

FAR NORTHEAST AREA PLAN

ADOPTED | JUNE 10, 2019

CITY COUNCIL REVIEW DRAFT FOR AMENDMENT

APRIL 8, 2022

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2022 AMENDMENT

The 2019 Adopted Far Northeast Area Plan sets a holistic vision and recommendations for each Far Northeast neighborhood and will continue to provide guidance and support for years to come.

In 2021, an amendment to this plan was initiated to facilitate a large manufacturing campus that was poised to bring over 500 jobs and foster a thriving workplace culture, with cutting-edge facilities attracting local talent. To facilitate this campus sparked the need for a rezoning. While the 2019 adopted plan provided much support for the creation of employment centers, the proposed location for this manufacturing site was identified as a Community Center in the 2019 Adopted Plan, which would not support a rezoning into an industrial mixed-use. Therefore, a plan amendment process was initiated to establish consistency between the employment use and the plan.

The boundary of the amendment was identified by the Large Development Review framework, bounded by Argonne Street to the west, Himalaya Street to the east, 72nd Avenue to the north, and High Point Boulevard to the south.

As mentioned above to support the rezoning efforts a change in place type was needed from Community Center to a Value Manufacturing District to accommodate a manufacturing use. Moreover, the

place type updates impacted mobility networks within the amendment focus area, which were subsequently also amended.

A market analysis was developed for the focus area, which captured a five-mile radius and identified the following key findings:

- » Given the lack of available land in other areas of the city, industrial growth can be expected to develop in areas with greenfields, making this area key for any City industrial strategy.
- » The greenfield sites east and west of Tower Road have strong potential for industrial development.

LETTERS OF ENDORSEMENT



THE HONORABLE
Stacie Gilmore
COUNCILWOMAN DISTRICT 11

City and County of Denver
CITY COUNCIL

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stacie.gilmore@denvergov.org

Dear Community,

I am pleased to formally congratulate and acknowledge the Far Northeast Steering Committee, Denver Community Planning and Development, and most importantly, all our dedicated community members for your participation in the Far Northeast Area Plan Amendment process.

As the City Council representative for District 11, I would like to express my sincere appreciation for our community's commitment to frame an amendment to the Far Northeast Area Plan over these past five months. This process was initiated to facilitate a large manufacturing campus poised to bring over 500 jobs to a cutting-edge facility that fosters a thriving workplace culture and attracts local talent.

The vast greenfield sites north of 64th Avenue provide an opportunity for Denver to retain employment centers that require large footprints for operational needs and ample additional space for expansion. Through the collaborative efforts of various community organizations and residents, we created the guidelines and framework to help set the path for intentional growth and economic development.

I look forward to including your voice and this amendment into our Far Northeast Area Plan to support the future economic growth of District 11 for our residents and neighborhoods!

Sincerely,

Stacie Gilmore

Council President, District 11

A handwritten signature in cursive script that reads 'Stacie Gilmore'.



LETTERS OF ENDORSEMENT



THE HONORABLE
Christopher J. Herndon
 COUNCILMAN DISTRICT 8

City and County of Denver
 CITY COUNCIL

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May 7, 2019

Dear Far Northeast Community,

It has been an honor to represent both Districts 8 and 11 on the Denver City Council. I'm proud of the engagement I've seen from our neighbors and the desire we share to ensure our communities continue to thrive. I'm confident the Far Northeast Area Plan reflects the community's collective values and desires for the future of our neighborhoods.

This plan is the result of over two years of hard work and dedication from you and your neighbors. Community leaders in the Far Northeast worked with neighbors and city planners to create a comprehensive neighborhood plan that will help guide land use and future development for years to come.

Steering Committee members took a deep dive into issues and concerns affecting the Far Northeast. The vision for the Far Northeast Area Plan focuses on a commitment to the area being: equitable, affordable & inclusive, economically diverse & vibrant, environmentally resilient, healthy & active, and having strong & authentic neighborhoods and connected, safe & accessible places.

I believe the Far Northeast Area Plan will help set the course for intentional growth and development that will respect and maintain the rich character of these neighborhoods.

My sincere thanks to everyone who has been involved in this process for your continued commitment to Denver.

Sincerely,

Christopher J. Herndon, MPA
 Denver City Council
 District 8





THE HONORABLE
Stacie Gilmore
 COUNCILWOMAN DISTRICT 11

City and County of Denver
 CITY COUNCIL

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Dear Community:

It is an honor to formally congratulate and acknowledge the Far Northeast Steering Committee, Denver Community Planning and Development and most importantly all our amazing residents for your participation in the Far Northeast Neighborhood Planning Initiative.

As the City Council representative for District 11, I would like to express my sincere appreciation for the dedication of our communities in participating in 18 steering committee meetings, 5 community wide public meetings, and 5 online surveys over these past 20 months to create the Far Northeast Area Plan. Our neighborhoods of Montbello, Parkfield, Green Valley Ranch, High Point and Denver International Airport were robustly represented throughout this entire process.

Through the collaborative efforts of various community organizations and community members, we created the guidelines and framework of what we as a community want to see in the next 20 years.

Behind this area plan, there are vibrant stories, and life changing events from people in our neighborhood who hold a deep sense of pride for where they live. For many years, the leadership provided by community members has been and continues to be an important part of our community.

The Far Northeast has dynamic neighborhoods– strong, proud, and inclusive. One element that continues to be a guiding thread of our community is our determination and perseverance to speak up and ensure that our voices are heard. I look forward to incorporating the elements of our Far Northeast Area Plan into the future planning for our community to ensure it represents the very essence of the people who created it – YOU!

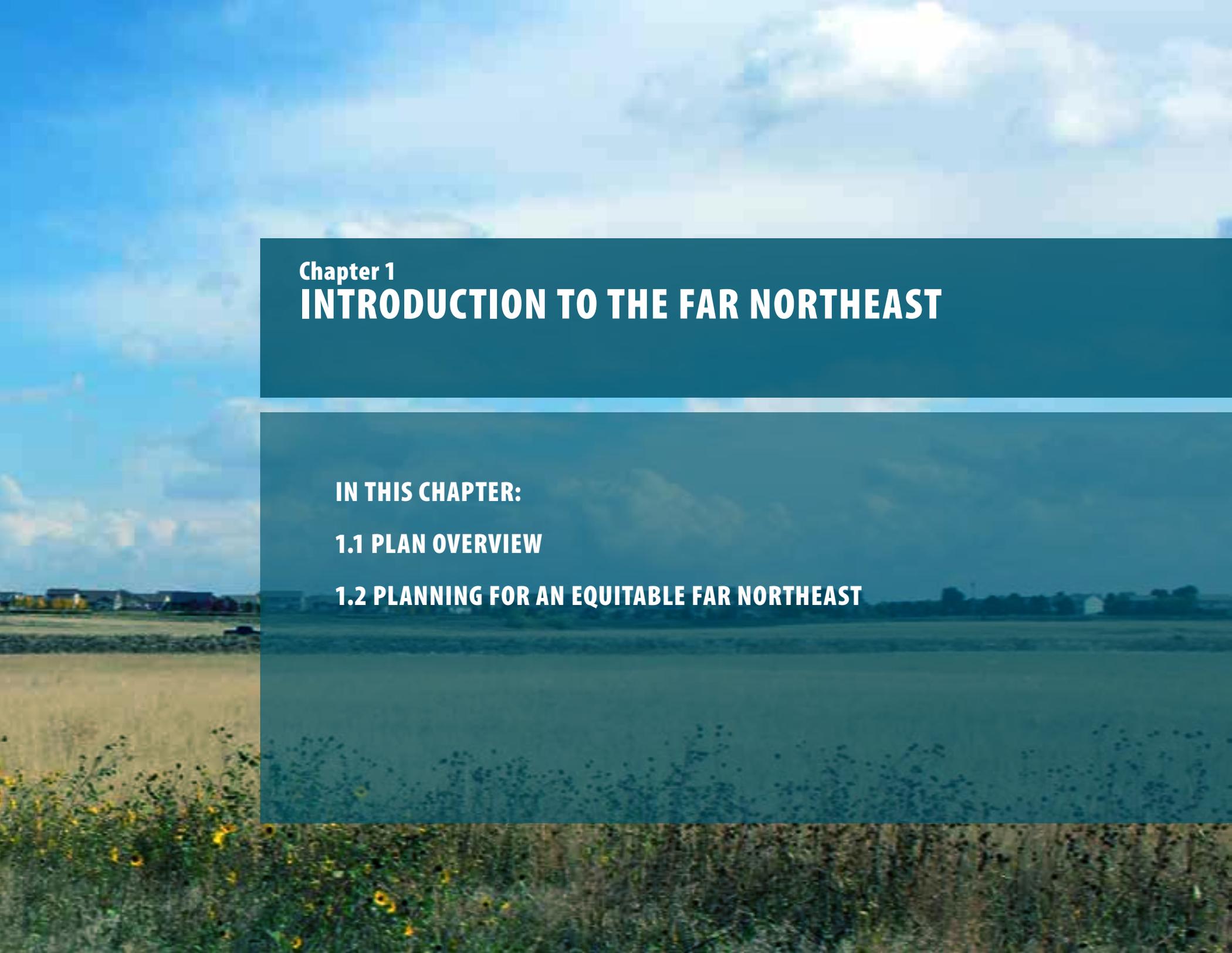
Sincerely,

Stacie Gilmore

Councilwoman District 11, President Pro-Tem







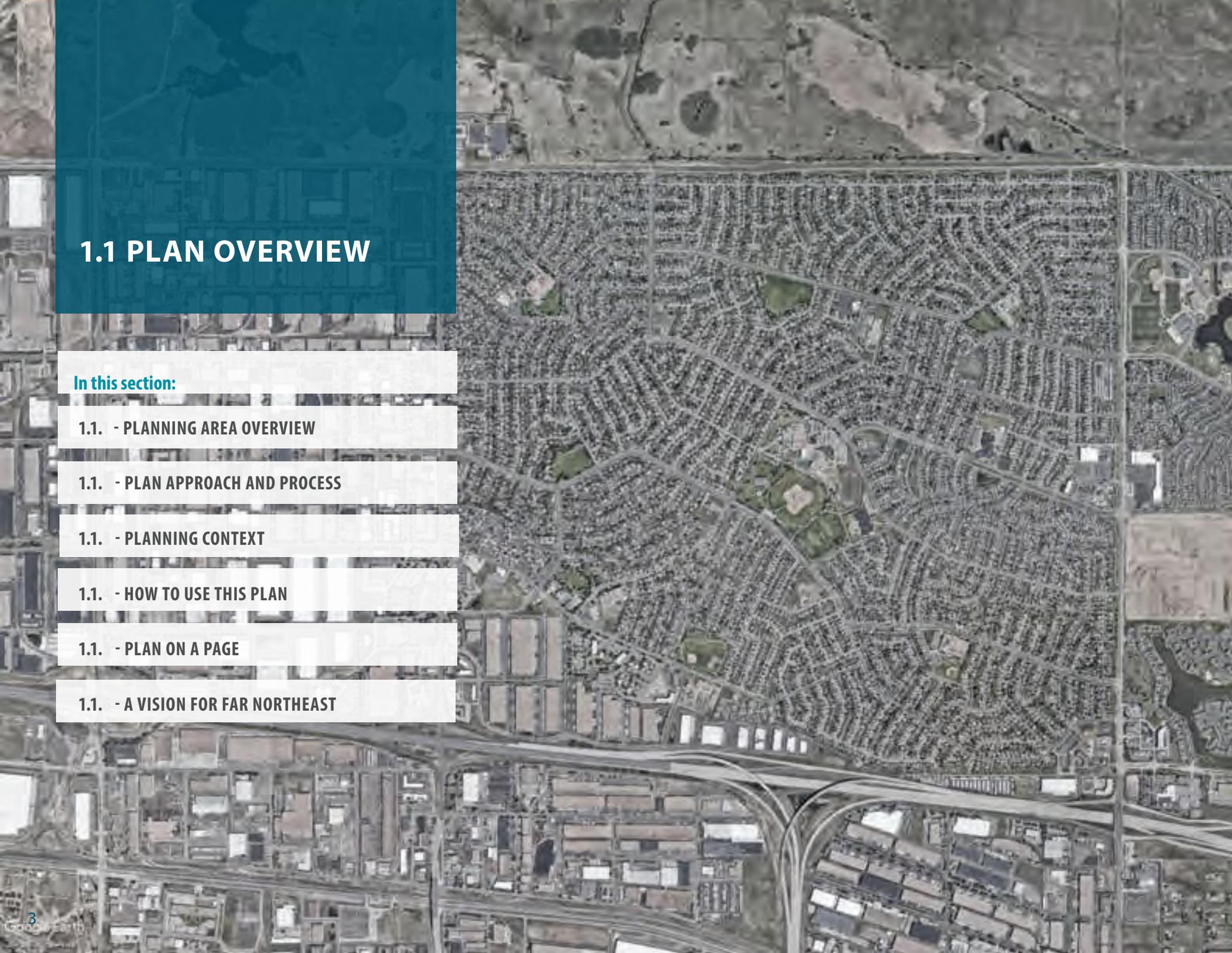
Chapter 1

INTRODUCTION TO THE FAR NORTHEAST

IN THIS CHAPTER:

1.1 PLAN OVERVIEW

1.2 PLANNING FOR AN EQUITABLE FAR NORTHEAST



1.1 PLAN OVERVIEW

In this section:

