendations to improve quality of life in the campus redevelopment area. While some have been implemented, several key ideas remain unrealized and should continue to move forward.

- A. Year-round recreational activities and programs that support community needs and interests are enhanced at Loretto Heights Park.
- B. Clear directional signage in high visibility locations makes it easy to navigate the Loretto Heights campus and surrounding area
- C. Opportunities for additional public and green open spaces should be explored.
- D. Explore the development of a series of open spaces, green infrastructure, plazas, and/or pocket parks that are connected by multi-modal infrastructure prioritizing the movement of pedestrians and bicyclists to these spaces.
- E. Explore ways to seamlessly integrate passive open spaces with any future residential uses along South Irving Street.
- F. Use open space buffers around the former cemetery to honor its sacred nature.
- G. Preserve views of the historic Administration Building from Federal Boulevard by creating a publicly accessible open space area or promenade.
- H. Encourage new public spaces that are dispersed throughout the plan area. Community gathering spaces should be placed in appropriate locations to accommodate residents living within a 10 minute walking distance.
- I. The redevelopment area should exhibit a healthy community food environment, including opportunities for innovative retail models in areas of low food access.
- J. Incorporate green infrastructure and streetscape amenities on all streets such as: attractive landscaping, planters, restaurant seating, benches, public art, and trash/recycling receptacles.
- K. The planting of street trees within the public right of-way should be prioritized to improve the pedestrian experience, especially along Federal Boulevard, South Irving Street, Dartmouth Avenue, and Amherst Avenue.



# QUALITY OF LIFE RECOMMENDATIONS

## QUALITY OF LIFE

### POLICY

F-Q2

#### Advance quality of life recommendations for the broader Loretto Heights plan area

### BACKGROUND

The Loretto Heights Area Plan, adopted in 2019, included recommendations to improve quality of life. While several have been implemented within the campus redevelopment, additional recommendations for the surrounding area remain unrealized and should continue to move forward.

### OUTCOMES

- The plan area should include a robust network of natural and engineered green infrastructure systems, which provide the multiple benefits of reducing stormwater runoff, improving water quality, and mitigating the urban heat island effect. Best practices in green infrastructure should be employed to ensure components thrive and remain effective. (See Policy QoL13)
- The plan area should include a robust street tree canopy that employs best practices for tree planting and maintenance. Expansion of the tree canopy should be supported by tree preservation and strategic planting.



F-Q3

#### Enhance Green Infrastructure along Federal Boulevard corridor.

Green infrastructure is noticeably deficient along Federal Boulevard and expanding it would bring multiple benefits—such as better stormwater management, improved water quality, and reduced urban heat island effect. Increasing tree canopy to expand shade coverage is also a key equity issue for the neighborhood.

- Federal Boulevard should include both natural and engineered green infrastructure to make the corridor cooler, greener, and more inviting. These improvements should increase tree canopy to provide shade and be designed to work alongside the planned BRT line. (See Policy QoL13 and QoL14)



# QUALITY OF LIFE RECOMMENDATIONS

## QUALITY OF LIFE

POLICY

BACKGROUND

OUTCOMES

F-Q4



### Protect and expand food heritage and access along Federal Boulevard.

Food is a vital part of the culture along Federal Boulevard. It is celebrated through its diverse restaurants and food trucks. International food options are a major draw for visitors from across Denver and contribute to the corridor's unique identity.

- A. Preserve and support authentic and affordable international food options that attract people from all across the city. (See Policy QoL16)
- B. The possibility for allowed temporary uses should be preserved as they are culturally appropriate and provide affordable food to transit-riders. (See Policy L5)
- C. The corridor specific barriers should be reduced so that small food vendors have expanded opportunities for diverse food options.



Photo Credit:

# 6. NEIGHBORHOODS OF FAR SOUTHWEST

## IN THIS SECTION

- 6.1. OVERVIEW 88
- 6.2. COLLEGE VIEW - SOUTH PLATTE 90
- 6.3. HARVEY PARK 98
- 6.4. HARVEY PARK SOUTH 106
- 6.5. BEAR VALLEY 113
- 6.6. FORT LOGAN 118
- 6.7. MARSTON 124

## 6.1. OVERVIEW

The Far Southwest area includes six distinct neighborhoods, each with its own character and needs. While some issues affect the entire area, others are unique to individual neighborhoods and require specific guidance.

Key Elements of the Neighborhood Section:

- Plan on a Page Map: A summary map shows where recommendations apply in each neighborhood.
- Neighborhood Overviews: Each overview describes the neighborhood's existing character and typical building styles.
- Targeted Recommendations: Policies and outcomes are tailored to each neighborhood, with references to area-wide policies that are especially relevant.
- Focus Areas: These illustrate how multiple recommendations can be combined into a single project to help bring the neighborhood's vision to life.

### Previous Plans

#### Federal Boulevard Corridor Plan (1995)

**This plan focused on improving the image and safety of Federal Boulevard for both residents and visitors. Key goals included:**

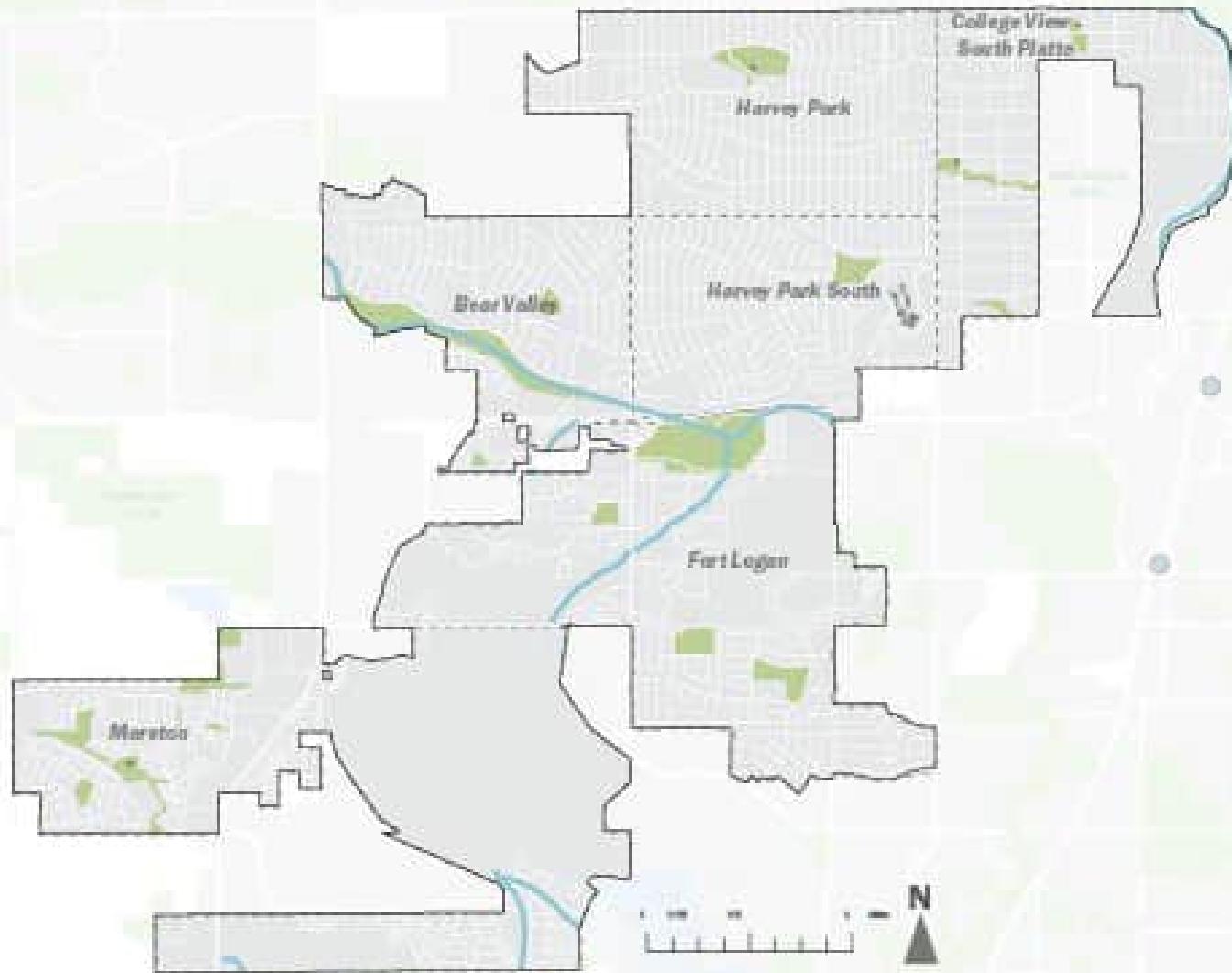
- Enhancing the corridor's appearance.
- Improving safety and efficiency for pedestrians and drivers.
- Minimizing land acquisition needed for these improvements.

#### Loretto Heights Area Plan (2019)

**The vision in the Loretto Heights Area Plan is to create vibrant gathering spaces with a mix of uses that serve people across income levels.**

- A variety of housing types to support a diverse population and allow residents to stay in place.
- A strong sense of identity as one of Denver's most recognizable places.
- Accessible amenities for walking, biking, transit and driving.
- A thriving business environment along Federal Boulevard
- Enhanced open spaces and mature trees that contribute to the area's character.

## Far Southwest Neighborhoods



## 6.2. COLLEGE VIEW - SOUTH PLATTE

### 6.2.1. Key Opportunities

**Preserving Housing Diversity:** College View–South Platte offers a rich mix of housing types, with homes varying in age, size, and affordability. This includes smaller, older residences that serve as naturally occurring affordable housing (NOAH), providing accessible options for a wide range of households. To maintain this diversity and support an inclusive community, the neighborhood additional housing should be encouraged in low-density areas while prioritizing the preservation of existing NOAH. This approach helps ensure that growth does not come at the expense of affordability or involuntary displacement.

**Federal Boulevard as a Transit-Oriented Corridor:** Federal Boulevard should prioritize pedestrian safety and comfort, especially as major investments in bus rapid transit are made.

**Housing Supply:** To address housing shortages and give people more options, duplexes and townhomes should be allowed near Federal Boulevard. These housing types should be paired with BRT, affordability protections, anti-displacement measures, and designs that fit the neighborhood.

**Bike Network Improvements:** Improve bicycle and micromobility connectivity and provide seamless, safe, and accessible connections to reach key places like transit lines, shopping areas, and parks by building out the planned Denver Moves: Bikes recommended bikeway network. See Policy M2.

**Transit Improvements:** Increase transit frequency, reliability, and accessibility by designing high-quality busways along S Federal Blvd and W Evans Ave. These corridors should be designated as Bus Priority routes. See Policy M3.

**Traffic Calming:** Slow down and reduce traffic speeds along neighborhood streets, especially W Evans Ave., S Zuni St., and S Decatur St. See Policy M4.

**Pedestrian Safety:** Improve pedestrian safety at high-injury intersections, and add safe crossing treatments along S Federal Blvd. See Policies M8 and M5.

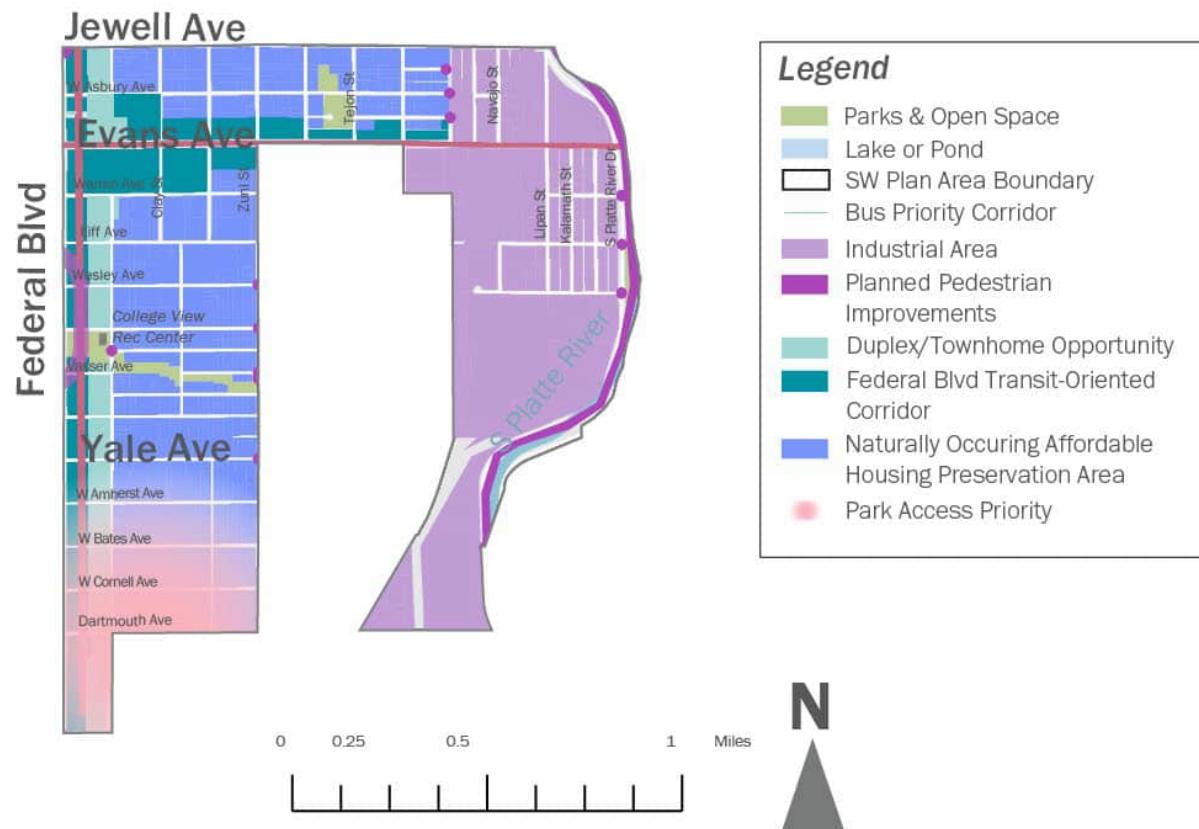
**Re-Imagining the South Platte River:** Improve the health of the South Platte River and nearby ecosystems by reducing pavement and restoring natural areas. And make it easier for residents to access the river.