1.1. - PLANNING AREA OVERVIEW

1.1. - PLAN APPROACH AND PROCESS

1.1. - PLANNING CONTEXT

1.1. - HOW TO USE THIS PLAN

1.1. - PLAN ON A PAGE

1.1. - A VISION FOR FAR NORTHEAST

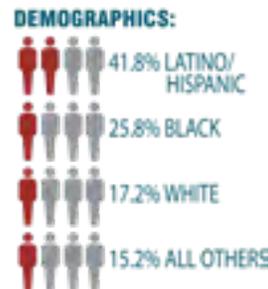
1.1.1 - PLANNING AREA OVERVIEW

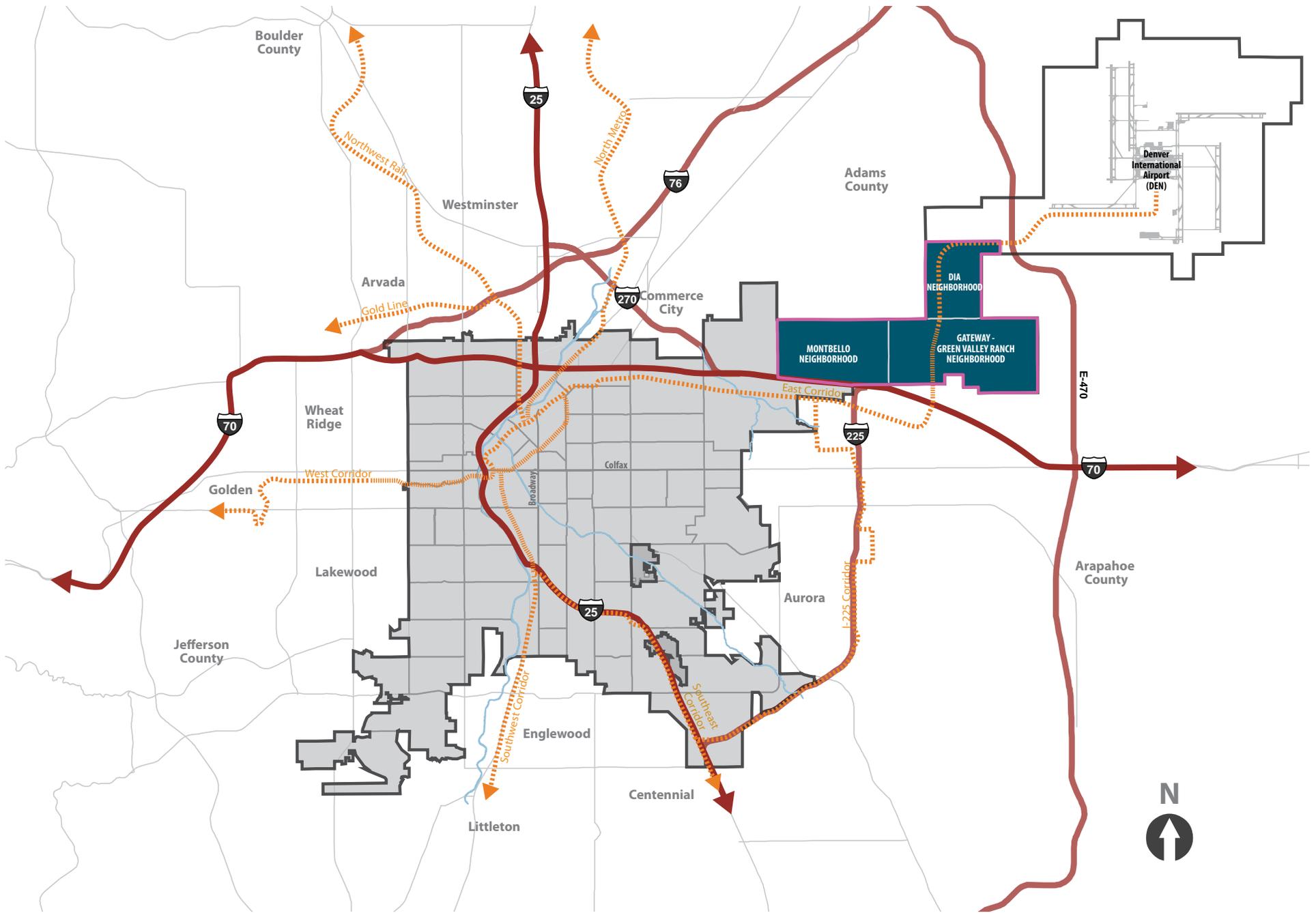
The Far Northeast Area Plan describes the community's vision for the next 20+ years. This plan will help inform community priorities and public investments during that time. The Far Northeast planning area includes the neighborhoods of Montbello, Gateway-Green Valley Ranch, and the southernmost portion of the Denver International Airport neighborhood. (To minimize confusion, this plan uses the term "DIA" to refer to the statistical neighborhood, and "DEN" to refer to the airport itself.) The planning area is approximately 17 square miles in size, or about 11% of the City of and County of Denver land area (not including the airport). Compared to other Denver communities, the Far Northeast is fairly new: Montbello was annexed into the city in the 1960s, Gateway-Green Valley Ranch in the 1970s, and the northern Gateway and DIA areas

were added in the 1980s in conjunction with the development of the airport.

Far Northeast is one of the only parts of Denver that still has significant amounts of undeveloped greenfield land. With the Montbello and Green Valley Ranch residential neighborhoods now substantially developed, most of Far Northeast's remaining undeveloped land is located in the Gateway area and DIA neighborhoods between 40th and 72nd Avenues. This area is likely to see an increase in the pace of development in the years ahead, due to many factors: continued population and economic growth in Denver, a constrained regional housing supply, the availability of land in Far Northeast, locational advantages including proximity to DEN and I-70, opportunities resulting from growth at the airport, and recent transit and infrastructure improvements such as the RTD A-Line.

Regionally, major growth is anticipated to the east in Aurora as large master planned developments like High Point, Painted Prairie, and Aurora Highlands continue to take shape. These factors suggest a future where Far Northeast Denver is no longer geographically isolated, but rather is in the middle of a larger eastern suburban metro region.





FAR NORTHEAST PLAN - REGIONAL CONTEXT



- City and County of Denver
- Far Northeast Plan Area
- Stream, Creek or River
- Existing or Planned Rail Transit
- Existing Interstate Highway
- Existing Major Roadway



FAR NORTHEAST PLAN AREA



- City and County of Denver Boundary
- Neighborhood Boundaries
- Park or Open Space
- Lake or Pond
- Stream, Creek or River
- Existing Street Network



1.1.2 - FAR NORTHEAST AREA PLAN - PLAN APPROACH AND PROCESS

Background- Neighborhood Planning Initiative

The Far Northeast Area Plan is a product of the Neighborhood Planning Initiative (NPI) which began in 2017 with the kickoff of the Far Northeast Area Plan. NPI is a long-term commitment by the City and Community Planning and Development (CPD) to ensure that every neighborhood in the city can enjoy the benefits of planning and the implementation of community recommendations and investment priorities. As NPI continues in the years ahead, residents, neighborhood groups, and community leaders will work alongside the city's neighborhood planning team to create a vision and plan for their specific area, until such time that all Denver neighborhoods have an adopted area plan.

Far Northeast Planning Process

The Far Northeast Plan was developed over a 24-month period that involved five distinct planning phases:

- » Meeting the residents, learning about the community and existing conditions
- » Developing community-driven guiding principles
- » Identifying focus areas and important topics
- » Learning, studying and exploring those topics
- » Developing concepts, recommendations and strategies to address the community-identified focus areas and topics

Steering Committee

The Far Northeast Area Plan was guided and informed by a 20-person steering committee nominated by City Council members Stacie Gilmore (District 11)

and Christopher Herndon (District 8). Participants represented important community organizations, non-profits, cultural communities and long-time residents. The committee met monthly for a period of nearly two years. Members developed the plan's guiding principles, identified focus topics and community focus areas, and provided information and guidance throughout. Committee members were instrumental in generating community interest and helped city staff with the vital role of data collection and engagement.

Public Meetings and Engagement

The Far Northeast project team held or participated in several meetings during the two-year planning process:

- » 20 steering committee meetings
- » 5 area-wide public meetings
- » 5 online surveys
- » 2 joint town hall meetings and resource fairs
- » Numerous community events attended by city staff, the Far Northeast project team, and various city departments

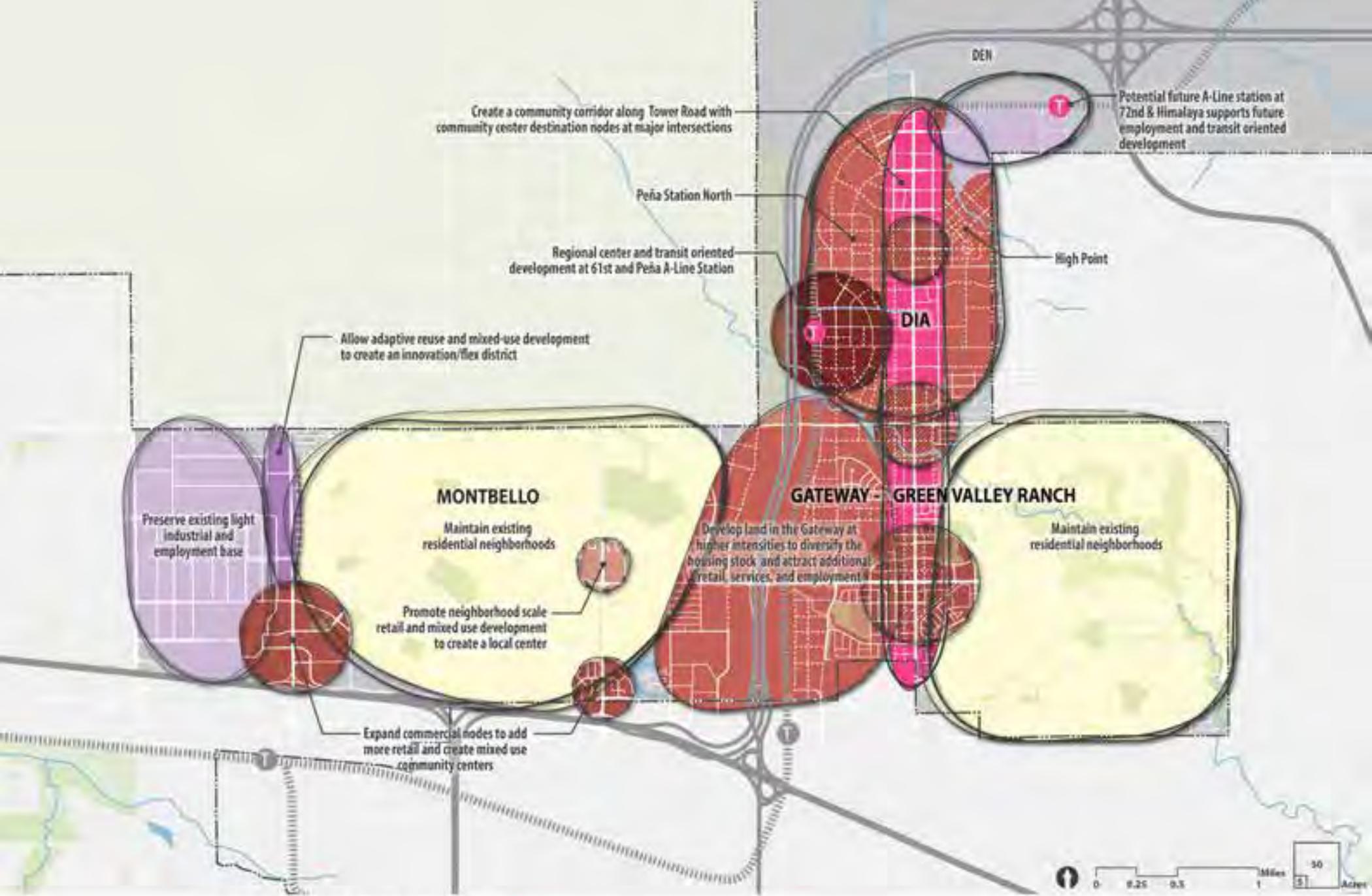
Plan Concept

The plan concept for Far Northeast, shown on the facing page, was developed through extensive public input. The plan concept summarizes the high-level strategy for large areas within Far Northeast and is intended to represent ideas that emerged throughout the planning process that were broadly supported by plan participants at steering committee meetings, public meetings, and through online engagement.

Far Northeast Amendment Planning Process

In 2022 a small portion of this plan in the DIA Neighborhood was amended to facilitate a light industrial manufacturing use that would bring over 500 jobs to the FNE. The amended area is bounded by Argonne Street to the west, Himalaya Street to the east, 72nd Avenue to the north, and High Point Boulevard to the south. The amendment went through a five-month planning process and reconvened steering committee members to guide CPD in the process.

- » 2 steering committee meetings
- » 2 Public Meetings
- » Planning Board Public hearing
- » Land Use, Transportation & Infrastructure hearing
- » City Council hearing



Create a community corridor along Tower Road with community center destination nodes at major intersections

Potential future A-Line station at 72nd & Himalaya supports future employment and transit oriented development

Peña Station North

High Point

Regional center and transit oriented development at 61st and Peña A-Line Station

Allow adaptive reuse and mixed-use development to create an innovation/flex district

Preserve existing light industrial and employment base

MONTBELLO

Maintain existing residential neighborhoods

GATEWAY - GREEN VALLEY RANCH

Develop land in the Gateway at higher intensities to diversify the housing stock and attract additional retail, services, and employment

Maintain existing residential neighborhoods

Promote neighborhood scale retail and mixed use development to create a local center

Expand commercial nodes to add more retail and create mixed use community centers



PLAN CONCEPT

- EXISTING**
- Existing Residential Neighborhood
 - Existing Value Manufacturing
 - Airport
 - Existing Street Network

- PROPOSED**
- Local Center
 - Community Center
 - Regional Center
 - Community Corridor
 - Innovation/Flex District
 - Proposed Value Manufacturing
 - Proposed Street Network

T Transit Station

1.1.3 - PLANNING CONTEXT

The Far Northeast Area Plan presents the future vision for the Montbello, Gateway-Green Valley Ranch and DIA neighborhoods. However, there are many other plans that also provide guidance within the Far Northeast area. This section explains the applicability and relationship of existing citywide and small area plans to the Far Northeast Area Plan.

Citywide Plans

Citywide plans offer a high-level framework to guide and influence decisions that affect the future of the city. They are used as a foundation for the more specific vision, recommendations and strategies contained in the Far Northeast Area Plan. Denver Comprehensive Plan 2040 provides the vision for the entire city. All small area plans and some citywide plans are adopted as supplements to Comprehensive Plan 2040 to provide additional direction for certain topics or areas.

Adoption of the Far Northeast Area Plan by Denver City Council updates the Denver Comprehensive Plan and Blueprint Denver recommendations for this part of the city. Any future updates to citywide plans should incorporate and refine recommendations for Far Northeast based on this plan.

Small Area Plans

Small area plans set visions, recommendations, and strategies for specific areas. The Far Northeast Area Plan covers three neighborhood statistical areas: Montbello, Gateway-Green Valley Ranch, and Denver International Airport (DIA). Within the boundary of the Far Northeast planning area, there are three existing small area plans:

- » Gateway Concept Plan (1990, amended in 1993)
- » Montbello/Green Valley Ranch Neighborhood Plan (1991)
- » 61st & Peña Station Area Plan (2014)

Relevant information and recommendations from each plan have been incorporated into the Far Northeast Area Plan. The Far Northeast Area Plan supersedes and rescinds each of the plans listed above. As such, they will no longer be used to inform decisions that affect this area of the city.

Concurrent Planning Efforts and Studies

Several studies and planning efforts were in-process during the two-year period when the Far Northeast Area Plan was in development. The Far Northeast planning team coordinated with each of these efforts to ensure efficient use of resources and consistency among plan recommendations.

- » Blueprint Denver: A Blueprint for an Inclusive City
- » Comprehensive Plan 2040
- » DEN Real Estate Strategic Development Plan
- » Denver Food Action Plan
- » Denver Moves: Transit
- » Denver Moves: Pedestrians and Trails
- » Game Plan for a Healthy City
- » Green Infrastructure Implementation Strategy
- » Housing an Inclusive Denver
- » Irondale Gulch Outfall Systems Plan
- » Vision Zero Action Plan

1.1.4 - HOW TO USE THIS PLAN

The recommendations identified in this plan provide direction to guide day-to-day decision making related to land use, public investment, private development, and partnerships. The plan gives the latitude needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years. The Far Northeast Area Plan is divided into four main sections.

Chapter 1: Introduction to the Far Northeast

This chapter presents an overview of the Far Northeast, articulates the vision for the area, and addresses the topic of equitable planning for the neighborhoods within the study area.

Chapter 2: Framework Plan

The framework plan addresses the study area as a whole. The framework plan has three major components that align with Blueprint Denver's elements of a complete neighborhood:

- » **Land Use And Built Form-** This section addresses topics related to growth, development, urban design, economics, and affordable housing.
- » **Mobility-** This section addresses the mobility networks in Far Northeast by transportation mode.
- » **Quality-of-Life Infrastructure-** This section addresses topics that contribute to quality-of-life, including health, food access, parks and recreation, environmental quality, safety and security, and community.

Chapter 3: Neighborhoods of Far Northeast

Each Neighborhood Statistical Area (NSA) within Far Northeast has its own section summarizing the conditions and vision for the neighborhood, opportunity areas and strategies, and transformative projects.

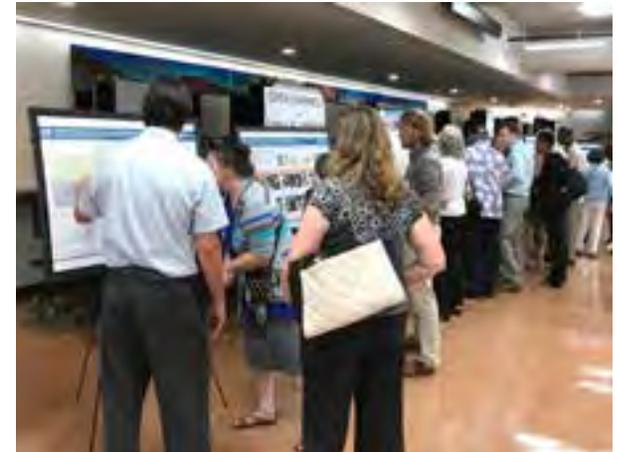
- » Montbello Neighborhood
- » Gateway-Green Valley Ranch Neighborhood
- » DIA Neighborhood

Chapter 4: Implementation

The implementation chapter identifies implementation priorities, responsibilities, and phasing for plan recommendations. This section also summarizes recommended updates to Blueprint Denver resulting from the Far Northeast Area Plan, and identifies metrics for tracking implementation progress over time.



Public Meeting #2



Public Meeting #4



Public Meeting #5

1.1.5 - PLAN ON A PAGE:

A SUMMARY OF THE FAR NORTHEAST AREA PLAN



Vision Elements that Guide this Plan

LAND USE AND BUILT FORM

CREATING COMPLETE NEIGHBORHOODS

Planned Growth and Development

Places, Building Heights, and Urban Design

Local Economy

Affordable Housing

NEIGHBORHOODS OF THE FAR NORTHEAST

MONTBELLO

OVERVIEW AND VISION

Preserve the character of Montbello's existing residential neighborhoods while creating and connecting to destination areas along Peoria and Chambers Road

TRANSFORMATIVE PROJECTS

"FreshLo" (Fresh and Local) Initiative

Create a grocery-anchored mixed-use cultural hub and neighborhood walking loop.

Montbello's Open Channel Drainage System

Pursue opportunities to transform Montbello's concrete open channels into neighborhood amenities.

MOBILITY

CREATING COMPLETE NETWORKS

Future Street Networks

Roads and Intersections

Pedestrians, Bikes, Transit, and Vehicles

Modal Priority Streets

QUALITY-OF-LIFE INFRASTRUCTURE

CREATING HEALTHY AND ACTIVE NEIGHBORHOODS

Healthy & Active Living

Healthy Food Networks

Parks, Recreation, and the Environment

Social Capital and Well-being

GATEWAY-GREEN VALLEY RANCH

OVERVIEW AND VISION

Preserve the character of existing residential areas while leveraging future development in the Gateway area to attract mixed-use development and affordable housing.

TRANSFORMATIVE PROJECTS

Gateway Subdivision Rules and Regulations

Revise the existing regulations to ensure that sufficient parks and recreation and school facilities are provided as the area develops and grows.

DIA

OVERVIEW AND VISION

Capitalize on the area's direct access to the airport and proximity to commuter rail transit to create new and exciting neighborhoods, destination areas, and employment hubs.

TRANSFORMATIVE PROJECTS

61st and Peña Station Area Plan

Create a vibrant, compact, walkable transit-oriented development at 61st & Peña.

Employment Center North of 64th Avenue

Promote economic development by supporting light industrial and manufacturing uses.

DEN Strategic Development Plan

Construct compatible commercial development at DEN on non-aviation land.

1.1.6 - A VISION FOR THE FAR NORTHEAST

The vision for Far Northeast is expressed through six vision elements. The vision elements themselves are defined by Comprehensive Plan 2040, which uses these elements to articulate a sustainable, comprehensive vision for the City, and links each vision element to a set of broad, long term goals. In creating the vision for Far Northeast, Community Planning and Development used the citywide vision elements as a starting point and worked with the community to define the ideas and concepts within each that are most applicable to Far Northeast. The result is a series of statements within each element that is consistent with the citywide vision, but that defines what each element means, specifically, for the Far Northeast. Like the Comprehensive Plan, the vision for Far Northeast looks forward approximately twenty years to the year 2040.

The vision for the Far Northeast is intended to be a benchmark and reference for plan recommendations: each recommendation should contribute to achieving one or more elements of the vision. For this reason, a summary is included at the end of each Framework Plan section to explain how the overall package of recommendations is advancing each of the six vision elements for Far Northeast, and a matrix is included in the Implementation Chapter that shows how each recommendation relates to the vision elements.



The Far Northeast community supports the development and preservation of a diverse range of housing options for all ages, abilities and incomes, with an emphasis on the housing needs of the area's senior, young adult, and family populations. Quality goods, services and amenities should be conveniently located throughout the planning area, and should be accessible by all.



Far Northeast Denver is a community of proud and well established neighborhoods that celebrates racial and cultural diversity. The Far Northeast Plan seeks to maintain and enhance the area's inclusive suburban character while focusing higher intensity growth and development along transit corridors and in walkable, mixed use centers. Through strong urban design practices that embrace and are compatible with the area's historic and cultural heritage, inviting places will emerge which thoughtfully integrate new development with existing public and private spaces.



The Far Northeast transportation network reflects the traditional nature of suburban design and function. The Far Northeast Area Plan seeks to increase high quality innovative mobility options including first and last mile connections, walking, biking, public transit, personal vehicles, and freight.



The Far Northeast community places a high value on recreation, parks, open space and natural areas. The Far Northeast Plan guides growth, development and the use of public land in a responsible and sustainable way to protect and enhance the environment for future generations.



The Far Northeast community values entrepreneurship and economic mobility for a diverse workforce. The Far Northeast Plan cultivates access to opportunity for local residents and workers by supporting development and retention of a range of business, employment, education and training opportunities.



The Far Northeast community believes in healthy and active lifestyles that balance the mental, spiritual, physical and nutritional needs of its residents. The Far Northeast Plan guides growth and development in a way that offers safe, accessible and inviting amenities and services for everyone.

1.2 PLANNING FOR AN EQUITABLE FAR NORTHEAST

In this section:

1.2.1 - EQUITABLE PLANNING

1.2.2 - ACCESS TO OPPORTUNITY

1.2.3 - VULNERABILITY TO DISPLACEMENT

1.2.4 - DIVERSITY OF HOUSING AND JOBS

1.2.5 - ADDRESSING EQUITY IN FAR NORTHEAST



1.2.1 - EQUITABLE PLANNING FOR THE FAR NORTHEAST

The neighborhoods of the Far Northeast are part of a dynamic system of components that are forever evolving. Blueprint Denver establishes a framework for equitable planning across Denver. By incorporating equity into planning, neighborhoods such as those in the Far Northeast can achieve Blueprint Denver’s vision of creating dynamic, inclusive, and complete neighborhoods.

Three core concepts guide the discussion for how equity is measured: Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity. These three concepts act as guides for the strategies and recommendations contained throughout this plan. While these concepts help define equity in planning, they do not define equity for individual people or families. For a more detailed understanding on how equity has been incorporated into planning, please refer to Blueprint Denver.

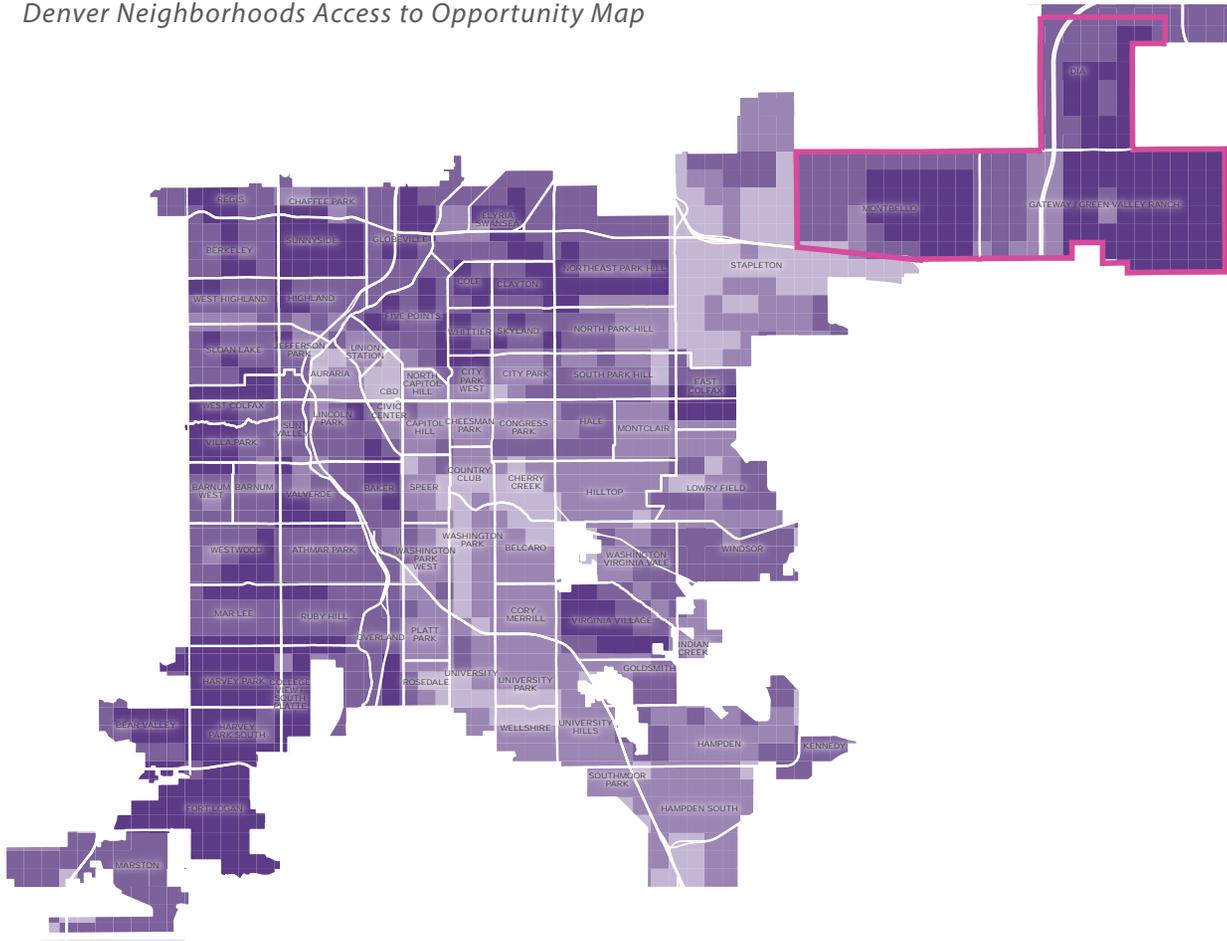
Why is Equity Important to the Far Northeast?