**West Harvard Gulch Trail Improvements:** Add lighting and amenities on the West Harvard Gulch Trail. Create stronger connections on the west end of the trail at Federal Boulevard and at the east end where it connects to the South Platte River Trail.

**Park Accessibility and Dartmouth Gulch Park:** Make improvements to Dartmouth Gulch Park based on community input.

**Tree Canopy:** Reduce the urban heat island effect by planting more trees and landscaping, especially near S Federal Boulevard and W Evans Avenue.

# College View - South Platte



## 6.2.3. Neighborhood Character

### DEVELOPMENT PATTERNS AND CONNECTIVITY

College View-South Platte is bound by Jewell Avenue to the north, Dartmouth Avenue to the south, the South Platte River to the east, and Federal Boulevard to the west. The neighborhood boundary wraps around a portion of the City of Englewood, creating two distinct east and west sections. Englewood's boundary stretches from Evans Avenue in the north to Dartmouth Avenue in the south, and between Zuni Street on the west and Pecos Street on the east.

Major roads mark the north and west boundaries of the neighborhood, with Evans Avenue, cutting across the northern portion. Commercial development is concentrated along Federal Boulevard and Evans Avenue. The eastern section of the neighborhood, between Pecos Street and the South Platte River, is entirely industrial.

The neighborhood was originally developed before annexation by the City and County of Denver. Lots are not uniform in size, but they are typically large and deep.



### PARKS, OPEN SPACE, AND LANDMARKS

The neighborhood includes four parks, two trails, and a recreation center. The West Harvard Gulch Trail runs east/west, connecting Federal Boulevard to the South Platte River Trail. West Harvard Gulch Park and the College View Recreation Center are located on the west side, where the trail begins. The South Platte River Trail runs north/south along the river on the eastern edge, entering the neighborhood at Grant Frontier Park and passing through to Englewood's boundary at West Dartmouth Avenue. Other parks include Dartmouth Gulch Park at the southwest end of the neighborhood and La Lomita Park to the north. There are no Denver-designated landmarks in the neighborhood.



### RESIDENTIAL CHARACTER

College View-South Platte features a mix of housing types and styles. Most homes are primarily single-unit detached, with some multi-unit buildings along major roads.

- Most homes are one story, though some are one-and-a-half or two-stories.
- Siding is the most common exterior material, although some structures are brick.
- Setbacks vary, but many homes have deep lots, large front yards, and low lot coverage.
- Most lots include a designated parking area, though this varies.



## 6.2.4. Land Use & Built Form Recommendations

### COLLEGE VIEW - SOUTH PLATTE RECOMMENDATIONS

#### LAND USE & BUILT FORM

CV-1

POLICY

**College View-South Platte will remain a diverse and affordable neighborhood with a variety of housing options and naturally occurring affordable housing. (See Land Use and Built Form Policies L3 and L4).**

BACKGROUND

College View-South Platte has a varied housing stock. While it has many of the oldest homes in the Far Southwest area, it also contains newer homes. Older homes are typically smaller. Many are on larger lots while others are on properties that have been substantially subdivided. This contrasts with the neighborhoods west of Federal Boulevard, which generally consist of newer, post-war suburban houses that are typically larger and less varied. Among all the neighborhoods, residents of College View-South Platte most strongly emphasized the importance of affordable housing as the area grows.

OUTCOMES

- A. Townhomes and duplexes are appropriate between S Decatur Street and S Federal Boulevard – once anti-displacement tools or programs are in place. These units should complement the scale, character, and architecture of nearby residential low areas.
- B. Support current and future housing needs by encouraging infill development where space exists on a property – while preserving the primary home. The neighborhood's deep lots make this possible.
- C. Encourage additional housing units on lots that are larger than the neighborhood average.
- D. Generally, development or redevelopment should result in additional housing units rather than larger single-family homes.
- E. Preserve the smaller, naturally occurring affordable homes that are common in College View-South Platte.
- F. Help residents meet more daily needs without a car by supporting businesses on S Federal Boulevard and W Evans Avenue, and by creating community spaces in Far Southwest.
- G. Build new affordable housing to meet the needs of College View-South Platte residents.
  - 1. Prioritize units with three or more bedrooms to expand the supply of affordable, family-friendly housing.
  - 2. Locate new affordable housing along Federal Boulevard and Evans Avenue, where public transit is available and residents can access daily needs without driving.
  - 3. Avoid placing affordable housing in or near industrial areas that could negatively impact residents' health, safety, or well-being.
- H. Maintain manufactured housing communities as a valuable source of naturally occurring affordable housing.
- I. Maintain College View-South Platte's diversity in housing stock that fosters a diverse and inclusive community, so that people of varied cultures, incomes, and life stages can continue to call the neighborhood home.

## COLLEGE VIEW - SOUTH PLATTE

### RECOMMENDATIONS

#### LAND USE & BUILT FORM

CV-2

**POLICY** Properties on Evans Avenue will include housing, community-serving uses, and businesses that are well integrated the multi-modal corridor. (See Federal Boulevard Chapter for recommendations on Evans Avenue between S Clay Street and S Federal Boulevard.)

**BACKGROUND** Evans Avenue is designated as a future bike priority route and is a transit priority street. Today, the corridor is highly paved, has many curb cuts and surface parking lots that often separate the buildings from sidewalks. There are opportunities to improve the comfort and appearance of Evans Avenue to make it a more welcoming place to live, travel and meet daily needs.

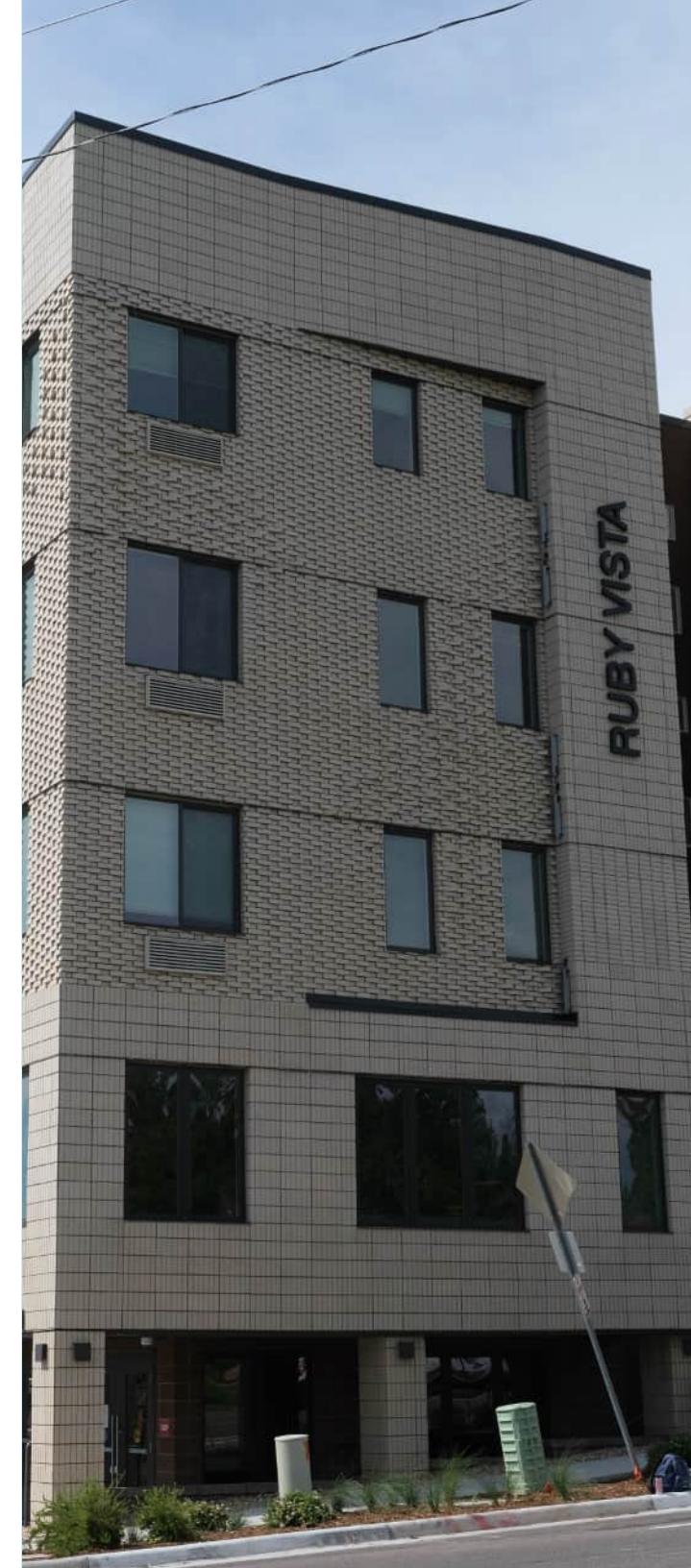
- A. The non-industrial areas of W Evans Avenue west of S Pecos Street should include a mix of housing, retail, and commercial uses, generally up to a maximum of five stories tall.
- B. Vehicular access from Evans Avenue should be consolidated to reduce conflicts between bicyclists, pedestrians, and drivers.
- C. In the commercial areas west of Raritan St, parking should be provided behind or beside buildings on Evans Avenue. Because this area lacks alleys, rear parking may require interparcel access for mid-block properties.
- D. Residential buildings may be set back from the sidewalk to provide landscaping, increase tree canopy coverage along the corridor, and provide a sense of privacy for residents..

CV-3

**POLICY** New housing in residential areas will complement the design and character of the existing homes in College View-South Platte.

**BACKGROUND** Residents have shared that building materials and setbacks are two of the most defining features of homes in the neighborhood. Because deep lots are common, it's possible to build homes that are set far back from the property, which contributes to the neighborhood's unique character.

- A. Front yards vary by block in College View-South Platte. New homes should be consistent with the front yard depth on their block.
- B. Encourage the use of building materials in new residential construction that match the existing character of the neighborhood. Common materials include wooden clapboard siding, brick, and, to a lesser extent, stucco.



## 6.2.5. Quality of Life Infrastructure

### COLLEGE VIEW - SOUTH PLATTE RECOMMENDATIONS

#### QUALITY OF LIFE INFRASTRUCTURE

CV-4

**Parks and recreation centers in Far Southwest should be easy for everyone to reach and designed to meet the needs of all residents. (See Q1).**

College View-South Platte has strong access to neighborhood parks, trails, and recreation centers. These include Harvard Gulch West Park, Asbury and Tejon/La Lomita Park, Grant Frontier Park, and Dartmouth Gulch Park. The Harvard Gulch Trail also runs east/west through the neighborhood and connects with the South Platte River trail at the eastern boundary. The area is also served by the College View Recreation Center. While these amenities are accessible, there are opportunities to upgrade them to better meet community needs.

**POLICY**

- A. Improve the West Harvard Gulch by updating it to current standards and addressing community priorities:
  - 1. Add shade structures, benches, public art installations, and trash cans.
  - 2. Create a trailhead feature where West Harvard Gulch meets Federal Boulevard to increase visibility and improve wayfinding.
  - 3. Improve lighting along the West Harvard Gulch trail, prioritizing the industrial area on the east side of the neighborhood.
  - 4. Collaborate with the City of Englewood on trail improvements between S Zuni Street and the railroad underpass.
- B. Review and update programming at the College View-South Platte Recreation Center to better serve a wide range of users, especially teens.
- C. Improve the neighborhood park system:
  - 1. Add flexible spaces for events, such as pavilions/gazebos or plazas. Include amenities like grills and to support picnics and gatherings.
  - 2. Host more City-sponsored events in Far

**OUTCOMES**

- Southwest parks, including outdoor and adventure activities.
- 3. Dartmouth Gulch Park is officially designated as parkland but lacks features. Work with the community to identify desired amenities and ensure access from W Cornell Avenue.
- 4. Make parks welcoming and safe for all users by improving lighting and other safety features, especially in Asbury Park and Tejon/La Lomita Park. Well-lit paths, entrances, and gathering areas, along with better landscaping and maintenance, will help people feel more secure, particularly during the evening hours.
- D. Make the South Platte a key community asset for Far Southwest and beyond:
  - 1. Repurpose parts of South Platte River Drive to expand natural areas and habitat, while balancing freight access for industrial users.
    - a. Design the road as a green corridor, with landscaping, green infrastructure, and river access.
    - b. Reduce localized flooding in vulnerable industrial areas by decreasing paved surfaces and implementing stormwater solutions.
- 2. Activate the South Platte River Trail and Grant Frontier Park with mobile vendors and food trucks, especially since the area is by industrial uses.
- 3. Improve access points to the river for fishing and water activities that promote recreation and connection to nature.

## COLLEGE VIEW - SOUTH PLATTE

### RECOMMENDATIONS

#### QUALITY OF LIFE INFRASTRUCTURE

CV-5

POLICY

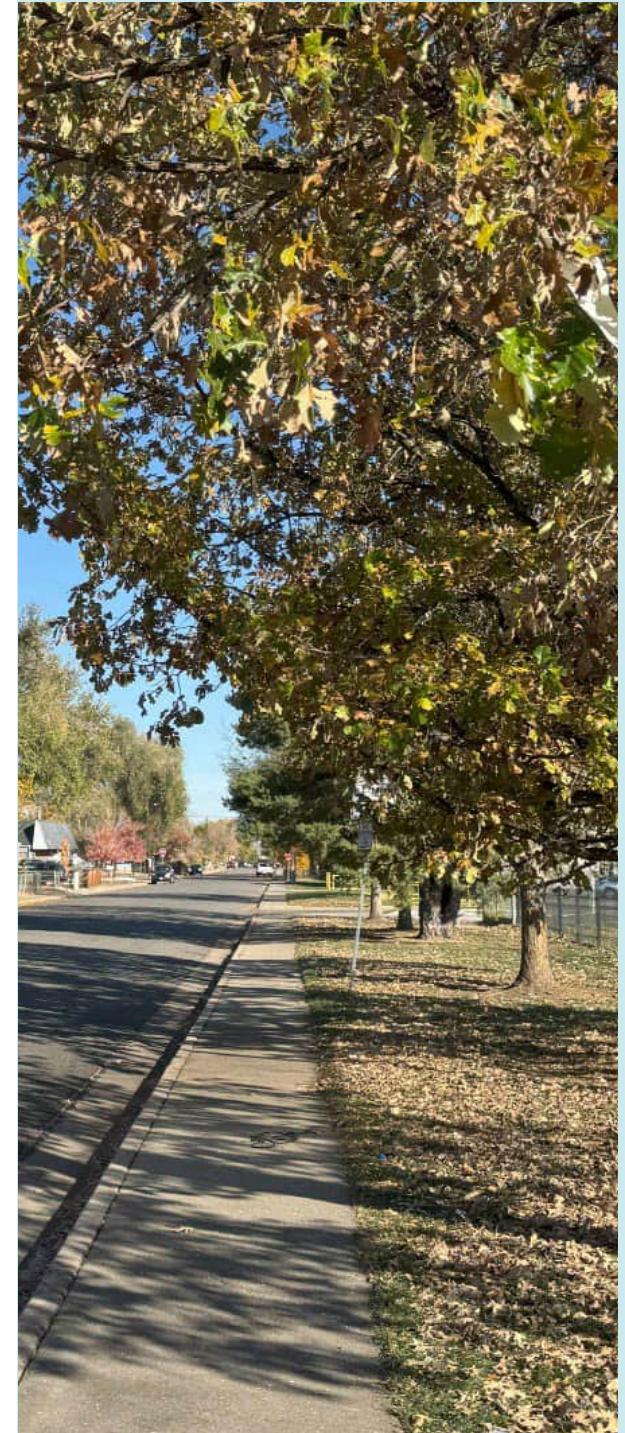
**Neighborhoods in Far Southwest should have sustainable landscaping and tree canopy coverage, resulting in improved health outcomes, walkability, neighborhood charm, and ecosystem health. Priority should be placed on centers, corridors, and in historically under resourced neighborhoods with inadequate landscaping (See Q3).**

BACKGROUND

The College View-South Platte neighborhood experiences more extreme heat than other Far Southwest neighborhoods, due in part to a high amount of pavement and less tree canopy cover than other neighborhoods. Additionally, it also rates low on Blueprint Denver's equity measures. The South Platte River and its tributary, West Harvard Gulch also run through or adjacent to the neighborhood. These factors make addressing this issue in College View-South Platte a high priority. The Urban Forestry Strategic Plan also identifies College View-South Platte as a priority area.

OUTCOMES

- A. Within the right-of-way, prioritize increasing tree canopy coverage on priority streets, including S Federal Boulevard and east/west streets between S Federal Boulevard and S Decatur Street, and W Evans Avenue and its north/south side streets.
- B. Expand awareness and marketing of City and non-profit assistance programs like Denver Digs Trees and Be a Smart Ash to residents in College View-South Platte





## COLLEGE VIEW - SOUTH PLATTE RECOMMENDATIONS

QUALITY OF LIFE  
INFRASTRUCTURE

CV-6

POLICY

OUTCOMES BACKGROUND

### **Access and service to the Hadley Branch library should be improved College-View South Platte Residents.**

*The Hadley Branch Library is located just outside of the northwest corner of the College View-South Platte neighborhood. Although there is library near to the neighborhood, many residents feel that this is a missing service in their neighborhood.*

- A. Denver Public Library should raise awareness of the Hadley Branch library and its resources in the College View-South Platte neighborhood.
- B. Improve wayfinding in the College View-South Platte neighborhood by providing clear directions to the Hadley Branch Library.
- C. Denver Public Library should conduct outreach in the College View-South Platte neighborhood to determine what materials or programming is missing

## 6.3. HARVEY PARK

### 6.3.1. Key Opportunities

**Federal Boulevard as a Transit-Oriented Corridor:** Federal Boulevard should prioritize pedestrian safety and comfort in conjunction with major investments in bus rapid transit.

**Housing Supply:** In order to address housing shortages and provide people with more transportation options, duplexes and townhomes should be allowed as a transition toward Federal Boulevard, coupled with the Federal Boulevard bus rapid transit line, affordability and anti-displacement measures, and design that is compatible with the existing neighborhood.

**Preserving Neighborhood Character:** Recognize and preserve exemplary midcentury modern architecture in Harvey Park.

**South Sheridan Revitalization:** Revitalize the South Sheridan Shopping Center, which should evolve into a mixed-use center that includes a mix of housing types, retail, restaurants, other commercial uses, and communal spaces or parks.

**Bike Network Improvements:** Improve bicycle and micromobility connectivity and provide seamless, safe, and accessible connections to reach key places like transit lines, shopping areas, and parks by building out the planned Denver Moves: Bikes recommended bikeway network. See Policy M2.

**Transit:** Improve transit frequency, reliability, and accessibility by ensuring high quality design and appropriate busway improvements along S Federal Blvd., and S Sheridan Blvd. To be a Bus Priority corridor. See Policy M3.

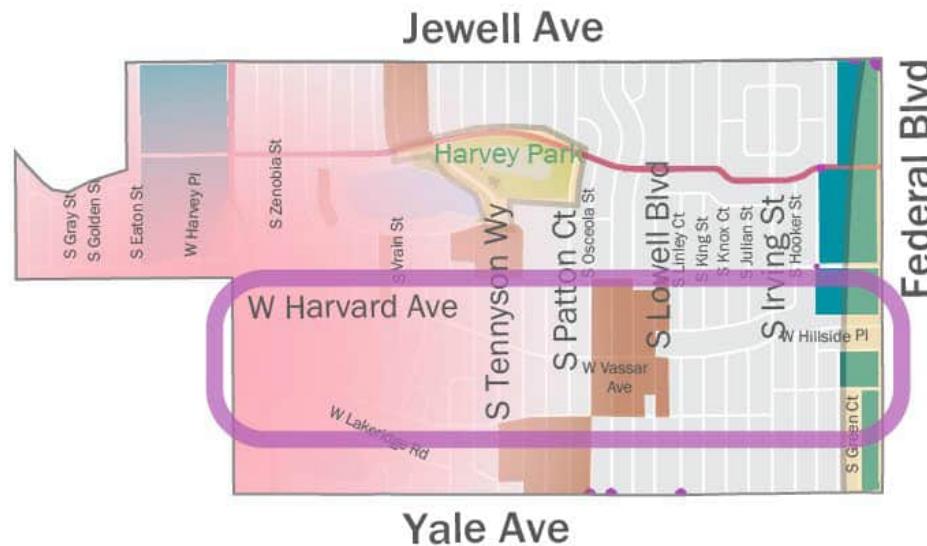
**Traffic Calming:** Slow and reduce traffic speeds along neighborhood streets, especially W Evans Ave., S Tennyson Way, and S Lowell Blvd. See Policy M4.

**Pedestrian Safety:** Improve pedestrian safety along high-injury network and intersections and explore implementing appropriate crossing treatments near Harvey Park and Harvey Park Lake. See Policy M5.

**Park Access:** Residents in western Harvey Park should be able to walk or roll to a park within 10 minutes of their homes.

**Harvard & Vassar Greenway:** A greenway on Harvard and Vassar should include additional landscaping and create more space for bicyclists and pedestrians, while still allowing vehicular access. This will better connect Harvey Park to the West Harvard Gulch Trail and the Denver's larger trail network.

# Harvey Park



## Legend

- Parks & Open Space
- Lake or Pond
- SW Plan Area Boundary
- Stream, Creek, or River
- Pedestrian Priority Areas
- DOTI Planned Pedestrian Improvements
- Harvard/Vassar Greenway
- Community and Regional Center
- Mid-Century Modern Homes
- Park Access Priority



## 6.3.2. Neighborhood Character

### DEVELOPMENT PATTERNS AND CONNECTIVITY

Harvey Park is bound to the north by Jewell Avenue, to the east by Federal Boulevard, to the south by Yale Avenue, and to the west by the City's boundary with Lakewood. A commercial corridor makes up the east edge of the neighborhood, and commercial development on Sheridan Boulevard separates residential development in Harvey Park's northwest corner.

Harvey Park has only a single alley and narrow, rectangular, curvilinear blocks. The area has north/south and east/west streets that mostly intersect at right angles, though many are modified with gentle curves and terminate at T-intersections. Sidewalks are less than five feet wide and do not meet accessibility standards.



### PARKS, OPEN SPACE, AND LANDMARKS

Harvey Park Recreation Center and Harvey Park are situated in the northwest quadrant of the neighborhood. The area does not have any Denver-designated landmark. The privately owned Wolcott Lake is in the southwest corner of the neighborhood, near the intersection of W Yale Avenue and S Sheridan Boulevard.



### RESIDENTIAL CHARACTER

Homes in Harvey Park feature a variety of styles that have historically been popular for middle-class families since the neighborhood was annexed into Denver in 1954. Most of Harvey Park's residential areas are single-unit detached homes, with some multi-unit development on Federal Boulevard and west of Sheridan Boulevard.

- Most homes are one story with brick exteriors
- Many have gable roofs and recessed, covered porches
- Homes have large setbacks, front yards and driveways that extend to an attached garage or the side of the structure



### 6.3.3. Land Use & Built Form



## HARVEY PARK RECOMMENDATIONS

### LAND USE & BUILT FORM

HP-1

**"Offer comfortable, family friendly living at more attainable prices for renters and homebuyers. Neighborhoods in Far Southwest Denver should retain their established residential character while thoughtfully integrating small-scale multi-unit housing or allowing smaller lots." (See L4.)**

*Harvey Park has more single-unit residential units than any other neighborhood in Far Southwest. The Federal Boulevard bus rapid transit line presents an opportunity to allow some additional housing options in those areas near Federal Boulevard.*

A. Zoning regulations will allow some additional housing options between S Irving Street and S Federal Boulevard, like townhomes and duplexes, to serve as a transition between the low-density residential neighborhood once anti-displacement tools or programs are in place.

HP-2

**"The unique architectural and cultural heritage of Far Southwest will be recognized and protected" (see Land Use policy L2).**

*The Cliff May, Burns Modern, and Carey Holiday homes in the Harvey Park neighborhood are notable examples of mid-20th century ranch-style architecture, which became popular during the post-World War II suburban expansion. These homes are significant for their representation of the contemporary design trends of the era. Historic Denver recognized their importance by conducting a pilot survey of these homes, helping to preserve the neighborhood's architectural history.*

A. The mid-century modern Cliff May, Burns Modern, and Carey Holiday homes represent an important part of Far Southwest Denver's history. These homes should be recognized for their contributions to neighborhood character, and the integrity of their character-defining features should be preserved

## 6.3.4. Quality of Life

### HARVEY PARK RECOMMENDATIONS

QUALITY OF LIFE

HP-3

POLICY

**"Parks and recreation centers in Far Southwest should be easy for everyone to reach and designed to meet the needs of all residents." (See Q1).**

OUTCOMES BACKGROUND

Many Harvey Park residents say their neighborhood parks are their favorite part of living in Far Southwest. However, there is a noticeable gap in park access for residents that live in the western portion of the neighborhood – in particular for people who live west of S Sheridan Boulevard. Furthermore, many residents have expressed a desire for increasing the number of community events in parks.

- A. The park system in Harvey Park should better serve community needs by:
  1. Develop a new park or green space to improve parks access for Harvey Park residents who live near S Sheridan Boulevard. Redevelopment of the South Sheridan Commercial Center could provide a park for this area. (See South Sheridan Focus Area).
  2. The City and County of Denver should work with non-profits, civic groups, and registered neighborhood organizations to host events in parks.
3. Parks should include facilities that would help with hosting events, like running water and a flexible layout.

- B. Improve connectivity to the Far Southwest trail network by creating a greenway on W Harvard Avenue and/or W Vassar Avenue. The greenway should prioritize creating more space for people to walk, roll, and bike, and improved landscaping, and slower vehicle speeds. The greenway should meet Federal Boulevard near the trailhead to the West Harvard Gulch Trail and should include a crossing to better connect Harvey Park to the regional trail network.

# HARVEY PARK

## RECOMMENDATIONS

### QUALITY OF LIFE

HP-4

POLICY

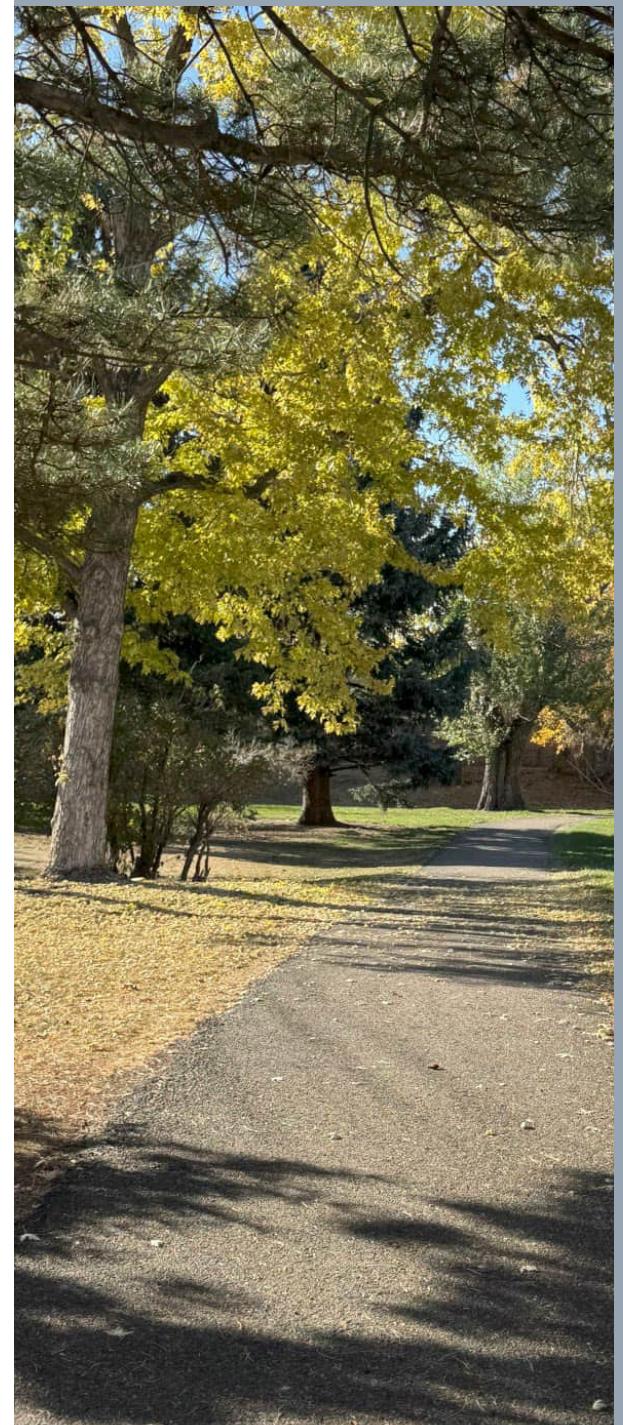
**"Far Southwest should be an environmentally sustainable and resilient community. Reduce flooding and pollutants from South Platte River and nearby tributaries." (See Q3)**

BACKGROUND

*Background: Much of Harvey Park drains into West Harvard Gulch, a tributary of the South Platte River. West Harvard Gulch runs underground beneath W Harvard Avenue, before turning south on S Irving Street, then proceeding east underneath W Vassar Avenue.*

OUTCOMES

- A. West Harvard Gulch's water quality should be improved by implementing green infrastructure within its drainage area on S Irving St, W Harvard/Vassar Avenues, S Osceola Street, and S Patton Court.
- B. The risk of flooding should be mitigated on S Tennyson Way next to Harvey Park.