Equity is one of the most important concepts for planning the Far Northeast. The area has long been the home of economic opportunity and prosperity for Denver’s African-American and Latino-Hispanic communities. As Denver has rapidly grown and benefited from growth and revitalization, much of the Far Northeast has not. Far Northeast neighborhoods rank in the middle to low-range of Denver neighborhoods across all three equity indicators. It is for this reason that equity is essential when planning in the Far Northeast. Equity should be considered in all future changes to the Far Northeast neighborhoods.

The following pages examine the current state of the Far Northeast in terms of the three equity concepts. This plan investigates and illustrates what factors, specifically, in the Far Northeast neighborhoods are contributing the area’s overall low equity scores.



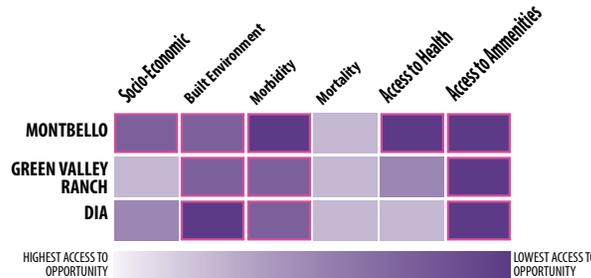
Denver Neighborhoods Access to Opportunity Map



1.2.2 - ACCESS TO OPPORTUNITY

Of the three equity concepts, the Far Northeast’s lowest scores are in the access to opportunity category. Except for mortality, each of the access to opportunity sub-indicators ranked as some of the lowest in the city. These results show that the Far Northeast currently has low overall access to essential facilities, services, and amenities.

ACCESS TO OPPORTUNITY



Far Northeast Access Indicators

ACCESS TO GROCERY STORES



FURTHER THAN A 1/4 MILE FROM A GROCERY STORE

MONTBELLO RANKED 51 OF 78 DENVER NEIGHBORHOODS

GVR RANKED 58 OF 78 DENVER NEIGHBORHOODS



87% OF MONTBELLO RESIDENTS



89% OF GVR RESIDENTS



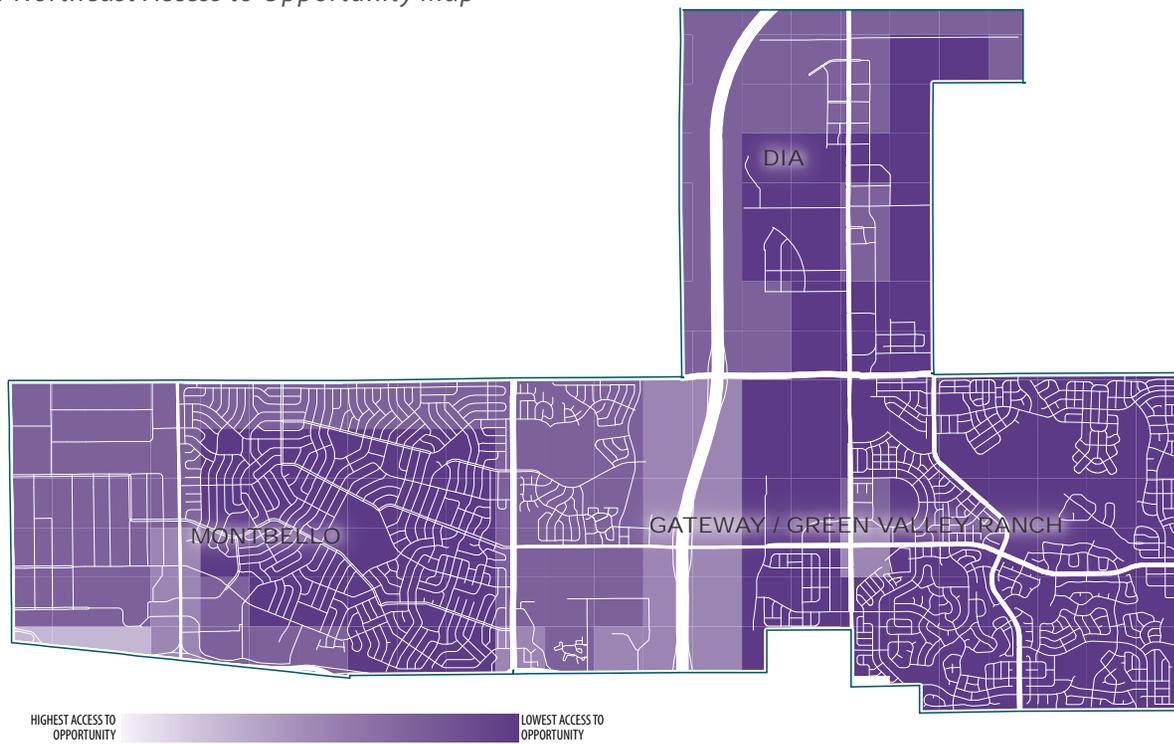
FURTHER THAN 1/4 MILE AWAY FROM GROCERY STORE

29,600 people



FURTHER THAN 1/4 MILE AWAY FROM GROCERY STORE

35,500 people



ACCESS TO HEALTH SERVICES

28%
OF MONTBELLO
BIRTHS

23%
OF GVR
BIRTHS



**WITHOUT
FIRST TRIMESTER
PRENATAL CARE**

MONTBELLO
RANKED
65 OF 78
DENVER
NEIGHBORHOODS

40%
DENVER'S
AVERAGE

GVR
RANKED
49 OF 78
DENVER
NEIGHBORHOODS

LOW ACCESS TO HEALTHY FOOD OPTIONS

21.4%

OF ALL MONTBELLO
CHILDREN ARE OBESE



1,973 CHILDREN

MONTBELLO
RANKED
73 OF 78
DENVER
NEIGHBORHOODS



VR
RANKED
59 OF 78
DENVER
NEIGHBORHOODS

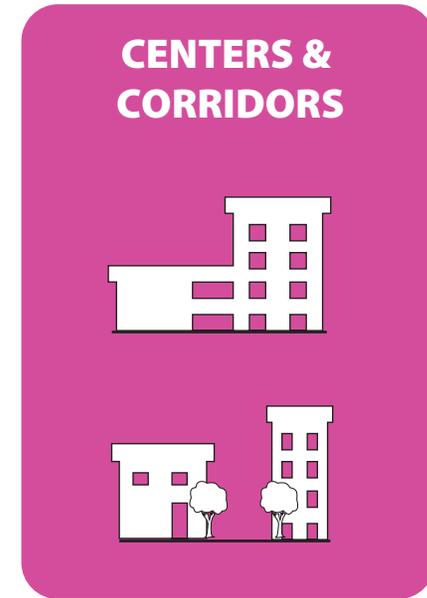
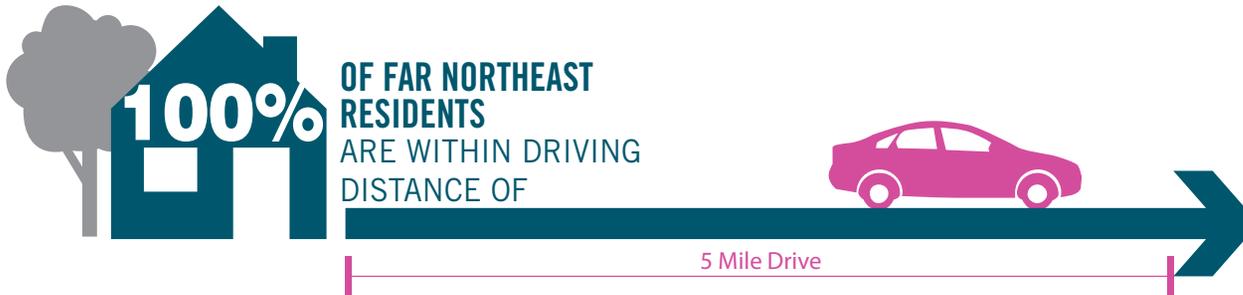
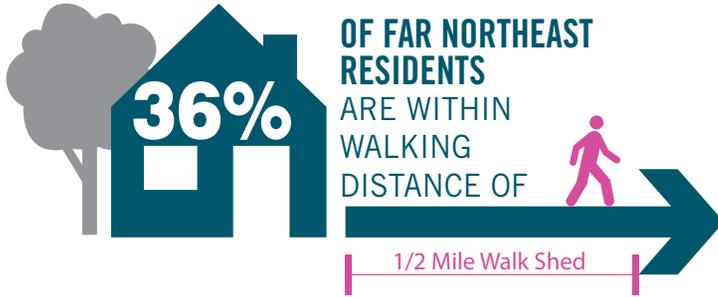
18.7%

OF ALL GVR
CHILDREN ARE OBESE



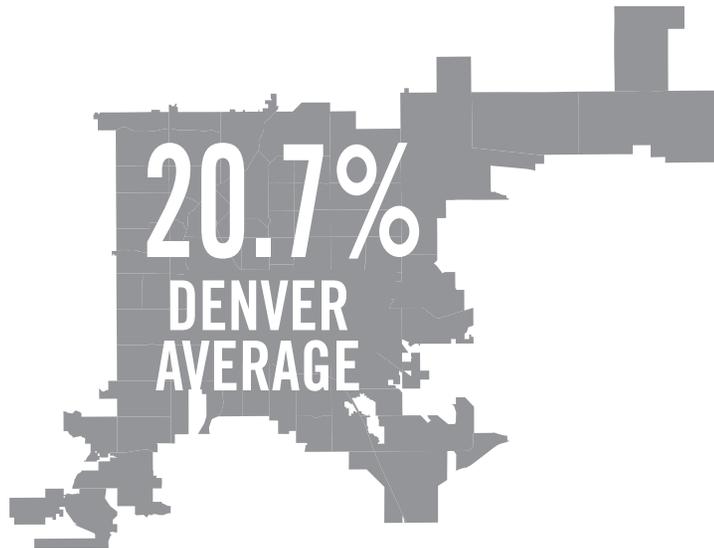
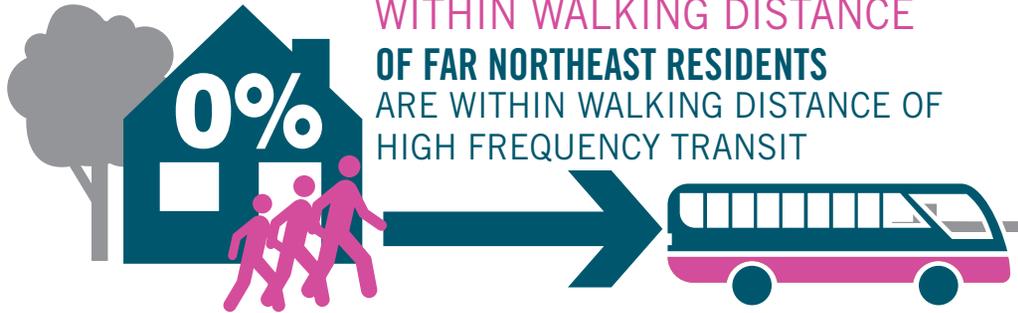
1,132 CHILDREN