# HARVEY PARK

## RECOMMENDATIONS

HP-5

FOCUS AREA: SOUTH  
SHERIDAN COMMERCIAL  
CENTER

POLICY

The South Sheridan Commercial Center will transform into a vibrant, mixed-use neighborhood, with a focus on increasing residential density to support the vitality of local businesses. By creating more housing options, the area will generate a steady customer base for both legacy businesses and new retail establishments. This revitalized center will combine diverse residential spaces, a variety of businesses, and welcoming public areas, all while promoting accessibility, walkability, and community.

BACKGROUND

*The South Sheridan Commercial Center has great opportunity to better serve the needs of the Far Southwest community. Significant prior work has been done to identify challenges and opportunities for the center, including an Urban Land Institute Technical Advisory Panel report in 2017 and a market study in 2019. Today the center is entirely automobile oriented, has no public spaces, few trees and landscaping, and substandard sidewalks. There is also an opportunity for improved connectivity to surrounding residential areas. Integrating community gathering spaces with commercial and residential uses will help to create vibrant community center that meets neighborhood priorities and address gaps in park access.*

OUTCOMES

### A. A Revitalized and Diverse Commercial Hub:

The South Sheridan Commercial Center businesses, from long-standing, legacy shops to new local stores, should meet the everyday needs of residents. A variety of housing types should be built, increasing residential density and supporting the demand for retail, creating a lively and sustainable center that serves both existing and new residents.

### B. Creating a Welcoming and Active Community Space:

The center will feature a variety of gathering spaces, designed to be comfortable, safe, and inviting for people of all ages. New buildings should be thoughtfully placed to create well-defined public areas, with open spaces, pedestrian-friendly streets, and shaded areas that encourage people to linger and socialize. These areas should include human-scale elements like balconies and awnings, ensuring an interesting street-level experience.

### C. Improved Connectivity and Accessibility:

The center will improve pedestrian, bicycle, and transit access, creating an internal network of streets that logically connect to surrounding areas. The intersection of W Evans Avenue and S Sheridan Boulevard has potential as a hub for transportation,

with safe crossings, clear wayfinding, and improved streetscapes for people walking, biking, or taking transit. The layout will prioritize easy movement for everyone, with safety improvements like reduced curb cuts on S Sheridan Boulevard.

### D. A Vibrant, Walkable “Festival Street” and Public Spaces:

A new east-west street, designed as a “festival street,” could become the heart of the center’s public spaces, offering room for events, outdoor markets, and other celebrations. This street will be lined with mixed-use buildings that include retail spaces, creating a vibrant and pedestrian-friendly atmosphere. Including a pocket park could provide a shaded area with a playground, public art, and a plaza for community gatherings.

### E. Sustainable Development with Green Spaces:

The center will integrate green infrastructure and sustainability into its design, including planting trees, adding green spaces, and improving stormwater management. These green areas will help reduce heat in the summer and make the environment more comfortable, while also enhancing the ecological health of the surrounding area.

### F. Smart Parking Solutions:

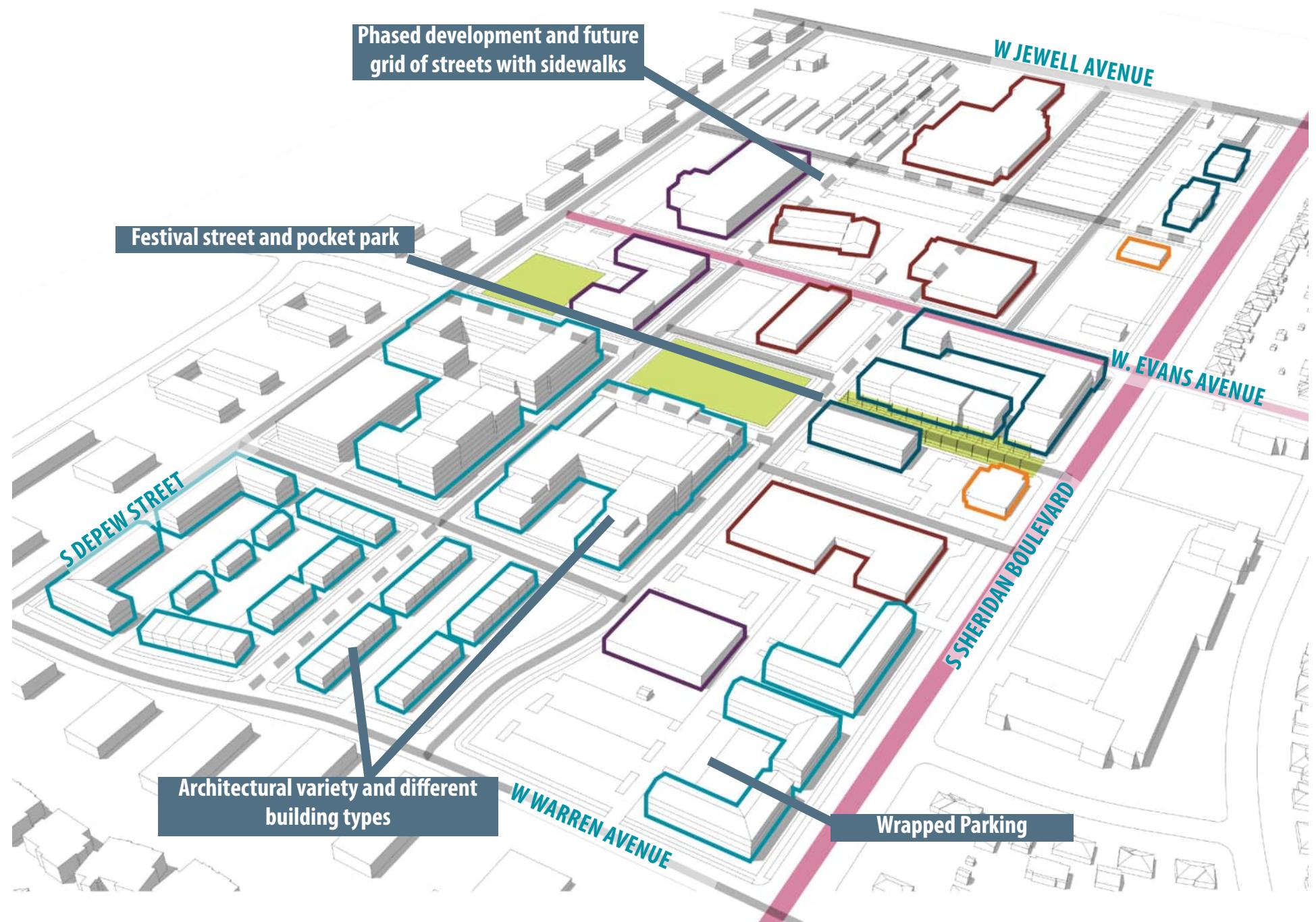
The center will implement strategies to manage parking efficiently, ensuring that there’s enough space for visitors and residents without overwhelming the area. Shared parking agreements and parking management strategies will reduce the amount of parking space needed, allowing more room for community-focused spaces like plazas and green areas.

### G. Celebrating Local Culture and Identity:

The revitalized center will incorporate cultural and community identity elements, such as street furniture, public art, and signage that reflects the character of the area. These elements will make the center feel more welcoming and create a stronger sense of place, encouraging private investment and local pride.

## CONCEPT

The rendering on the following page depicts a concept for how the South Sheridan Commercial Center could change over time. It includes a mix of uses and an internal network of roads. This is one potential scenario and does not necessarily prescribe a specific development program for the South Sheridan Commercial Center..



## 6.4. HARVEY PARK SOUTH

### 6.4.1. Key Opportunities

**Federal Boulevard as a Transit-Oriented Corridor:** Federal Boulevard should prioritize pedestrian safety and comfort in conjunction with major investments in bus rapid transit.

**Loretto Heights:** The Loretto Heights campus should be a major community hub, including for arts and culture, community services, social and recreational spaces, education, and housing.

**Housing Supply:** In order to address housing shortages and provide people with more transportation options, duplexes and townhomes should be allowed as a transition toward Federal Boulevard, coupled with the Federal Boulevard bus rapid transit line, affordability and anti-displacement measures, and design that is compatible with the existing neighborhood.

**Bear Valley Shopping Center:** Bear Valley shopping center should continue to host major commercial anchors, but evolve to include a mix of housing, improved pedestrian circulation, trail-oriented development, and public spaces.

**Bike Network Improvements:** Improve bicycle and micromobility connectivity and provide seamless, safe, and accessible connections to reach key places like transit lines, shopping areas, and parks by building out the planned Denver Moves: Bikes recommended bikeway network. See Policy M2.

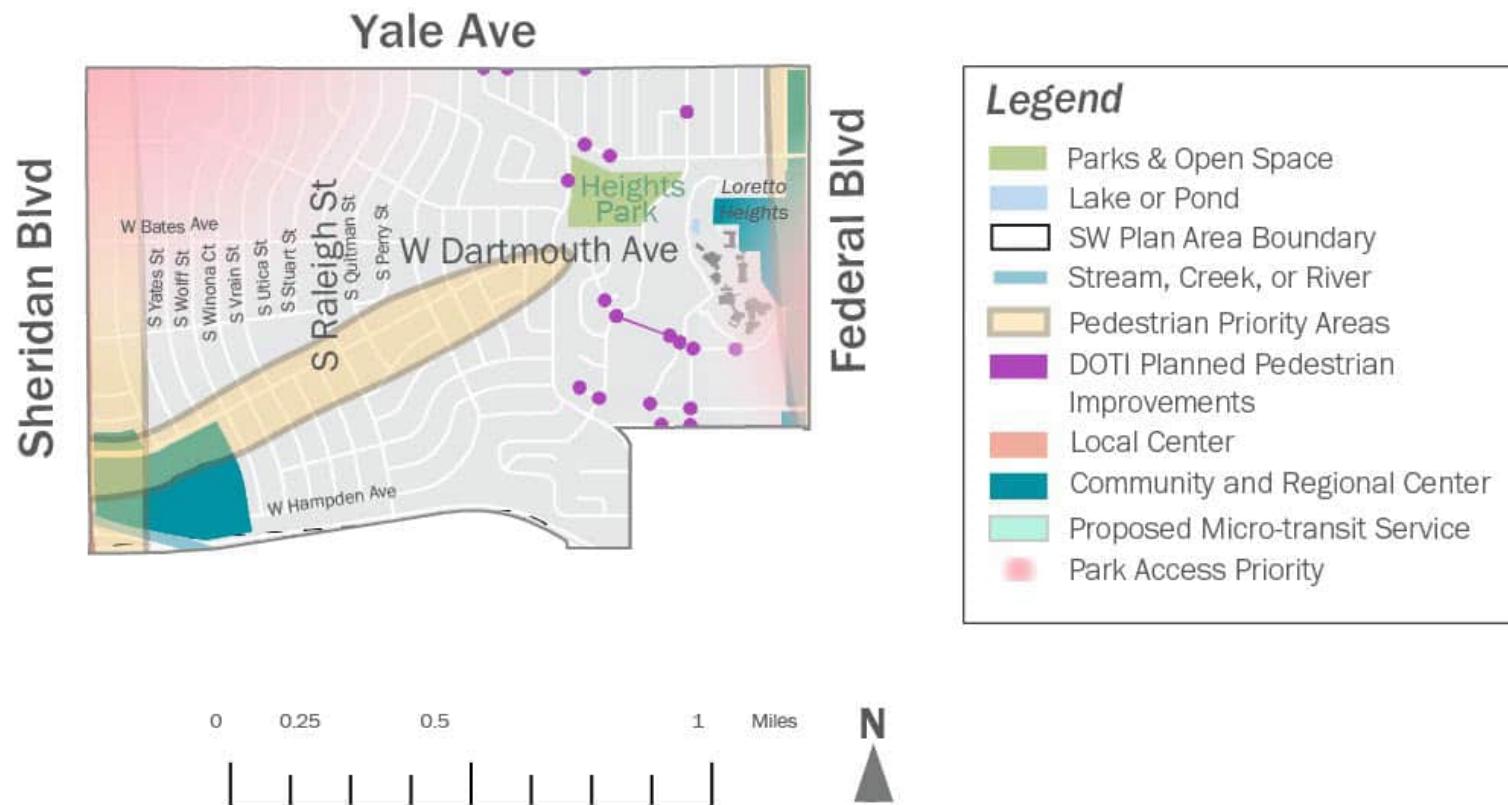
**Transit:** Improve transit frequency, reliability, and accessibility by ensuring high quality design and appropriate busway improvements along S Federal Blvd. and S Sheridan Blvd. To be a Bus Priority corridor. See Policy M3.

**Traffic Calming:** Slow and reduce traffic speeds along neighborhood streets, especially W Yale Ave., W Dartmouth Ave., and S Lowell Blvd. See Policy M4.

**Pedestrian Safety:** Improve pedestrian safety along high-injury network and intersections, and explore implementing appropriate crossing treatments along S Sheridan Blvd. See Policy M5.

**Park Access:** Ensure that residents that live in northwest Harvey Park South are able to walk or roll to a park or recreation center within 10 minutes from their home.

# Harvey Park South



## 6.4.2. Neighborhood Character

### DEVELOPMENT PATTERN AND CONNECTIVITY

The Harvey Park South neighborhood is bound to the north by Yale Avenue, to the south by Highway 285, to the east by Federal Boulevard, and to the west by Sheridan Boulevard. It is surrounded by arterials on its south, east, and west borders, with some pockets of commercial development near the intersection of Sheridan Boulevard and Highway 285 and along Federal Boulevard.

The neighborhood has long curvilinear blocks and only two alleys. Most north/south streets extend from one side of the neighborhood to the other, and east/west streets frequently terminate into T-intersections. This pattern continues until streets reach the Loretto Heights campus, a large development on the east side of the neighborhood. Sidewalks have widths narrower than five feet and do not meet accessibility standards.



### PARKS, OPEN SPACE, AND LANDMARKS

Bear Creek Trail crosses through the southwest corner of the neighborhood before passing under Highway 285 and connecting to Bear Creek Park in the Fort Logan neighborhood to the south. Loretto Heights Park is located on the northwest side of the Loretto Heights campus, and Pancratia Hall on the Loretto Heights campus is a designated Denver landmark. The Loretto Heights development agreement requires that the Loretto Height Academy and Chapel, as well as the Priest's House also be designated Denver landmarks.



### RESIDENTIAL CHARACTER

Harvey Park South homes are detached single-unit residences. There are some multi-unit residential complexes along Federal Boulevard and around the Loretto Heights campus.

- Single-story brick homes are most common
- Homes have large front yards, driveways, and attached garages
- Most homes have roof overhangs and small front porches



## 6.4.3. Land Use & Built Form



### HARVEY PARK SOUTH RECOMMENDATIONS

#### LAND USE & BUILT FORM

HS-1

POLICY

**“Offer comfortable, family friendly living at more attainable prices for renters and homebuyers. Neighborhoods in Far Southwest Denver should retain their established residential character while thoughtfully integrating small-scale multi-unit housing or allowing smaller lots.” (See L4)**

OUTCOMES BACKGROUND

*Harvey Park South has among the highest percentage of single-unit residential housing in Far Southwest, and few options for missing middle housing. With bus rapid transit service coming to Federal Boulevard, there is an opportunity to allow for missing-middle housing near Federal Boulevard.*

- A. Duplexes and townhomes should be permitted on S Grove Street and S Green Court, where new residents will have convenient access to high-capacity transit on Federal Boulevard and also where it can serve as a transition from low density residential areas once anti-displacement tools or programs are in place.
- B. New missing middle housing should be sensitive to the architectural context of the area by having setbacks consistent with single unit housing on the same street and using similar materials to existing nearby housing.
- C. Townhomes at the Loretto Heights campus add new housing choices to the Harvey Park South neighborhood, offering access to parks, local amenities, and future bus rapid transit service.
- D. Preservation of historic buildings - such as at the Loretto Heights campus - can contribute toward housing affordability in the Harvey Park South neighborhood.

## 6.4.4. Quality of Life

### HARVEY PARK SOUTH RECOMMENDATIONS

#### QUALITY OF LIFE

HS-2

POLICY

**"Parks and recreation centers in Far Southwest should be easy for everyone to reach and designed to meet the needs of all residents." (See Q1)**

BACKGROUND

*Harvey Park South is primarily served by the Loretto Heights Park, although some sports fields and play equipment are available for the community at Sabin World Elementary.*

OUTCOMES

- A. Loretto Heights Park should be developed as a vibrant community space that offers year-round recreational activities, multi-generational amenities, and accessible connections to the Loretto Heights campus. Enhance Loretto Heights Park with year-round recreational activities and programs that support community needs and desires.
  - 1. Partner with local community organizations and schools like nearby Denver School of Science and Technology (DSST) to support education and recreation programs within Loretto Heights Park.
  - 2. Include play features and seating areas that cater to all ages and abilities, using sustainable materials to ensure the park's longevity and enjoyment.
  - 3. Improve pedestrian and bicycle connections to and from the park to ensure easy access for residents and visitors.
  - 4. The park should be a place where people can walk, jog, observe nature, and socialize, fostering a sense of community and well-being.
- 5. Bear Valley Shopping Center park space – see Focus Area.

- B. Improve Bear Creek Trail:
  - 1. There should be shaded areas along the trails to enhance comfort for users, especially during warmer months.
  - 2. Restrooms along the trail would ensure convenient access to basic facilities for all users.
  - 3. Trails should include dog waste stations to encourage responsible pet ownership and maintain cleanliness along the trails.

## 6.4.5. Quality of Life

### HARVEY PARK SOUTH RECOMMENDATIONS

FOCUS AREA: BEAR VALLEY  
SHOPPING CENTER

HS-3

POLICY

**The Bear Valley Shopping Center will evolve into a vibrant, welcoming hub for the local community, offering a diverse mix of housing businesses, green spaces, and pedestrian-friendly areas. The center will prioritize sustainability, connectivity, and a design that fosters community engagement while ensuring the area is accessible and attractive for everyone.**

BACKGROUND

The Bear Valley Shopping Center, centered on the intersections of S Sheridan Boulevard and W Dartmouth Avenue and located both in the Harvey Park South and Bear Valley neighborhoods, provides for many of the retail needs of Far Southwest residents today. It also includes civic and institutional centers like the Bear Valley Branch Library and a house of worship. Furthermore, it is connected to the regional trail network via the Bear Creek Trail which runs along the south side of the commercial area. However, the area is highly automobile oriented today, with large parking lots separating buildings from the sidewalks, little landscaping, and no outdoor community spaces. It is also entirely commercial today. The area represents an opportunity to create a more complete community center for the surrounding neighborhoods.

OUTCOMES

#### A. Seamless Integration with Nature and Connectivity:

The Bear Creek Trail will be extended west of Sheridan Boulevard, providing a direct connection from the shopping center to the surrounding neighborhood. This will create an uninterrupted flow between the natural environment and daily life, with homes and businesses along the trail offering easy access. The area will be designed with pedestrian walkways and streets that link the center directly to the trail, creating a connected, walkable environment.

#### B. A Diverse Mix of Businesses and Housing:

The shopping center will host a variety of businesses, from larger anchor stores like grocery stores and key retailers that attract shoppers from nearby areas, to smaller, local shops that serve the day-to-day needs of residents. Housing may be located alongside or above businesses in Bear Valley. This mix will help create a lively, sustainable community center that draws both locals and visitors, making the shopping center a central destination in the community.

#### C. Engaging and Attractive Design:

The design will feature a variety of building sizes and styles, creating a visually dynamic and engaging environment. The shopping center will encourage people to explore with ground-floor spaces for retail, dining, and community activities that interact directly with pedestrians. Larger buildings will be designed to avoid a monotonous look by incorporating design elements like balconies, step-downs, and different materials. Surface parking will be located behind buildings, ensuring a pedestrian-friendly atmosphere.

#### D. Walkability and Bicycle Connectivity:

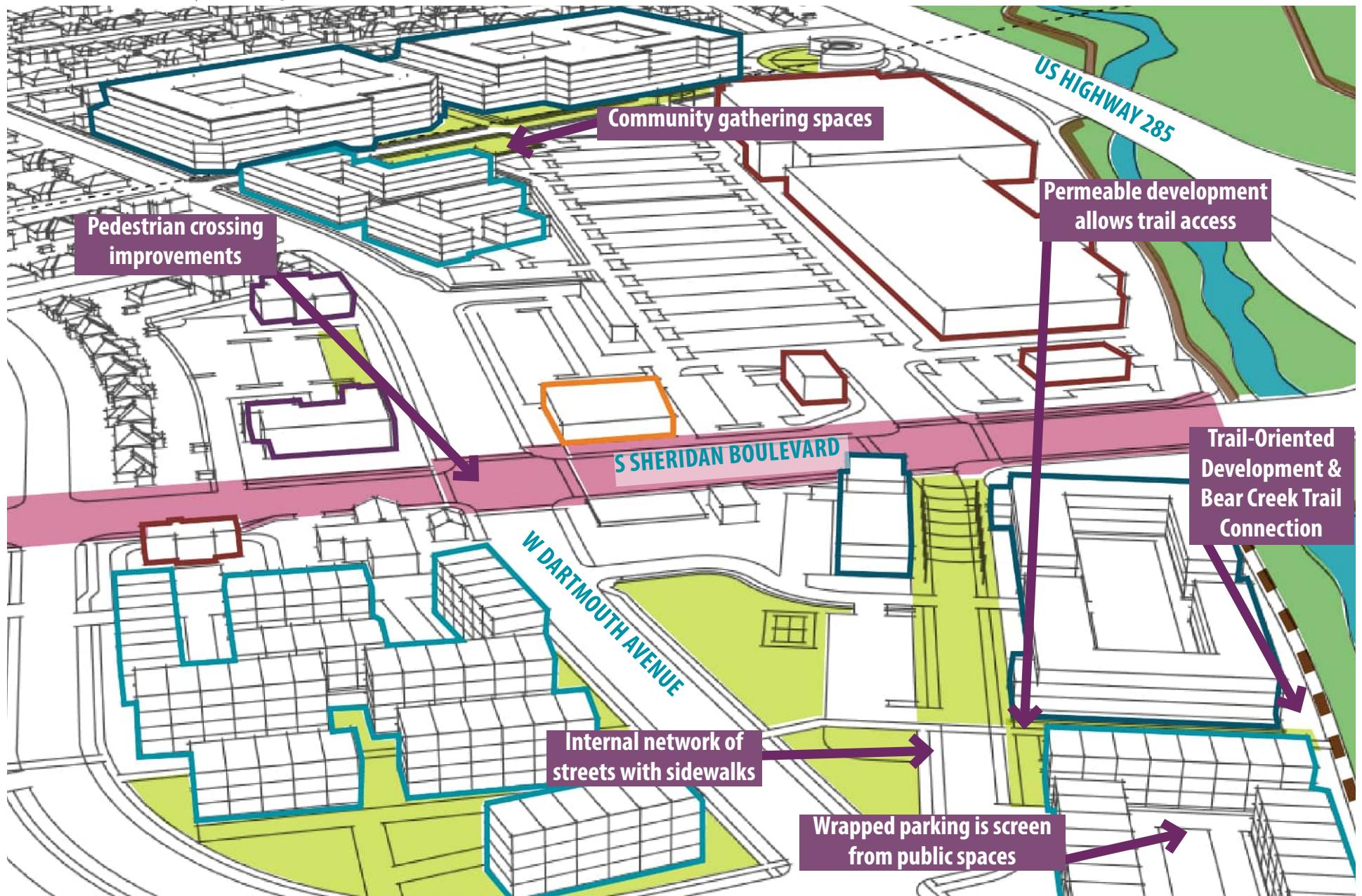
The center will prioritize pedestrian and bicycle access, making it easy to navigate on foot or by bike. A connected street network will integrate the shopping center with the surrounding neighborhood, while pedestrian improvements along Sheridan Boulevard and Dartmouth Avenue will ensure safe and comfortable crossings. Inside the center, walking paths will be clear and free from vehicle conflicts. Parking will be conveniently located but minimized through shared parking strategies that align with demand.

#### E. Environmental Sustainability and Green Spaces:

Sustainability will be at the core of the center's design, focusing on reducing impervious surfaces like asphalt, and introducing more green spaces and landscaping. These efforts will improve the ecological health of Bear Creek and the South Platte River, making the area more attractive and pleasant to live, work, and visit. The center will also incorporate green infrastructure such as stormwater management and shaded landscaping in pedestrian areas, improving both the environmental quality and experience for visitors.

#### F. Enhanced Green Infrastructure and Stormwater Management:

Stormwater will be managed through integrated solutions, such as parks or open spaces that help control runoff and improve the local ecosystem. Landscaping will beautify the center and provide shade, making the space more comfortable during hot summer months. Parking lots will be landscaped to reduce heat and improve the environmental quality of the area.



## CONCEPT

This rendering depicts a concept for how the Bear Valley Shopping Center could change over time. It includes a mix of uses and an internal network of roads. This is one potential scenario and does not necessarily prescribe a specific development program for the Bear Valley Shopping Center..

# 6.5. BEAR VALLEY

## 6.5.1. Key Opportunities

**Bear Valley Shopping Center:** Bear Valley Shopping Center should continue to host major commercial anchors, but evolve to include a mix of housing, improved pedestrian circulation, trail-oriented development, and public spaces.

**Affordability:** Preservation and development of income-restricted affordable housing in Bear Valley is necessary to address affordability challenges confronting current residents.

**Bike Network Improvements:** Improve bicycle and micromobility connectivity and provide seamless, safe, and accessible connections to reach key places like transit lines, shopping areas, and parks by building out the planned Denver Moves: Bikes recommended bikeway network. See Policy M2.

**Transit:** Improve transit frequency, reliability, and accessibility by ensuring high quality design and appropriate busway improvements along S Sheridan Blvd. To be a Bus Priority corridor. See Policy M3.

**Traffic Calming:** Slow and reduce traffic speeds along neighborhood streets, especially W Yale Ave., S Lamar St., W Dartmouth Ave. See Policy M4

**Pedestrian Safety:** Improve pedestrian safety along high-injury network and intersections, and explore implementing appropriate crossing treatments along S Sheridan Blvd. See Policy M5.

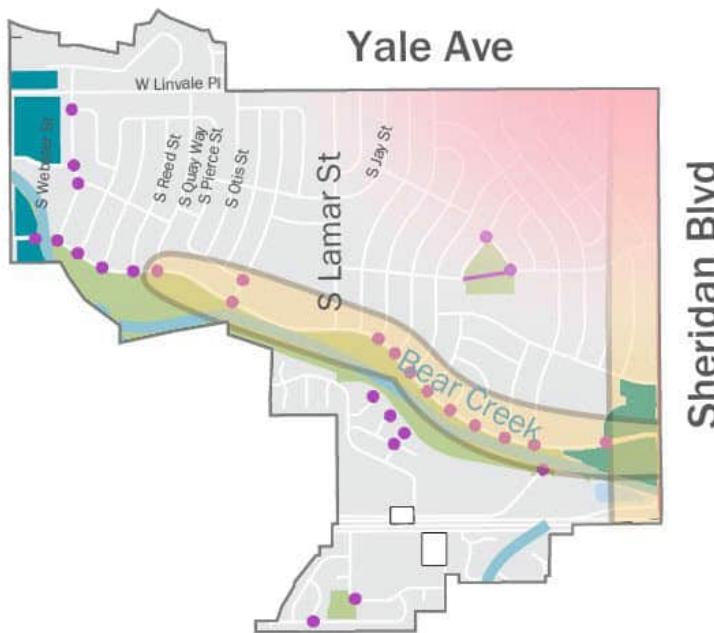
**Park Access:** Ensure that residents in northeast Bear Valley are able to walk or roll to a park or recreation center within 10 minutes of their home.