ACCESS TO CENTERS & CORRIDORS



NO ACCESS TO MAJOR TRANSIT NODES WITHIN WALKING DISTANCE

**OF FAR NORTHEAST RESIDENTS
ARE WITHIN WALKING DISTANCE OF
HIGH FREQUENCY TRANSIT**



*ALONG WITH 27 OTHER NEIGHBORHOODS,
FAR NORTHEAST RANKED LAST IN ACCESS TO
HIGH-FREQUENCY TRANSIT*

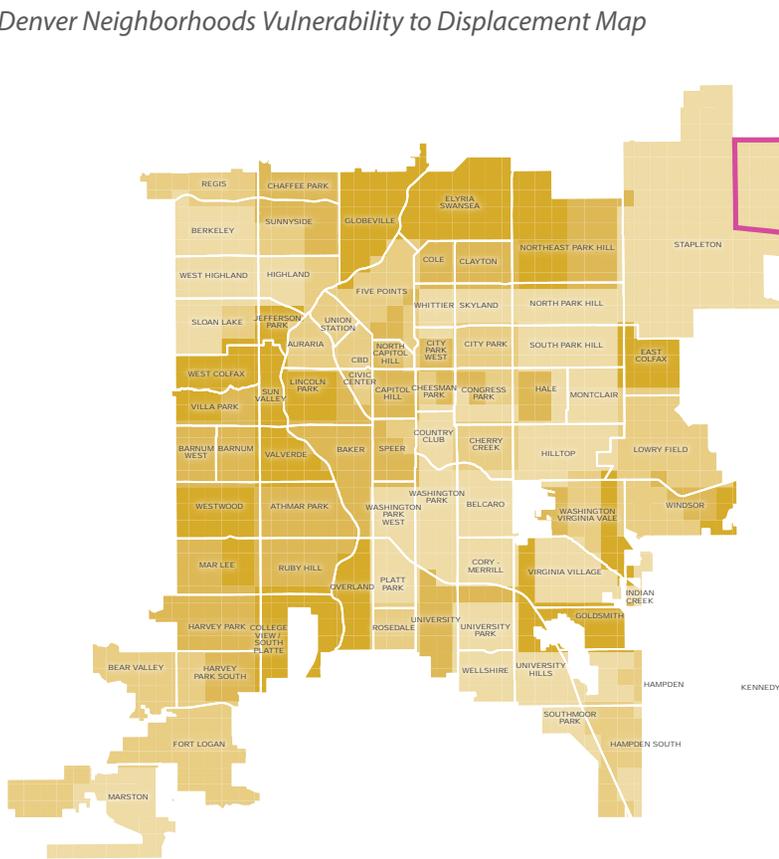
Conclusions- Access to Opportunity

Montbello and Gateway-Green Valley Ranch have some of the highest rates of obesity in the city. They also have some of the lowest access to food and healthy food options. The area's low rates of access to commercial areas and high frequency transit exacerbate this equity issue, as most goods and services must be accessed by car.

The suburban development patterns found throughout Far Northeast (such as winding streets, low density residential development, and single-use commercial areas) contribute to the area's access challenges. Because these challenges are inherent to suburban development patterns, existing neighborhoods in Far Northeast will likely continue to score lower than other, more urban parts of Denver.

In considering strategies and recommendations for the future, improving the area's access to opportunities is essential. While Far Northeast's scores are lower than those found in denser urban areas, they can be improved by implementing the targeted land use and mobility strategies that are recommended by this plan. For example, redeveloping existing commercial areas as mixed-use centers would help to improve access for many people. Similarly, creating new centers and corridors in undeveloped areas will help to bring more retail and services to the broader Far Northeast community.

Denver Neighborhoods Vulnerability to Displacement Map



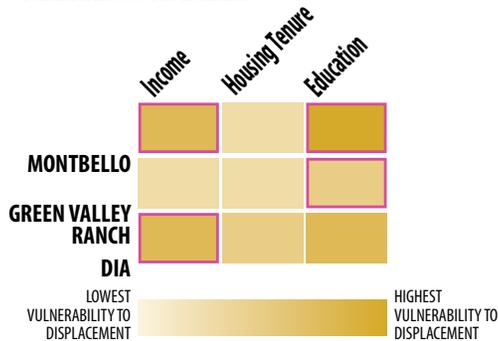
1.2.3 - VULNERABILITY TO DISPLACEMENT

While the Far Northeast data did not show its residents are vulnerable to displacement when analyzing how long they have lived in their homes (home tenure), they are vulnerable to displacement in the categories of educational attainment and household income. This is particularly true in Montbello, which shows greater vulnerability in these areas than Gateway-Green Valley Ranch and the DIA neighborhood.

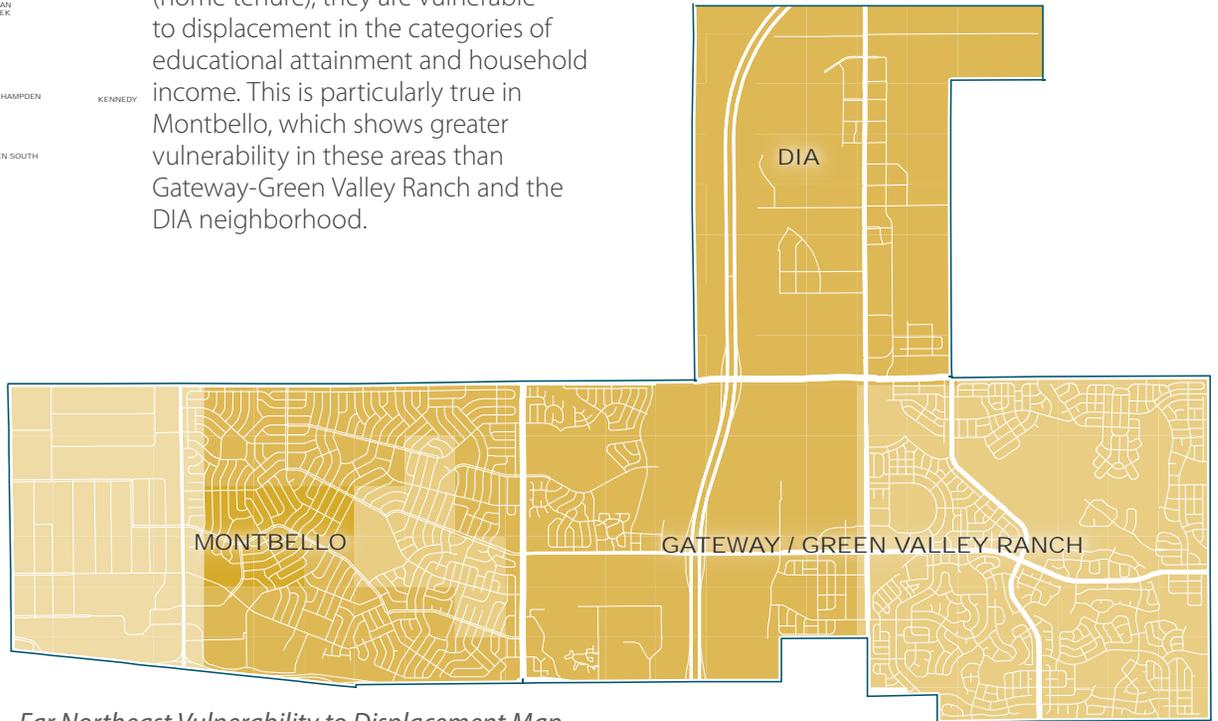
Conclusions- Vulnerability to Displacement

Within the Far Northeast, Montbello residents are the most vulnerable to involuntary displacement according to the indicators. This high level of vulnerability can be offset through improving equity and access to opportunities. Implementation of various economic and infrastructure recommendations outlined in this plan can increase the community's resiliency to change and help mitigate involuntary displacement.

VULNERABILITY TO DISPLACEMENT



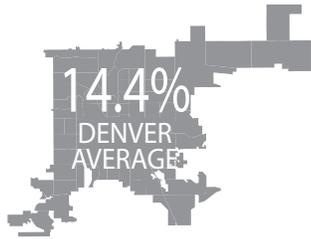
Far Northeast Vulnerability Indicators



Far Northeast Vulnerability to Displacement Map

HIGHLY VULNERABLE LOW INCOME AND POVERTY RATES

\$48,250 MONTBELLO
RANKED 54 OF 78
DENVER NEIGHBORHOODS
MONTBELLO MEDIAN INCOME

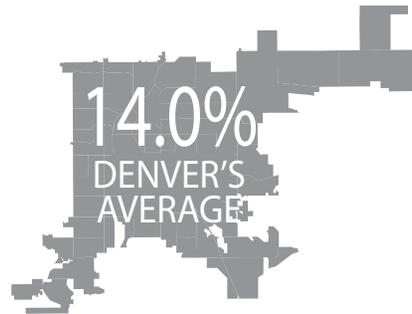


HIGHLY VULNERABLE TO DISPLACEMENT FROM LOW EDUCATION RATES



RESIDENTS OF MONTBELLO OVER THE AGE OF 24
WITHOUT A HIGH SCHOOL DIPLOMA

MONTBELLO
RANKED 66 OF 78
DENVER NEIGHBORHOODS



RESIDENTS OF GVR OVER THE AGE OF 24
WITHOUT A HIGH SCHOOL DIPLOMA

GVR
RANKED 55 OF 78
DENVER NEIGHBORHOODS

DIA EQUITY ANALYSIS

Unlike Montbello and Gateway Green Valley Ranch, existing development in the Denver International Airport Neighborhood is currently isolated and sparse. However, the neighborhood is poised to change from new development. Because of this, adequately measuring equity in the area is challenging.

Access to Opportunity

The DIA neighborhood is primarily undeveloped and therefore lacks infrastructure of all types. With minimal development, services that are common throughout the rest of the city are not yet present. Isolated development leaves DIA with zero close access to amenities. The area has no parks, no grocery stores, and no health services close to its residents.

Vulnerability to Displacement

Residents of DIA are already under risk for being displaced. Low income is the biggest concern for DIA residents (\$17,200 below Denver's median income). As the neighborhood grows and develops, its existing residents will likely feel the pinch if other costs increase.

Diversity of Jobs and Housing

The calculation for measuring diversity of jobs and housing in the DIA neighborhood cannot be done due to low sample sizes for housing. It is also significant that as a regional economic driver, the presence of the airport in the DIA neighborhood heavily outweighs jobs in proportion to housing.

Conclusions

As the DIA neighborhood develops according to this plan's strategies and recommendations, data will become more complete and reliable.

C



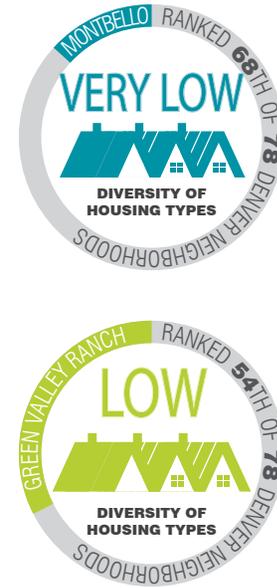
Far Northeast Housing Diversity Indicators

1.2.4 - HOUSING AND JOBS DIVERSITY

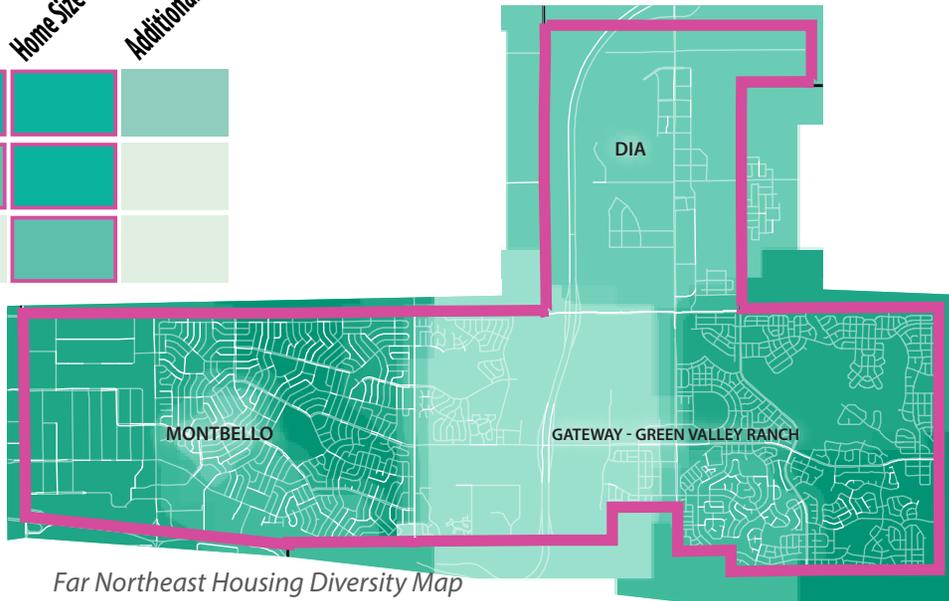
Housing Diversity

The diversity of housing options in Montbello and Gateway-Green Valley Ranch is low compared to the options available throughout the rest of Denver. Being a suburban community, the majority of housing in the area is fairly similar and consists primarily of single family detached homes. Multi-unit residential in the area tends to take the form of apartments, and most other attached housing types (such as duplexes, townhouses, and row houses) are not present in significant numbers.

LACKING DIVERSITY IN CHOICE OF HOUSING TYPES AND SIZES



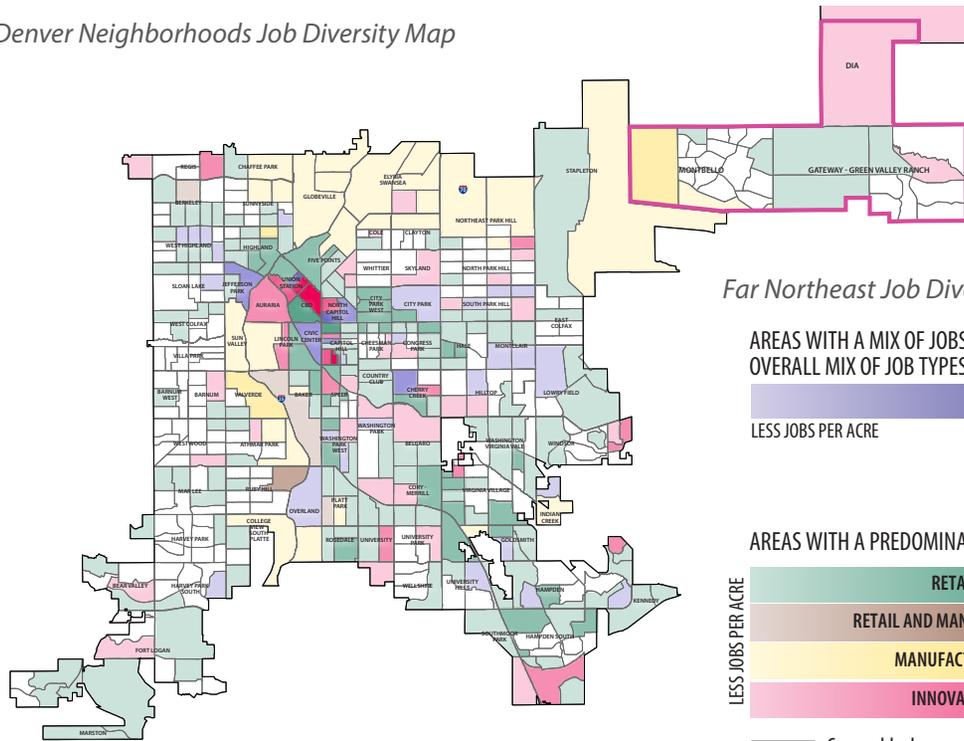
	Housing	Home Size	Additional Housing
MONTBELLO	Low	Low	Low
GREEN VALLEY RANCH	Low	Low	Low
DIA	Low	Low	Low



Far Northeast Housing Diversity Map

Conclusions- Housing Diversity

The Far Northeast lacks diversity of housing options related to housing size and housing type, specifically for working families and first-time home buyers. Increasing diversity within the suburban context requires expanding housing types beyond single family homes and increasing the supply of attached and multifamily housing types. A wider range of housing sizes and types would support greater variety of household sizes at varying price points, thus improving access to opportunity and expanding equity.



Far Northeast Job Diversity Indicators

AREAS WITH A MIX OF JOBS SIMILAR TO THE CITY'S OVERALL MIX OF JOB TYPES



AREAS WITH A PREDOMINATE TYPE OF JOB



□ Census block group with less than 100 jobs. Not included in analysis of types of jobs

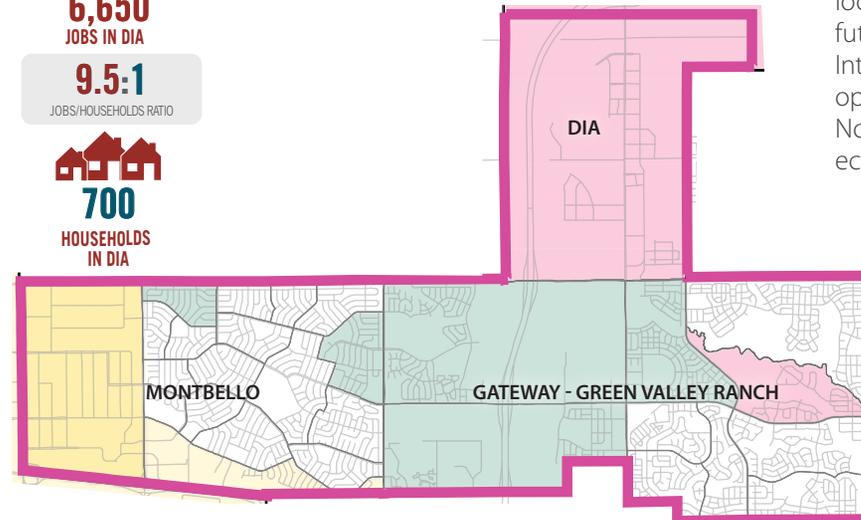
Jobs Diversity

Despite the lack of diversity in housing types, the Far Northeast is moderately diverse in the types of employment opportunities available. Most residential neighborhoods within Far Northeast do not have significant amounts of jobs (less than 100), and are not included in the jobs analysis. Regions within Far Northeast with significant amounts of employment are found primarily in three areas:

- » Between Havana Street and Peoria Street (predominantly manufacturing jobs)
- » Between Chambers Road and Tower Road (predominantly retail jobs)
- » North of 56th Avenue (predominantly innovation jobs)

Conclusions- Jobs Diversity

While job-related diversity scores ranked well in Far Northeast overall, they can still be improved through various land use and economic strategies aimed at further diversification. Additionally, the large amounts of undeveloped land in many of Far Northeast's employment areas presents a strong opportunity to attract more jobs. Far Northeast also has some locational advantages that can be leveraged for future employment growth. In particular, the Denver International Airport offers a variety of employment options and its location just north of the Far Northeast planning area increases opportunities for economic mobility.



Far Northeast Job Diversity Map

1.3.5 - ADDRESSING EQUITY IN FAR NORTHEAST

ACCESS TO OPPORTUNITY

With some of the city's lowest scores for access to opportunity, conditions in the Far Northeast need to be specifically addressed to improve connectivity. Neighborhoods located further away from transit and community centers need the most attention to improve mobility and access to services through various means.

Refer to these sections within the plan to see how the issues surrounding low access to opportunity can be addressed:

- » Future Street Network- Section 2.2.3
- » Transit Facilities- Section 2.2.5
- » Bike Facilities- Section 2.2.6
- » Pedestrian Facilities- Section 2.2.7
- » Healthy and Active Living- Section 2.3.3
- » Park Facilities- Section 2.3.5
- » Food Access- Sections 2.3.4 and 3.1.5.A
- » Access to Centers and Corridors- Sections 3.1.4.C, 3.1.4.D, 3.1.4.E, and 3.2.4.C

DISPLACEMENT

Montbello and DIA ranked among Denver's most vulnerable neighborhoods to displacement, primarily due to relatively low income and education levels. As an established neighborhood with a much larger population than DIA, Montbello is the more vulnerable of the two. Particular attention should be given to Montbello through plan implementation to address the vulnerabilities to change and displacement faced by this community.

Refer to these sections within the plan to see how the issues of vulnerability to displacement can be addressed:

- » Housing Affordability and Displacement- Section 2.1.10
- » Social Capital- Section 2.3.9
- » Residential Preservation Areas- Sections 3.1.4.A, and 3.2.4.A

HOUSING & JOBS DIVERSITY

Housing diversity was one of the lower equity indicators for the Far Northeast. The predominant residential development patterns within Montbello and Gateway-Green Valley Ranch were the primary cause: housing options in these areas are limited to single-family homes and little else. These areas of low housing diversity can be offset by providing more diverse housing options in centers, corridors, and on undeveloped land.

Refer to these sections within the plan to see how the issues of housing and jobs diversity can be addressed:

- » Future Places- Section 2.1.4
- » Local Economy and Access to Jobs- Section 2.1.9
- » Value Manufacturing Preservation Areas- Section 3.1.4.B
- » Greenfield Development Areas- Sections 3.2.4.D, 3.2.4.E, 3.3.5.A, and 3.3.5.B

HOW CAN EQUITY BE APPLIED TO THE PLAN FRAMEWORK?

Land Use / Built Form

An equitable land use and built form strategy should strive to diversify the area's housing stock and support new commercial and mixed use development at key locations such that all residents can access food, healthy living, and other services that meet their basic needs.

Mobility

Equitable mobility strategies should connect Far Northeast residents to needed services, amenities and the rest of the city. These connections should serve every transportation mode: vehicles, walking, biking, and transit.

Quality-of-Life Infrastructure

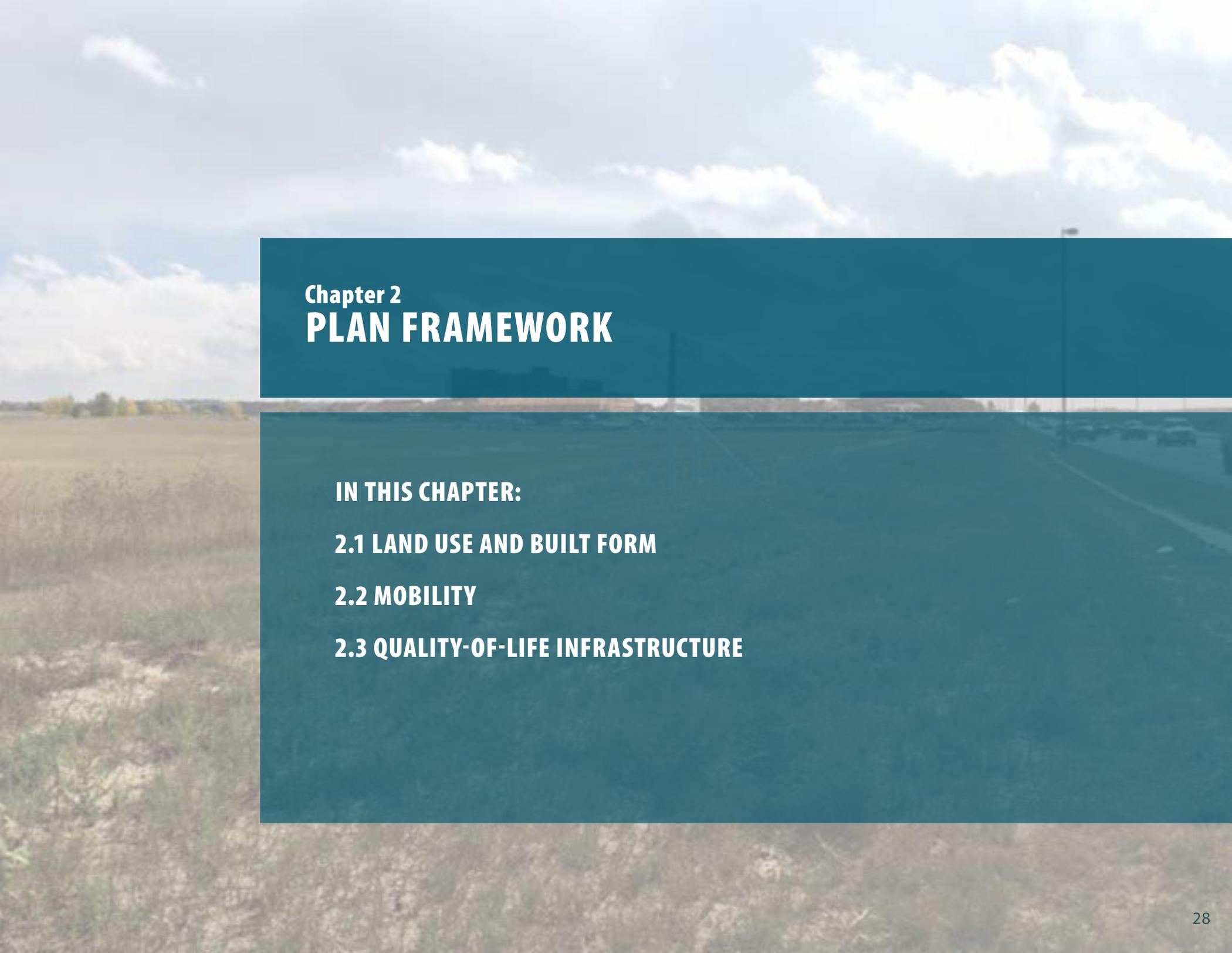
Equitable quality of life infrastructure strategies should enhance the individuality of each Far Northeast neighborhood and provide access to amenities that support health, public spaces and social systems.

Economy

An equitable economic strategy is one that identifies the vulnerabilities of existing populations and strives to retain them, keeping them resilient to displacement from discrepancies in their income, education, or home ownership status.