**Bear Creek Trail:** Bear Creek Trail: Connect Bear Creek Trail to Dartmouth Avenue on the west side of Sheridan Boulevard to allow for trail-oriented development. Businesses that encourage socialization and community like restaurants, cafes, and breweries are encouraged.

Design, lighting, and maintenance should make the trail feel like a welcome and comfortable community space.

**Recreation Center:** Address inadequate recreation center access for Bear Valley residents.

# Bear Valley



## Legend

- Parks & Open Space
- Lake or Pond
- SW Plan Area Boundary
- Stream, Creek, or River
- Pedestrian Priority Areas
- DOTI Planned Pedestrian Improvements
- Local Center
- Community and Regional Center
- Proposed Micro-transit Service
- Park Access Priority

0 0.25 0.5 1 Miles



## 6.5.2. Neighborhood Character

### DEVELOPMENT PATTERN AND CONNECTIVITY

Bear Valley is bordered to the north and west by Denver's boundary with Lakewood, and east by Sheridan Boulevard. The neighborhood's southern boundary follows Highway 285 and then extends further south to Kenyon Avenue after Newland Street. Yale Avenue and Highway 285 are arterials that cut through residential development in the northwest and southeast corners of the neighborhood. A third arterial, Sheridan Boulevard, creates the neighborhood's east edge.

Pockets of commercial development exist along Wadsworth Boulevard and at the intersection of Dartmouth Avenue and Sheridan Boulevard. The southern edge of the neighborhood is dedicated to open space.

Bear Valley was annexed by Denver in 1960 and its suburban-style development pattern is typical of planned communities at the time. The topography of the neighborhood shifts significantly as the terrain slopes toward Bear Creek. North of Bear Creek, the neighborhood has a warped street grid with long, curving blocks and many T-intersections. South of the creek, the curvilinear block pattern disappears, and development is arranged around cul-de-sacs. Sidewalk widths are consistent throughout the neighborhood but do not meet accessibility standards.



### PARKS, OPEN SPACE, AND LANDMARKS

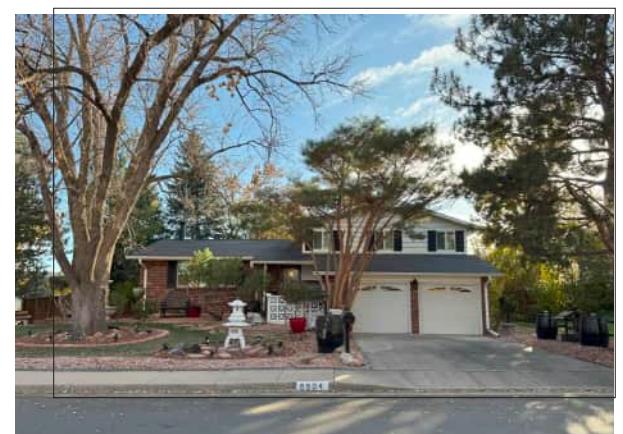
The Bear Creek Trail traverses from the northwest to the southeast of the neighborhood. Bear Valley Park is located along the Bear Creek Trail. Bates and Hobart Park is on the east side, and Jefferson & Kendall Park is on the south side of Highway 285. There are no Denver-designated landmarks in Bear Valley.



### RESIDENTIAL CHARACTER

The Bear Valley neighborhood is primarily developed with single unit detached homes, but also includes multi-unit development at the corner of Yale Avenue and Wadsworth Boulevard, between S Wadsworth Boulevard and S Webster Street and near US Highway 285 west of S Sheridan Boulevard.

- The Bear Valley neighborhood includes a mix of one, one-and-a-half, and two-story homes
- Most residences have combined brick and siding exteriors and gable roofs
- Homes have large front yards and driveways that end at attached garages



## 6.5.3. Land Use & Built Form

### BEAR VALLEY RECOMMENDATIONS

#### LAND USE & BUILT FORM

BV-1

POLICY

**“Residents have access to safe, stable, and affordable housing, especially those most at risk of losing their homes. Designated affordable housing and preservation of naturally occurring affordable housing prevents involuntary displacement and ensures long-term housing stability for households with low- and very low-incomes.” (See L3)**

BACKGROUND

*A high percentage of Bear Valley renters are considered cost-burdened or severely cost burdened. Multi-unit residential and rental units are highly concentrated along Highway 285 and near the intersection of Yale Avenue and Wadsworth Boulevard.*

OUTCOMES

- A. Increase affordable housing in key areas to help more residents live comfortably without overspending on rent. Focus on preserving more affordable rental homes. Build new affordable housing near W Dartmouth Avenue and S Sheridan Boulevard(Bear Valley Shopping Center to provide easier access to public transportation, grocery stores, and other daily needs.
- B. Provision of income restricted housing to accommodate growth in the neighborhood is a high priority for the Bear Valley neighborhood.

## 6.5.4. Quality of Life

### BEAR VALLEY RECOMMENDATIONS

#### QUALITY OF LIFE

BV-2

POLICY

**Parks, trails, and other recreational facilities should be accessible to and meet the needs of all Far Southwest resident (see Quality of Life policy Q1)..**

BACKGROUND

*Bear Creek Trail is a major park for the Bear Valley neighborhood. While the South Denver YMCA is located nearby, the nearest regional recreational center is the Athmar Recreation Center, and the nearest recreation centers are the Harvey Park and Southwest recreation centers.*

OUTCOMES

- A. Along Bear Creek Trail, the installation of dog waste stations, trash cans, and restrooms at key points along the trail to maintain cleanliness and convenience should be prioritized. Additionally, improve safety by adding lighting to ensure users feel secure and regularly clean and maintain the natural areas along the trail. These upgrades will create a more welcoming and functional trail for the community.
- B. Renovate and extend the existing irrigation system to allow for future tree planting to provide shade along Bear Creek Trail south of John F. Kennedy High School to provide cooling and improve the overall comfort for trail users. These trees will enhance the trail experience, especially during warmer months, and encourage more people to use the trail for walking, jogging, and cycling.

## 6.5.5. Bear Valley Shopping Center

Refer to the preceding Harvey Park South section.

## 6.6. FORT LOGAN

### 6.6.1. Key Opportunities

**Quincy and Lowell Local Center:** Preserve the intersection of W Quincy Avenue and S Lowell Boulevard for neighborhood-serving retail and restaurants. If nearby properties redevelop, including additional retail options would be appropriate.

**Colorado Mental Health Hospital Fort Logan:** Preserve Colorado Mental Health Hospital Fort Logan – an important source of employment and an essential service for the region and the state.

**Bike Network:** Improve bicycle and micromobility connectivity and provide seamless, safe, and accessible connections to reach key places like transit lines, shopping areas, and parks by building out the planned Denver Moves: Bikes recommended bikeway network. See Policy M2.

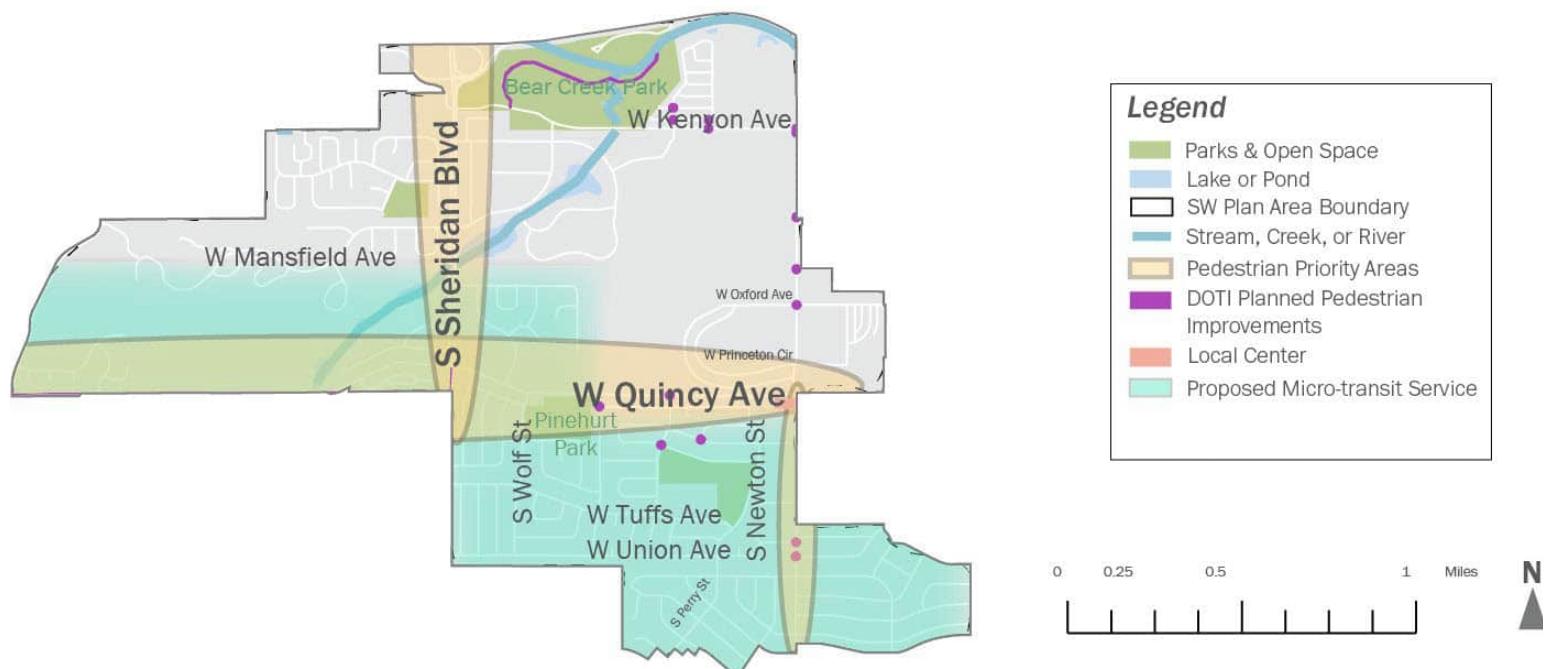
**Transit:** Improve transit frequency, reliability, and accessibility by ensuring high quality design and appropriate busway improvements along S Sheridan Blvd. and partnering with neighboring jurisdictions to provide a microtransit service. See Policy M3.

**Pedestrian Safety:** Improve pedestrian safety along high-injury network and intersections, and explore implementing appropriate crossing treatments along S Sheridan Blvd and W Quincy Ave. See Policy M5.

**Bear Creek Park:** Implement the Bear Creek Park Vision Plan to revitalize the park, enhance recreational opportunities, and preserve natural landscapes.

**Parks and Recreation Centers:** Improving recreation center access is a high priority. Preserve playing fields at the Fort Logan Officer's Quarters for community use.

# Fort Logan



## 6.6.2. Neighborhood Character

### DEVELOPMENT PATTERN AND CONNECTIVITY

Fort Logan's boundaries touch neighboring jurisdictions on most sides. The neighborhood is bound by Highway 285 to the north, Arapahoe County and Bow Mar to the south, the City of Sheridan to the east, and Pierce Way to the west. Quincy Avenue separates Fort Logan from Marston on the western edge. Two arterials run through the neighborhood: Highway 285 defines the area's northern edge and Sheridan Boulevard runs north/south through the middle of Fort Logan.

The north side of the neighborhood is primarily occupied by open space and the Colorado Mental Health Hospital. There is some commercial development at the intersection of Quincy Avenue and Lowell Boulevard.

Fort Logan has large, irregularly shaped blocks and a curvilinear street pattern. Streets frequently terminate at T-intersections or cul-de-sacs and there are no alleys in the neighborhood. Sidewalk widths are fairly consistent but do not meet accessibility standards.



### PARKS, OPEN SPACE, AND LANDMARKS

Fort Logan has four public parks: Bear Creek Park, Pinecrest Village Park, Pinehurst Park, and Bow Mar Heights Park. Additionally, the Bear Creek Trail crosses into the neighborhood at Bear Creek Park and continues east into the City of Sheridan.

Other major open spaces in Fort Logan include the private Pinehurst Country Club golf course, Fort Logan National Cemetery, and the fields at the Fort Logan Field Officer's Quarters. The Field Officer's Quarters at Fort Logan is a Denver-designated landmark.



### RESIDENTIAL CHARACTER

The neighborhood has a mix of low-density residential development with pockets of multi-unit homes along Lowell Boulevard, Quincy Avenue, and Sheridan Boulevard, as well as along Mansfield Avenue within Pinehurst Country Club.

- One-, one-and-a-half, and two-story homes exist throughout the neighborhood
- Brick exteriors with recessed front doors are common and some structures have front porches.
- Driveways are typically located to the side of the structure and a combination of detached and attached garages exists
- Houses typically have large front yards





## 6.6.3. Land Use & Built Form

### FORT LOGAN RECOMMENDATIONS

#### LAND USE & BUILT FORM

##### POLICY

**Fort Logan will have the elements of a complete neighborhood, including some shopping and dining options in the local center at the intersection of W Quincy Avenue and S Lowell Boulevard.**

##### BACKGROUND

Fort Logan consists largely of residential and open space uses. The only commercial properties are located in the small local center at southwest corner of the intersection of Quincy Avenue and Lowell Boulevard. People in Fort Logan, especially the more densely populated portion of the neighborhood in the south, have to leave their neighborhood or the city to shop, eat, or work.

##### OUTCOMES

A. Retail at the corner of W Quincy Avenue and South Lowell Boulevard should continue to serve the Fort Logan Community as a traditional suburban retail center with parking between the sidewalk and buildings.

B. If the senior housing north of W Radcliffe Avenue redevelops, retail is encouraged as part of a mixed-use project to support the existing retail node.