Chapter 2
PLAN FRAMEWORK

IN THIS CHAPTER:

2.1 LAND USE AND BUILT FORM

2.2 MOBILITY

2.3 QUALITY-OF-LIFE INFRASTRUCTURE

2.1 LAND USE & BUILT FORM

IN THIS SECTION:

2.1.1 - COMPLETE NEIGHBORHOODS

2.1.2 - CHALLENGES AND OPPORTUNITIES

2.1.3 - NEIGHBORHOOD CONTEXT

2.1.4 - FUTURE PLACES

2.1.5 - BUILDING HEIGHTS

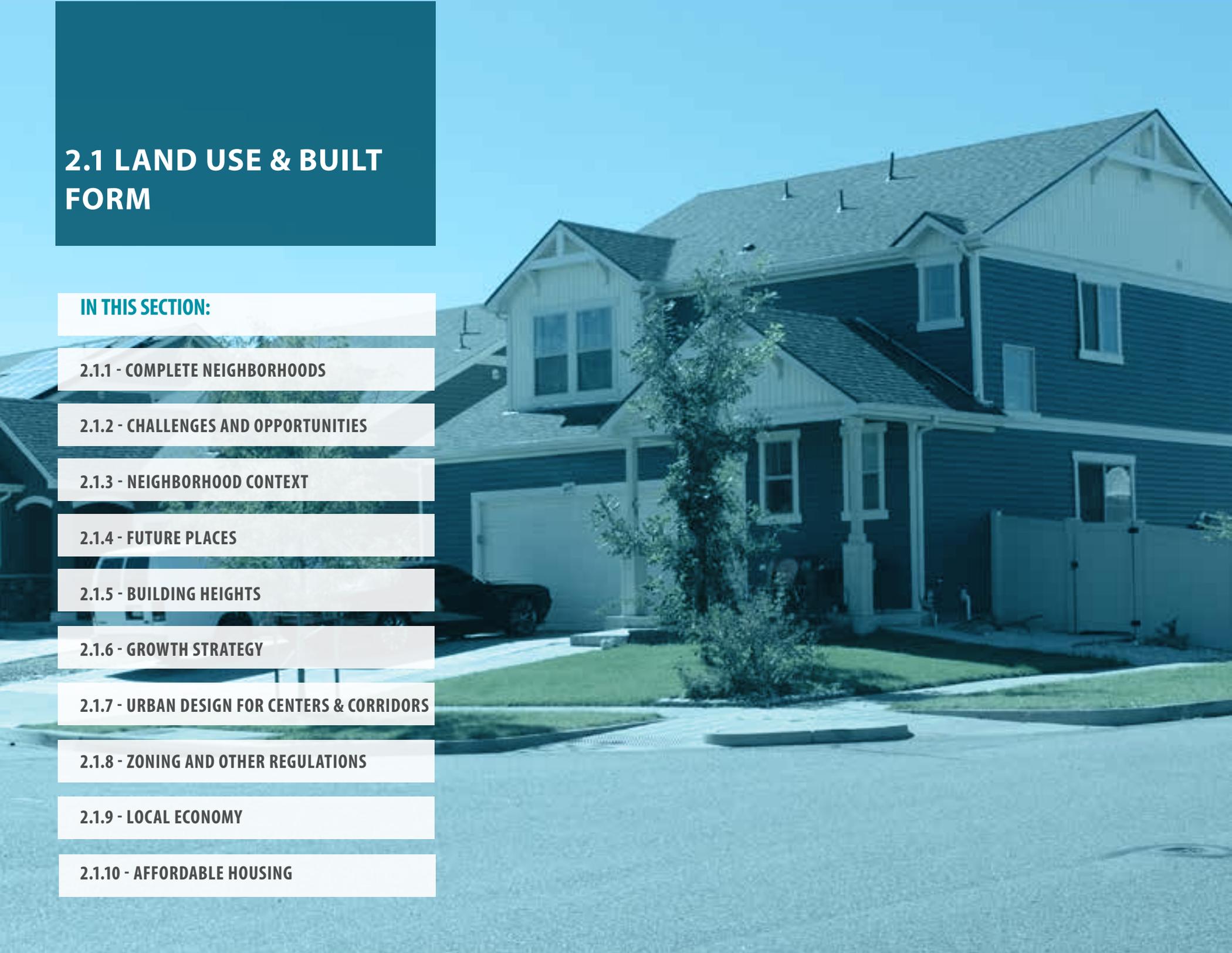
2.1.6 - GROWTH STRATEGY

2.1.7 - URBAN DESIGN FOR CENTERS & CORRIDORS

2.1.8 - ZONING AND OTHER REGULATIONS

2.1.9 - LOCAL ECONOMY

2.1.10 - AFFORDABLE HOUSING



2.1.1 - COMPLETE NEIGHBORHOODS

What is it?

Blueprint Denver advocates for the creation of complete neighborhoods and networks citywide. Complete neighborhoods are accessible to everyone, regardless of age, ability, or income, and complete networks provide mobility choice by addressing the needs of all transportation users and modes.

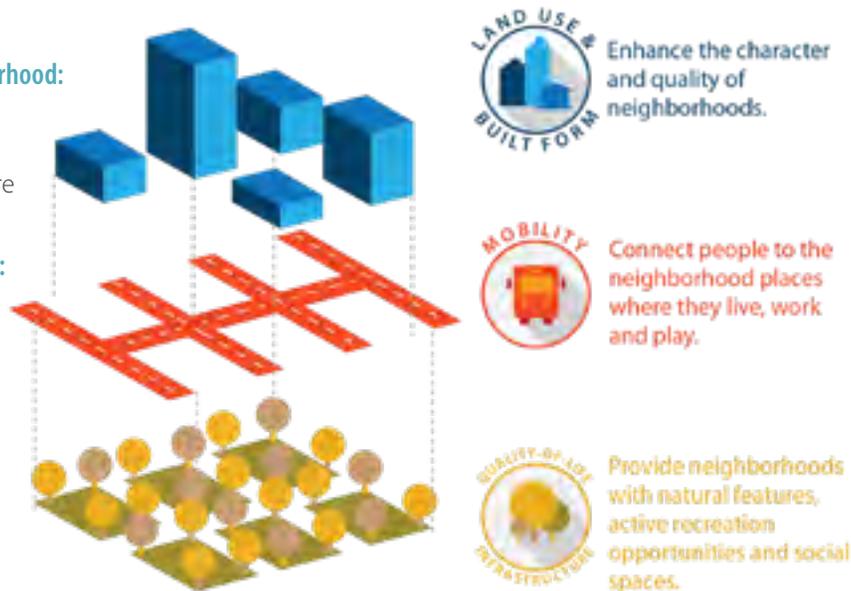
Although citywide policy aspires to create a city of complete neighborhoods, this does not mean all neighborhoods should be the same or static. The completeness of each neighborhood is defined by its distinct and authentic history, culture and character, as well as its access to a variety of housing types, services, green spaces and employment opportunities.

Elements of a Complete Neighborhood:

- » Land Use and Built Form
- » Mobility
- » Quality-of-Life Infrastructure

Elements of a Complete Network:

- » Pedestrians
- » Bicycles
- » Transit
- » Autos and Goods



What's the Situation in Far Northeast?

The Far Northeast neighborhoods lack critical components that make for a complete neighborhood. Survey respondents and public meeting attendees frequently cited a lack of access to basic retail and services within their neighborhoods. They mentioned having to travel outside of their neighborhoods to meet basic needs such as groceries, clothing, pharmaceuticals, and health care. Accessing goods and services in Far Northeast is further challenged by a lack of mobility options. Traveling by car is the default transportation option, and getting around by other means is either difficult or inconvenient. Many residents feel that there is a lack of destinations and entertainment options within the neighborhoods, citing few community gathering spaces outside of parks, recreation centers, and schools.

2.1.2 - CHALLENGES AND OPPORTUNITIES

Land use, development patterns, and transportation networks all work together to create different types of places. In Far Northeast, the neighborhoods' low density development patterns and geographically-separated land uses can make it difficult for residents to reach destinations or transit stations without a car. These types of development patterns can make it difficult or impractical to walk, bike, or take transit, and as a result tend to promote auto dependency. The unconnected network of curvilinear streets and cul-de-sacs force residents to walk long, indirect distances to access transit on major corridors.

Community Feedback

- Residents identified that the majority of commercial centers in the Far Northeast do not provide sufficient retail and services to meet their daily needs. As a result, many report that they need to travel outside of the area to Aurora or Central Park to go shopping, dining, or for entertainment.
- For the retail and services that are located in Far Northeast, many residents report that they are difficult to access without using a car.
- Residents voiced the need for more services related to health, education, and jobs.
- In identifying existing strengths in Far Northeast, many residents cited the area's recreational amenities including parks, trails, recreation centers, and open space, but wanted to see these spaces better activated.
- Residents identified affordable housing and job creation as high priorities to address as the area continues to grow and develop.



2.1.3 - NEIGHBORHOOD CONTEXT

What is it?

Neighborhood contexts help us understand the differences in the built environment. Many features—including the mix of uses, densities, lot sizes, block patterns, street design, parking and the types of recreational opportunities—vary by neighborhood and context. These variations are often due to the era of development and the transportation options that were available at that time. Blueprint Denver establishes six neighborhood contexts (suburban, urban edge, urban, general urban, urban center, and downtown) as well as various types of districts (areas with a specially-designed purpose such as educational campuses, civic centers, or manufacturing areas). For more detail on the specific types of places within these contexts and districts, please refer to Section 2.1.4 of this plan.

What's the Situation in Far Northeast?

There are two neighborhood contexts mapped in the Far Northeast plan area: suburban and urban center. The vast majority of Far Northeast is mapped as the suburban context. The urban center context is mapped only in areas with the greatest potential for transit oriented development.

Suburban Context

Homes in this context are largely single-unit, but can also include higher intensity residential. Commercial development is focused along main corridors and centers bordering residential areas. Although this context is more auto-oriented than others, there should still be quality multimodal connectivity.

The aspiration of the suburban context in Denver is different than traditional suburban development of the past. Residents of this context should be able to walk and bike to neighborhood destinations safely, though the trips may be longer than in other contexts.

Urban Center Context

Neighborhoods in the urban center context are dense and vibrant areas that support residents and visitors. This context typically contains high intensity residential and significant employment areas. Development typically contains a high mix of uses, with street activation and connectivity. Residents living in this context are well-served by high capacity, frequent transit and have access to ample amenities and entertainment options.

Areas identified as urban center are easily accessible due to well-connected networks that are defined by a consistent street grid, pedestrian facilities, and efficient access to medium- and high-capacity transit. These areas offer good walkability and access to amenities. Parking is predominately managed on-street, with off-street demand met with parking garages.

Districts

Districts are areas that serve a specific purpose, usually highly-specific based on uses, such as education, industry or health care. Block patterns, urban design and mobility connections vary based on the specific use.



Example of a local center



Example of a community corridor



Example of residential-low

2.1.4 - FUTURE PLACES

What is it?

Future places are an organizational system that describes the desired character of an area. Future places work together to promote complete neighborhoods for the residents living within or near each of them. Each place expresses itself differently depending on the neighborhood context where it is located. In Far Northeast, there are two contexts (suburban and urban center--see section 2.1.3 for additional details). Within each context, there are four basic categories of places:

- » Centers - These are mixed-use places of different scales (local community, and regional). They are typically oriented around a shared space or set of spaces. People often go to centers to engage in social activities and entertainment, such as shopping, dining and cultural events. Some centers are well-connected to the local neighborhood and supported by neighborhood residents; other centers are larger, attracting people from a wide geographic area, and may require residents to take a bus, train or a car to visit them. There are three types of centers located in Far Northeast: local center, community center, and regional center.
- » Corridors - These are mixed-use places of different scales (local and community) oriented along a street. They provide spaces for people to engage in social activities and entertainment, such as shopping and dining. Corridors are often embedded in neighborhoods and serve nearby residents. Far Northeast has community corridors, but no local corridors.
- » Residential Areas- These are areas where the predominate use is residential. Although they are primarily residential, they are supported by a variety of embedded uses needed for a complete neighborhood including schools, recreation and nodes of commercial and retail uses. There are three main types of residential areas located in Far Northeast: residential low, residential low-medium, and residential high-medium. Additional subcategories apply to some of these residential areas (see “How the Far Northeast Plan Updates Blueprint”, on the next page, for additional information).
- » Districts - These are places with a specifically-designed purpose, such as educational campuses or industrial areas. Although they have a strong primary purpose, these places can also be mixed-use and offer a diverse range of amenities and complementary services to support the district’s primary function. Districts that are located in Far Northeast include: airport, campus, value manufacturing, innovation/flex, and regional park.

The graphic on page 35 summarizes each of the future places that are mapped within Far Northeast. For more detailed information on each type of place, please refer to Blueprint Denver.

How the Far Northeast Plan Updates Blueprint

The Far Northeast Area Plan refines Blueprint Denver’s guidance on future places within this planning area and updates the Blueprint Denver future places map. For a few residential places, the Far Northeast Plan provides more detailed guidance by applying subcategories as summarized below.

- » Residential Low: Single-Unit
Blueprint Denver defines “residential low” as including both single-unit and two-unit residential types. The “residential low: single-unit” subcategory is mapped in Far Northeast in areas that have single-unit homes, but where two-unit homes would not be appropriate. Because it is a subcategory, where this plan references low residential areas, that guidance should also be presumed to apply to identified single-unit areas.
- » Residential Low-Medium: Rowhouse
Blueprint Denver defines “residential low-medium” as including single-unit and two-unit residential in a limited capacity as well as denser housing types such as rowhouses and small multi-unit buildings. The Far Northeast Area Plan uses the “residential low-medium” place category in areas where the full range of identified residential types would be appropriate. The Far Northeast Area Plan applies the “residential low-medium: rowhouse” subcategory in areas where single-unit, two-unit, rowhouse buildings and accessory dwelling units would be appropriate, but where small multi-unit buildings would not. Because it is a subcategory, where this plan references low-medium residential areas, that guidance should also be presumed to apply to identified rowhouse areas.

In addition to the above, the Far Northeast Area Plan also provides building height guidance. This height guidance may be greater or less than the ranges identified by Blueprint’s place descriptions.