##### POLICY

**Transit stops in Fort Logan on W Kenyon Avenue and S Lowell Boulevard should be comfortable, more easily accessible, and easy to understand.**

##### BACKGROUND

Improving transit stops in Denver often requires coordination among multiple parties, especially when stops are not located on City-owned land. This added complexity affects efforts to enhance transit access near Fort Logan National Cemetery and adjacent land owned by the State of Colorado. Regardless of ownership, updates to transit stops should follow the City's standards and meet community needs.

##### OUTCOMES

A. Coordination between all responsible parties should help improve transit stops to be comfortable, accessible, and easy to understand for residents, patients, visitors, and employees.

## 6.6.4. Quality of Life

### FORT LOGAN RECOMMENDATIONS

FL-3

POLICY

**"Parks and recreation centers in Far Southwest should be easy for everyone to reach and designed to meet the needs of all residents." (See Q1)**

BACKGROUND

The Fort Logan neighborhood is home to several high-quality public parks, including Pinehurst, Bow Mar Heights, Pinecrest Village, and Bear Creek Parks. The Bear Creek Trail, which runs along the northern boundary of the neighborhood, offers recreational opportunities and regional connectivity. The neighborhood also includes large open spaces, some privately owned and others managed by the state or federal government, such as the Pinehurst Country Club, the Fort Logan National Cemetery, the Fort Logan Mental Health Hospital, and land from the former Fort Logan site.

OUTCOMES

- A. Prioritize walking, jogging, nature observation, and biking opportunities within parks and open spaces to create a variety of recreational experiences that meet the diverse needs of the community.
- B. There should be shade trees, restrooms, and trash cans along trails to improve user comfort, cleanliness, and convenience.
- C. To improve safety, better serve park users, and improve the ecological condition of the park, implement the 2023 Bear Creek Park and Open Space Vision Plan.
- D. Recognize and maintain Fort Logan National Cemetery as an important space for honoring those who have served our country, ensuring respectful access and preservation, including maintaining the green parkway on S Sheridan Boulevard.
- E. Preserve the playing fields in front of the Fort Logan Officer's Quarters to maintain valuable open space for recreation and community use.

QUALITY OF LIFE



## FORT LOGAN RECOMMENDATIONS

QUALITY OF LIFE

FL-4

POLICY

**"Adding trees and sustainable landscaping in Far Southwest helps people stay healthy, makes neighborhoods more walkable and attractive, and supports the local environment. The focus on should be on planting in busy areas like shopping corridors and in neighborhoods that haven't had enough investment in greenery." See Q3)**

BACKGROUND

*The Fort Logan neighborhood includes large expanses of turf, between its many parks, Pinehurst Country Club, the Fort Logan National Cemetery, and state-owned land near the officers' quarters.*

OUTCOMES

- A. There should be expanded tree canopy and ecologically sensitive understory plantings along Quincy Avenue between Sheridan and Lowell and intersection of 285 and Sheridan.
- B. Collaborate with the cities of Englewood and Sheridan to implement flood control measures

near the intersections of S Irving and Quincy, and Union and Federal Boulevard, to reduce flood risk and improve community resilience in these areas.  
FL-QOL3: Colorado Mental Health Hospital Fort Logan Mental

FL-5

POLICY

**Colorado Mental Health Hospital Fort Logan (CMHHFL) should continue to be a key employer in the area and play an important role in meeting the mental health needs of the Far Southwest community, as well as the City and County of Denver, and even the broader state of Colorado.**

OUTCOMES

- A. It's crucial that the hospital remains a strong part of the neighborhood, providing essential services and jobs that support both the local economy and mental health care in the region.
- B. The City should collaborate with Colorado Mental Health Hospital Fort Logan for nearby city projects related to infrastructure or parks to ensure that CMHHFL retains its licensing.
- C. The City and County of Denver should partner with the CMHHFL to offer mental health education, awareness campaigns, and services that benefit the local population.
- D. To help Far Southwest high school students explore careers in mental health, local schools should partner with CMHHFL to create internship and mentorship opportunities.

## 6.7. MARSTON

### 6.7.1. Key Opportunities

**Wadsworth Boulevard:** As they redevelop, properties on the west side of Wadsworth Boulevard should include a mix of both housing and commercial uses. While transit service and walkability should improve, this will remain a primarily automobile-oriented area.

**Kipling Local Center:** The local center at S Kipling Street and W Stanford Avenue should continue as neighborhood retail establishments that primarily serve the daily and weekly needs of residents in Marston and other adjacent neighborhoods.

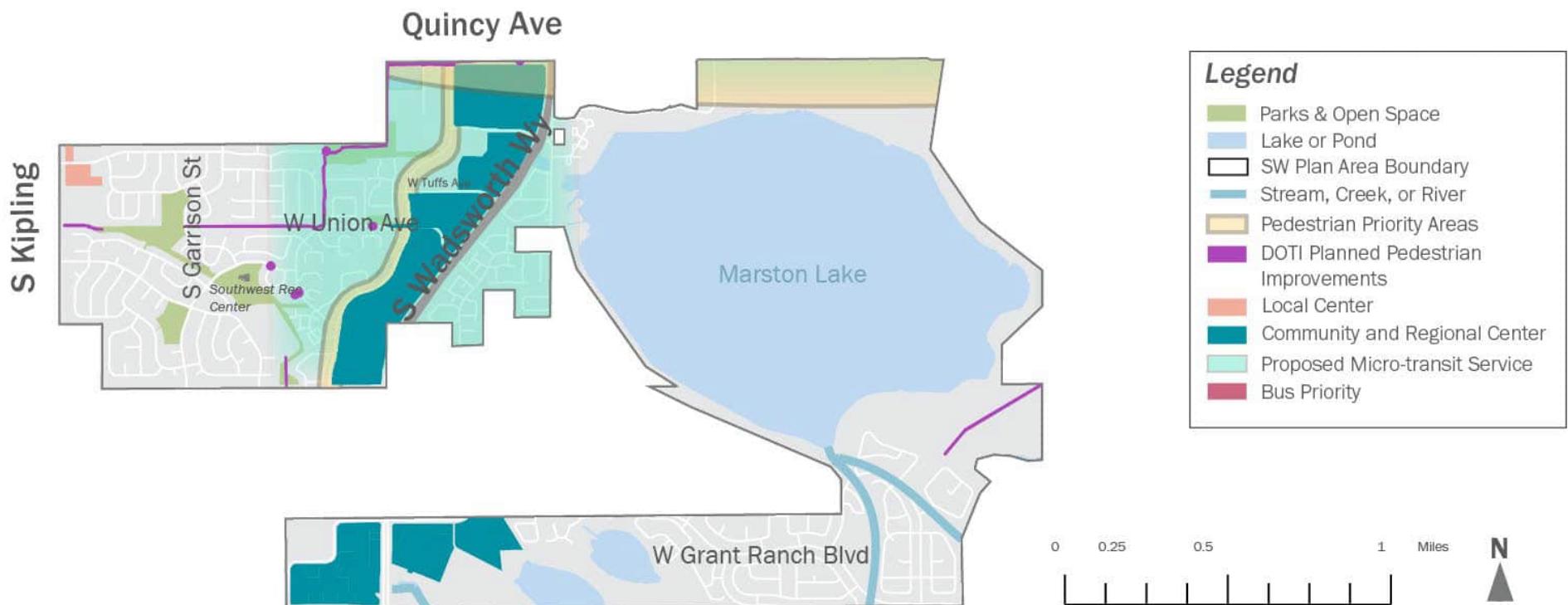
**Housing Affordability:** Fewer households should be cost-burdened or extremely cost-burdened by the cost of housing in Marston. Creating and preserving designated affordable units is a priority.

**Bike Network:** Improve bicycle and micromobility connectivity and provide seamless, safe, and accessible connections to reach key places like transit lines, shopping areas, and parks by building out the planned Denver Moves: Bikes recommended bikeway network. See Policy M2.

**Transit:** Improve transit frequency, reliability, and accessibility by updating Wadsworth Blvd. to be a Bus Priority corridor and partnering with neighboring jurisdictions to provide a microtransit service. See Policy M3.

**Pedestrian Safety:** Improve pedestrian safety along high-injury network and intersections, and explore implementing appropriate crossing treatments along W Quincy Ave. See Policy M5.

# Marston



## 6.7.2. Neighborhood Character

### DEVELOPMENT PATTERN AND CONNECTIVITY

Marston's neighborhood borders are formed primarily by boundaries with neighboring jurisdictions. It is separated from the Fort Logan neighborhood to the north by Quincy Avenue and is bounded by West Cross Drive to the south. At its furthest western extent, it reaches Kipling Street and to the east, it extends to the eastern shore of the Marston Reservoir.

The northeast side of the neighborhood is primarily occupied by Marston Lake. There is commercial development along Quincy Avenue and Wadsworth Boulevard, an arterial that cuts through the west side of the neighborhood.

Marston's street grid is irregular and inconsistent. There are no alleys in the neighborhood and curved streets create circles or end at T-intersections and cul-de-sacs. Sidewalks are consistent widths throughout the neighborhood, but are not wide enough to meet accessibility standards.



### PARKS, OPEN SPACE, AND LANDMARKS

There are eight public parks in Marston, all of which are located West of Wadsworth Boulevard: Garland and Saratoga Park, the park at Southwest Recreation Center, Wagon Trail Park, Garrison & Union Park, Union and Dudley Park, Southwest Auto Park, Stanford and Balsam Park, and Lake of Lakes Park.

Other notable open spaces in the neighborhood include the Marston Reservoir, which has no public access, the northern portions of the Racoon Creek Golf Course, which is private, and the open space south of Marston Reservoir, which is owned by the Town of Bow Mar. There are no Denver-designated landmarks in the Marston neighborhood.



### RESIDENTIAL CHARACTER

The Marston neighborhood is split roughly equally between single-unit residential development in the southern and western portions of the neighborhood, and multi-unit development along Wadsworth Boulevard, S Balsam Way, Kipling Street, and Grant Ranch Boulevard.

- Homes range from one to two-and-a-half stories
- Gable roofs and a combination of brick and siding exteriors are common
- Front doors are typically recessed with few front porches
- Large front yards and front driveways typically end at attached garages



## 6.7.3. Land Use and Built Form Recommendations

### MARSTON RECOMMENDATIONS

LAND USE & BUILT  
FORM

MA-1

POLICY

**The local center at S Kipling Street and W Stanford Avenue should be a community-focused destination offering dining, retail, and entertainment that reflects the character of the Marston neighborhood.**

BACKGROUND

*The local center at S Kipling Street and W Stanford Avenue is a small retail center that is home to a number of local businesses that serve the Marston neighborhood and other nearby communities.*

OUTCOMES

- A. Small and locally owned retail, restaurants, and other businesses should serve the residents of the Marston neighborhood.
- B. The Kipling and Stanford local center should be well integrated with the surrounding community and may be developed with building heights of up to 3 stories.
- C. Any privately-owned publicly accessible spaces on the site should primarily serve to improve the experience of patrons at local businesses.
- D. Buildings should be comfortable to access by walking. To that end they should either be located close to the street, or vehicular pedestrian conflicts should be minimized via pedestrian paths from the sidewalk to businesses.
- E. 9900 Stanford Avenue may be well integrated into a commercial development with the corner lot at W Stanford Avenue and S Kipling St, or it may be developed as residential low-medium of similar scale to the residences to the north and south of the property.

## 6.7.4. Quality of Life

### MARSTON RECOMMENDATIONS

#### QUALITY OF LIFE

POLICY

**"Parks, trails, and other recreational facilities should be accessible to and meet the needs of all Far Southwest residents." (See Q1)**

BACKGROUND

Marston has great access to parks and recreation centers, with the exception of the area between W Crestline Avenue and W Long Drive, at the very southern portion of the neighborhood. Marston also includes the Southwest Recreation Center, which serves the area.

OUTCOMES

- A. Increase the variety of programs and services offered at the Southwest Recreation Center to better meet the recreational and educational needs of residents, ensuring that it serves as a central hub for the community.
- B. Install shade structures, with a focus on trees, and benches along Wagon Trail to improve comfort and accessibility for trail users. These enhancements will encourage more people to utilize the trail for walking, jogging, and relaxation, especially during warmer months.

POLICY

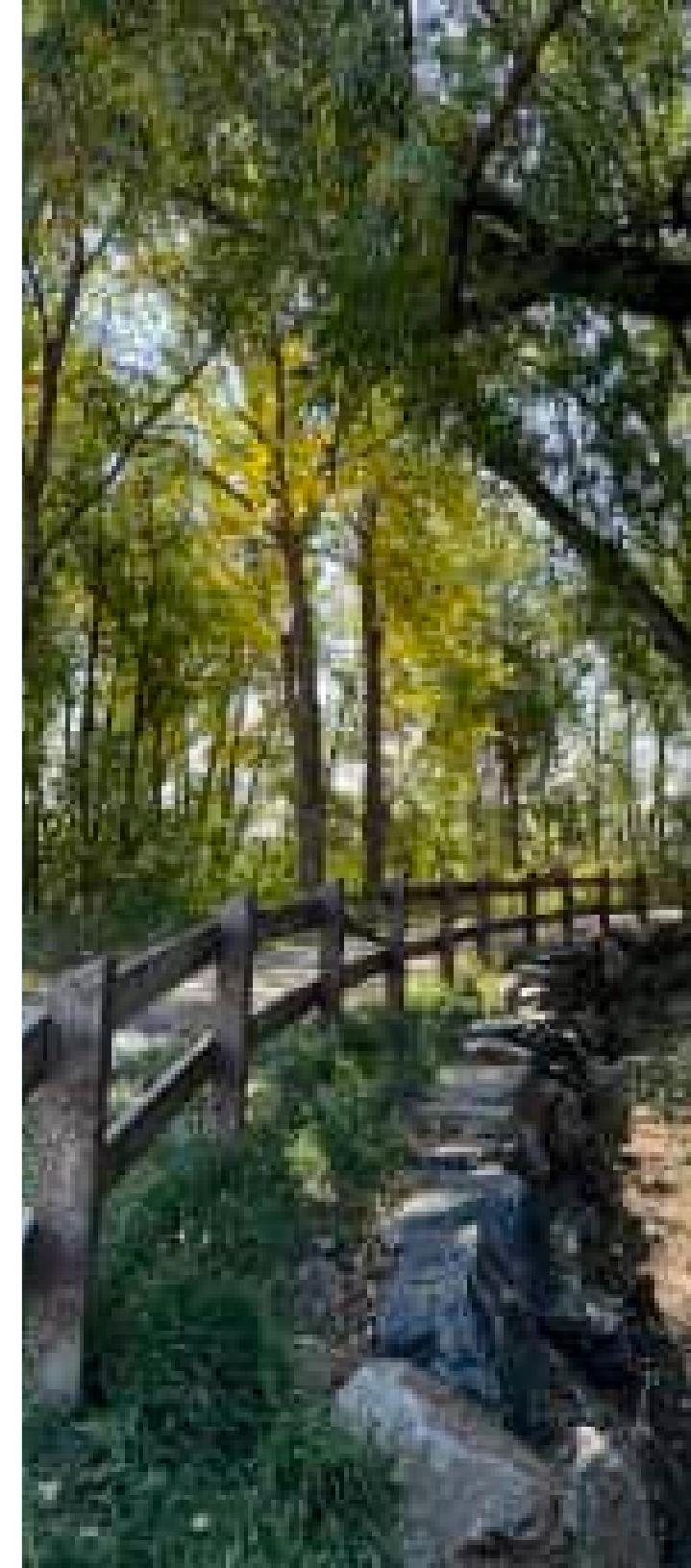
**"Adding trees and sustainable landscaping in Far Southwest helps people stay healthy, makes neighborhoods more walkable and attractive, and supports the local environment. The focus on should be on planting in busy areas like shopping corridors and in neighborhoods that haven't had enough investment in greenery." See Q3).**

BACKGROUND

In Marston, the homes along S Wadsworth Boulevard are at high risk for heat and do not have enough trees. While there are plenty of trees in public parks and on private properties in the residential low areas, there's still a chance to plant more trees on public land. Adding more trees could help lower temperatures, improve air and water quality, and make the neighborhood more beautiful.

OUTCOMES

- A. To help reduce heat, make the area look nicer, and improve water quality, more trees should be added along S Wadsworth Boulevard in public spaces and along the streets.
- B. Trees and sustainable understory plantings should be planted at the Denver Public Schools Glenbrook Greenhouse, especially along the Wagon Trail.



**The area along S Wadsworth Boulevard will become a vibrant, mixed-use destination that blends commercial spaces with residential areas in a way that is convenient, accessible, and welcoming to all. The goal is to create a balanced environment where people can shop, live, and gather, while ensuring the area remains easily accessible by car and retains key large-scale retail businesses.**

*S Wadsworth Boulevard is a major regional road that carries automobile traffic through the area and also connects the neighborhood to the region. Land immediately on the west side of Wadsworth Boulevard is entirely commercial and automobile-oriented today. The area will continue to serve people who drive, but there are substantial opportunities to improve conditions for neighbors that walk and bike. The many large parking lots represent an opportunity for infill development without demolition of existing buildings. Examples of this type of infill can be found nearby in Jefferson County.*

**A. More Housing Options for Residents:**

New housing developments, such as townhouses, apartments, and condominiums, will be added to the area, supporting the retail businesses and helping to create a vibrant, year-round community. These new homes will meet the needs of local families and individuals, contributing to a more active and connected neighborhood.

**B. Horizontal Mixed-Use Development:**

Future developments will focus on a horizontal mix of retail and residential spaces. Retail uses will be concentrated in specific commercial nodes along Wadsworth Boulevard, ensuring these areas remain accessible by car while promoting walkability in nearby spaces for daily needs.

**C. Infill Development on Large Surface Parking Lots:**

Large surface parking lots represent opportunities for incremental development - adding new retail, residential, and community spaces. This can help activate the area, reduce the reliance on parking lots, and make the neighborhood more vibrant and walkable.

**D. Flexible Spaces for Retail and Community Needs:**

As the retail landscape changes, existing big-box stores and larger commercial spaces will be adapted to meet evolving market demands. These spaces will be reconfigured to accommodate smaller retailers or community organizations. Surface parking areas will also be used for events, green spaces, or other community-focused uses.

**E. Adapting to Changing Shopping Trends:**

The area will shift toward more experiential retail, such as outdoor dining, family-friendly spaces, and spots for community gatherings. This change will help the area stay attractive to both local shoppers and visitors, while creating places for activities beyond just shopping.

**F. A Safe, Walkable Area with Slower, Quieter Streets:**

The area will maintain its car accessibility but will also feature new local streets within developments that break up large blocks. These streets will provide slower, quieter routes for walking and cycling, improving the pedestrian experience. New

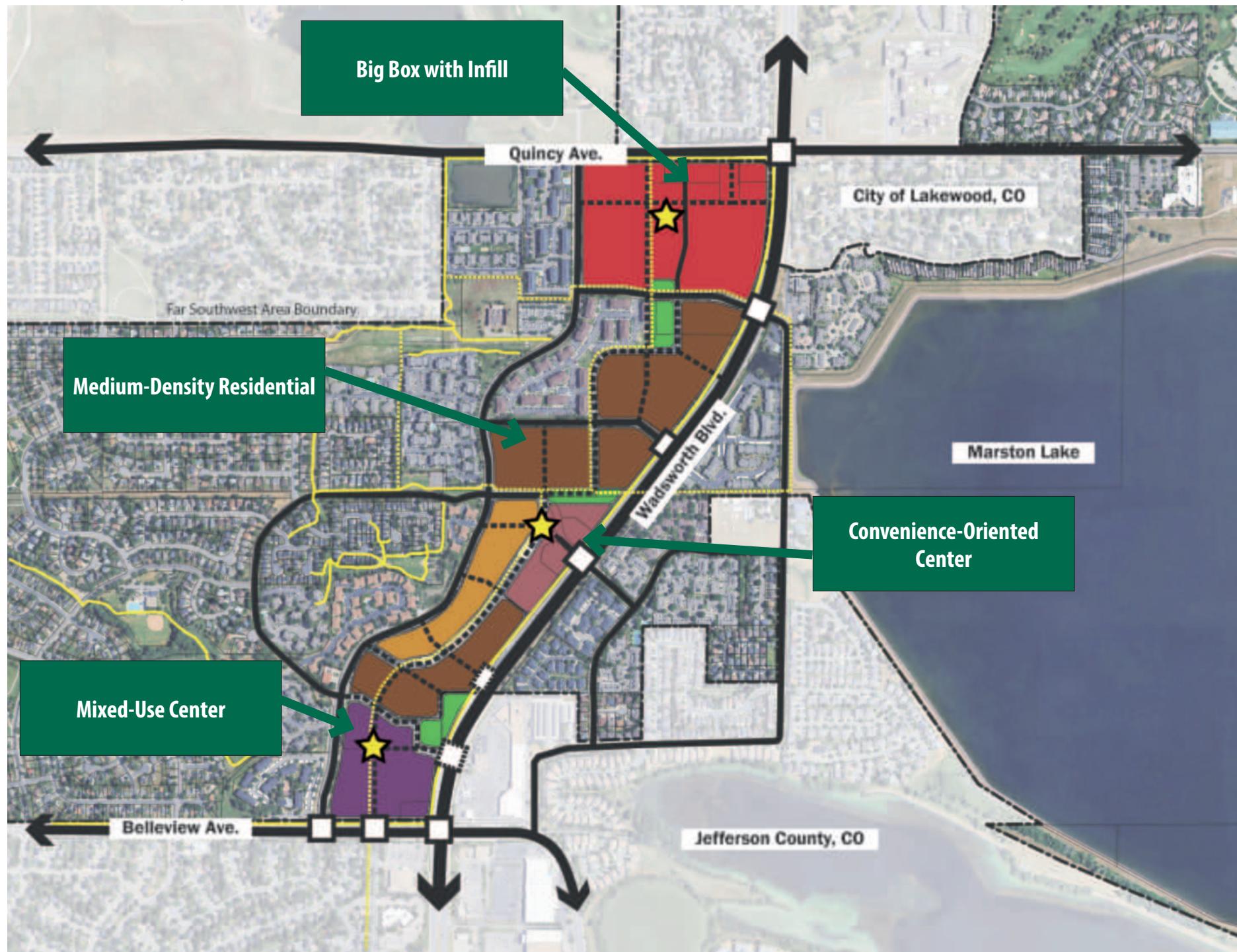
sidewalks, bike paths, and crosswalks will make it easier and safer for everyone to get around, while enhancing the overall walkability of the area.

**G. Better Connections to Green Spaces:**

The area will improve connections to nearby parks, trails, and recreational spaces, making it easy for residents and visitors to walk or bike to green areas. Green infrastructure, such as tree plantings and stormwater management systems, will help make the area more sustainable and livable.

## CONCEPT

The map on the following page depicts a concept for how S Wadsworth Boulevard could change over time. It includes a mix of uses and an internal network of roads. This is one potential scenario and does not necessarily prescribe a specific development program for S Wadsworth Boulevard.



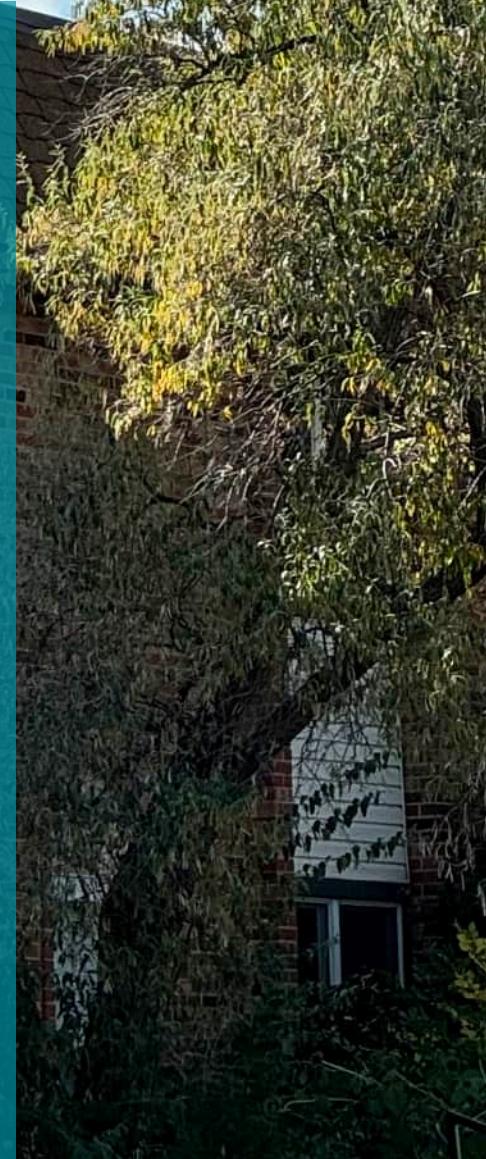
# 7. IMPLEMENTATION

## IN THIS SECTION

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## 7.1. TYPES OF IMPLEMENTATION

### TURNING THE VISION INTO ACTION

The Far Southwest plan lays out the community's vision for the future and includes recommendations to help achieve it. To make that vision reality, these recommendations must be put into action. This section explains the types of implementation tools available, identifies the recommendations that are priorities for implementation, and explains how implementation efforts will be monitored and tracked. Successfully implementing this plan will require the combined efforts of the city, external organizations, and the community.

Implementation activities generally fall into three categories: regulatory changes, public investment, and partnerships. Each fills a different role, but all are necessary to successfully achieve the vision. Implementation priorities have been identified for each implementation type based on community input. The plan policy for each priority is indicated for more information.

#### REGULATORY

Most community development comes from private investment. The City can ensure private investment advances community goals by adopting or amending appropriate regulations. Typical examples include Denver Zoning Code text and map amendments, requirements for infrastructure improvement associated with development projects, and Parks and Recreation rules regarding the provision of parks and open space. Developing these regulations based on the guidance of this plan will involve additional community engagement. Regulatory implementation priorities include:

- Preserve relative affordability and character of Far Southwest neighborhoods. (L4)
- High quality design and public spaces in commercial areas. (L2)
- Landscaping and trees in commercial areas (Q4)

## PUBLIC INVESTMENT

To ensure community members have access to all the amenities that make a complete neighborhood, the City must provide infrastructure and public facilities that complement private investment. Examples include public investment in affordable housing, street reconstruction, bicycle lane installations, new transit routes, park improvements, or new or expanded recreation centers. The City, or other governmental entities, typically take the lead in designing, constructing and funding these projects and may use a variety of public funding mechanisms or partnerships with the private sector. New streets, utilities, open space and other major public infrastructure associated with new development are typically led and funded by private developers or through public-private partnerships (see Partnerships below). Some strategies may require detailed studies and further assessment to identify appropriate solutions that must consider existing and projected mobility demands. These studies will inform future needs and capacities and also determine project costs and funding eligibility. Public investment implementation priorities include:

- Traffic Calming (M4)
- Pedestrian crossing and intersection improvements (M5)
- Social community spaces in commercial areas (Q1.C.)



## PARTNERSHIPS

Over the life of the Far Southwest plan, some goals may be too large for the city or private sector to achieve alone. In these cases, partnerships offer a way to work together to advance community goals. Many partnerships focus on services, with the city working alongside an outside organization to meet community needs. Other partnerships can lead to new infrastructure through public-private financing arrangements. The plan identifies potential partners that could help the city achieve. Partnership priorities include:

- Support small businesses – business incubator (L5)
- Community services at Loretto Campus and Machebeuf hall (Q5)



## IMPLEMENTATION MATRIX

Over the 20-year life of this plan, the city will grow and change. As recommendations are put into action and new circumstances arise, priorities may shift. To reflect this, an implementation matrix appendix lists the current top priorities and will be updated regularly to stay aligned with the community's evolving needs.

The implementation matrix also provides more details on steps to take to accomplish some of the recommendations in this plan, providing additional guidance for the city in implementing the plan's vision.

## SUMMARY OF UPDATES TO BLUEPRINT DENVER

The Far Southwest plan is adopted as a supplement to Comprehensive Plan 2040 and updates Blueprint Denver. It supports the overall vision of Comprehensive Plan 2040 and aligns with Blueprint Denver's approach, including its topics, maps, legend categories, and system hierarchies.

This plan takes a closer, more detailed look at the Far Southwest area and is intended to refine Blueprint Denver's guidance for this part of the city. Where this plan addresses topics also covered in Blueprint Denver, Blueprint's maps should be updated to match the recommendations in this plan, including the following maps:

- Neighborhood Context
- Future Places
- Growth Strategy
- Street Types
- Mobility Chapter (Modal Priorities)

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