Future Place Recommendations

- LU-1. Maintain the uses, development patterns and character of established residential areas.**
- 1.1. **Promote the continued use of single-unit zoning on properties with existing single-unit homes and identified by this plan as residential low: single-unit.**
 - a. Match single-unit zoning to the prevailing lot sizes and other development patterns within the surrounding area.
 - b. See Sections 3.1.4A and 3.2.4A for more details on existing development patterns for residential areas in Montbello and Gateway-Green Valley Ranch.
 - 1.2. **If standard zone districts are determined to be insufficient to promote the desired character and design quality, consider the need for additional regulatory tools.**
 - a. Use conservation overlays in areas where the key goal is to conserve distinctive features in order to enhance and retain existing character.
 - b. Use design overlays as targeted tools in developing or redeveloping areas that have a specific design vision as described by this plan.
 - c. As needed, revise the zoning code to create more contextual bulk and scale requirements for primary and accessory structures in areas identified by this plan as residential low or residential low: single-unit.
 - 1.3. **Allow large lots with embedded institutional uses, such as schools and churches, to transition to low/medium residential if the institutional use leaves.**
 - a. Ensure that the new uses are appropriately scaled to the surrounding neighborhood and designed so as to minimize impacts to neighborhood character.
 - b. Ensure that the new uses are designed to be compatible with the surrounding neighborhood, so as to minimize impacts to the existing neighborhood character.



Preserve existing residential character



Repurpose underutilized land



Maintain existing industrial areas

Urban Centers

Regional



- Contains a high mix of uses providing a dynamic environment of living, dining, entertainment, shopping, and diverse employment options
- High degree of urbanism with continuous building frontages to define the public realm

Community



- Typically provides some mix of office, commercial and residential uses
- Strong degree of urbanism with mostly continuous building frontages to define the public realm

Suburban Corridors

Community



- Mix of office, commercial and residential uses
- Buildings have a distinctly linear orientation
- Visited by residents from both surrounding neighborhoods and other parts of the city

Districts

Airport



- Aviation-related or non-aeronautical commercial activities including warehousing, manufacturing, office, and hotels

Campus



- Single, large institutional users including schools, medical centers, research facilities, and supporting retail and residential uses

Suburban Centers

Local



- Dining, entertainment and shopping options
- May include residential and employment uses
- Frequent by residents of nearby neighborhoods

Community



- A mix of office, retail, eating and drinking establishments, commercial services and multi-unit residential uses
- Visited by residents of surrounding neighborhoods

Regional



- Mixed-use providing dynamic residential, dining, entertainment and shopping, and employment options
- Attractive to locals and visitors

Value Manufacturing



- Manufacturing, R&D labs, robotics, tech and flex spaces
- Typically located in business parks or on large blocks

Innovation/Flex



- Assembly facilities, labs, small logistics and warehousing, local food catering, tech firms and related offices uses

Suburban Residential

Low-Single Unit



- Single units homes
- Accessory Dwelling Units on deeper lots
- Mix of attached and detached garage forms

Low



- Single and two-unit homes
- Accessory dwelling units on deeper lots
- Mix of attached and detached garage forms

Low Medium-Row House



- Mix of low- to mid-scale residential options including row houses, single-unit and two-unit residential

Low Medium



- Mix of low- to mid-scale residential options including small multi-unit buildings, row houses, and single and two-unit residential

High Medium

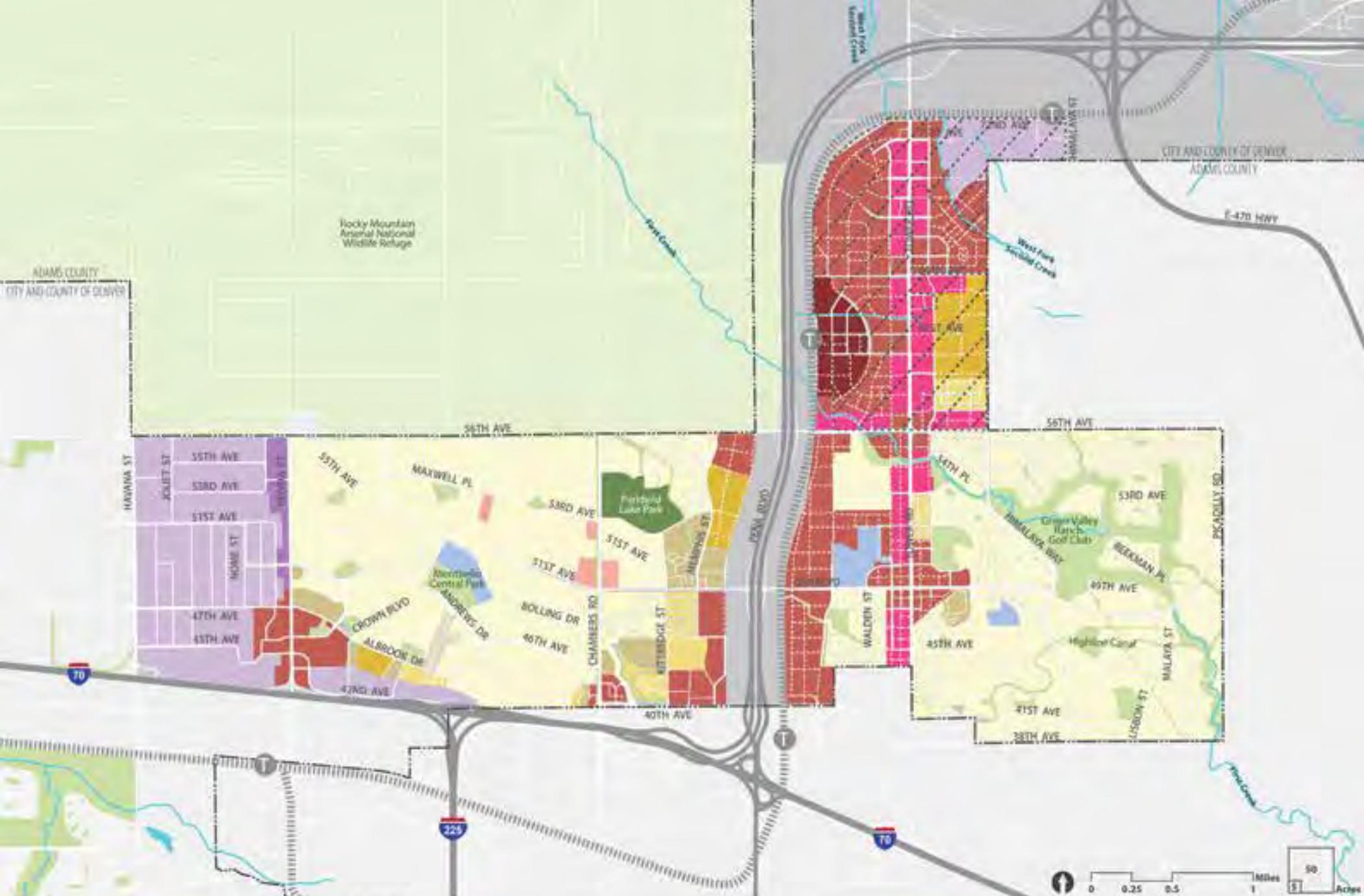


- Mix of medium-scale, multi-unit residential types
- Can accommodate compatible commercial/retail uses

Regional Park



- Provides large scale public open space, recreation and event locations



FUTURE PLACES

- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River
- Existing Street Network
- Future Street Network

- CENTERS & CORRIDORS**
- Local Center
 - Community Center
 - Regional Center
 - Community Corridor

- RESIDENTIAL AREAS**
- Low: Single Unit
 - Low
 - Low-Medium: Row House
 - Low-Medium
 - High-Medium

- SPECIAL DISTRICTS**
- Innovation/Flex
 - Value Manufacturing
 - Regional Park
 - Campus
 - Airport

- DIA Influence Area
 Land Use and other regulatory restrictions apply within the DIA Influence Area. Refer to Section 2.3.7 for more details.



Create mixed-use centers



Minimize setbacks to create a walkable, pedestrian-friendly environment



Ensure that development addresses the Peoria Street corridor as the primary street

Future Place Recommendations Continued:

LU-2. Maintain and expand light industrial uses in areas identified as value manufacturing.

- 2.1. Preserve and grow the existing job base in western Montbello's value manufacturing areas.
- 2.2. Protect industry by prohibiting the introduction of residential uses to value manufacturing areas.
- 2.3. Encourage new industrial employment centers in the DIA Neighborhood, especially adjacent to DEN's projected manufacturing and industrial uses along the future 72nd Avenue, adjacent to the A-Line.

LU-3. Infill and intensify existing commercial areas by attracting more retail, services, and residential to create mixed-use centers and corridors.

- 3.1. Create mixed-use centers at the following existing commercial areas as identified on the future places map.
 - a. Create a local center at the intersection of Chambers Road and Green Valley Ranch Boulevard.
 - b. Create community centers at: Peoria Street and Interstate-70, Chambers Road and Interstate-70, Gateway Park, and the Green Valley Ranch Town Center.
 - c. At all of these centers:
 - Allow a mix of commercial and multi-unit residential.
 - Identify and preserve future street connections to create developable blocks.
 - Support infill development of new buildings according to the newly-established street grid.
 - Minimize setbacks to form a continuous street wall, and create a walkable, pedestrian-oriented environment.
 - Promote the use of design elements that link the building to the street, such as ground floor activation, window transparency, and pedestrian access at the street.
- 3.2. Create mixed-use corridors at the locations identified on the future places map.
 - a. Create a mixed-use innovation/flex district along the western edge of Peoria Street
 - Make use of design elements, such as upper story setbacks, as necessary, to minimize massing adjacent to low residential areas.
 - Encourage shared parking within parking structures to minimize the need for surface parking lots.
 - See the neighborhood sections in Chapter 3 of this plan for more detailed guidance for specific areas.
 - See section 2.1.7 for further guidance on urban design considerations for centers and corridors.
 - b. Create community corridors on Tower Road and identified portions of E. 56th and E. 64th Avenues.
 - Fill in undeveloped parcels with new buildings to create a street edge.
 - Allow a mix of uses, but promote retail as the primary use.
 - Ensure that development addresses the Tower Road corridor as the primary street.
 - Encourage surface parking to be located to the sides and rear of buildings rather than between the front of the building and the primary street.
 - Reduce massing adjacent to low density residential areas by reducing building heights or making use of upper story building setbacks.
 - See the neighborhood sections in Chapter 3 of this plan for more detailed guidance for specific areas.
 - See section 2.1.7 for further guidance on urban design considerations for centers and corridors.

- c. Encourage a mix of uses including industrial and manufacturing uses north of 64th Street.
 - Provide visual buffers such as trees and landscaping to screen big-box light-industrial and manufacturing uses or large surface parking lots from mixed-use corridors, arterials, and gateways.
 - Encourage massing shifts and architectural details of big-box light-industrial and manufacturing use along mixed-use corridors, arterials, and gateways.

- Reduce massing adjacent to low density residential areas by reducing building heights or making use of upper story building setbacks.
- Encourage shared parking and structured parking to minimize the need for surface lots.
- See the neighborhood sections in Chapter 3 of this plan for more detailed guidance for specific areas.
- See section 2.1.7 for further guidance on urban design considerations for centers and corridors.

LU-4. Create new community and regional centers in large undeveloped areas.

- 4.1. Create new community and regional centers at the following locations as identified on the future places map.
 - a. Create a new regional center adjacent to 61st and Peña Station.
 - b. Create new community centers in presently undeveloped areas including the Gateway area (generally south of 56th Avenue and east and west of the Peña scenic buffer), portions of the 61st and Peña Station Area not otherwise identified as regional center, and key intersections on Tower Road as identified by the future places map.
 - c. At all of these centers:
 - Provide community-serving amenities such as retail, grocery stores, and healthy food and beverage options.
 - Extend the existing street grid to create a well connected and navigable network of developable blocks. Avoid dead-end streets or curvilinear street patterns.
 - Minimize setbacks to form a continuous street wall, and create a walkable, pedestrian-oriented environment.
 - Promote the use of design elements that link the building to the street, such as ground story activation, transparent window openings, and pedestrian entrances at the street.



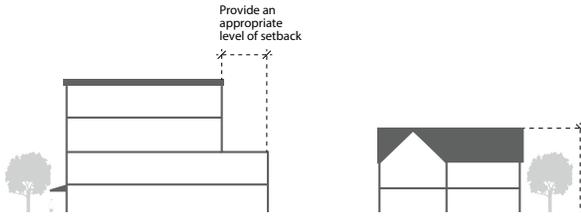
Provide community serving retail



Create new centers in large undeveloped areas



Create a new regional center adjacent to the 61st and Peña Station



Example of a building stepping back to provide a height transition to adjacent residential. Reducing maximum building heights is another way to provide a transition. See recommendations in Chapter 3 for more details on areas where height transitions are recommended.



Example of 5-story building range maximum



Example of 8-story building range maximum

2.1.5 - BUILDING HEIGHTS

What is it?

Although the various Blueprint Denver place categories provide general guidance on building heights, it is the role of small area plans to provide detailed height guidance for specific areas. The height map on the facing page depicts the maximum recommended building heights within Far Northeast. These heights may or may not be achievable on specific sites subject to a variety of factors including but not limited to: existing zoning or PUDs, FAR limitations, easements, aviation restrictions, view plane restrictions, site conditions, or other regulations that link achieving maximum heights to the provision of community benefits (such as affordable housing). Additionally, this plan includes further guidance on height transitions that may reduce recommended maximum heights based on adjacent uses or other conditions (please refer to the neighborhood sections in Chapter 3 of this plan for further details).

What's the Situation in Far Northeast?

Existing building heights in Far Northeast tend to be relatively low in most areas, with one and two story structures being the most common throughout the planning area. However, there are some exceptions, especially in existing commercial areas where some structures (typically office buildings and hotels) are much taller, up to about 8 stories in height. In most cases these taller buildings are possible because zoning is already in place that allows these building heights. Most buildings do not take advantage of this currently, but for many commercial and mixed-use areas the entitlement already exists.

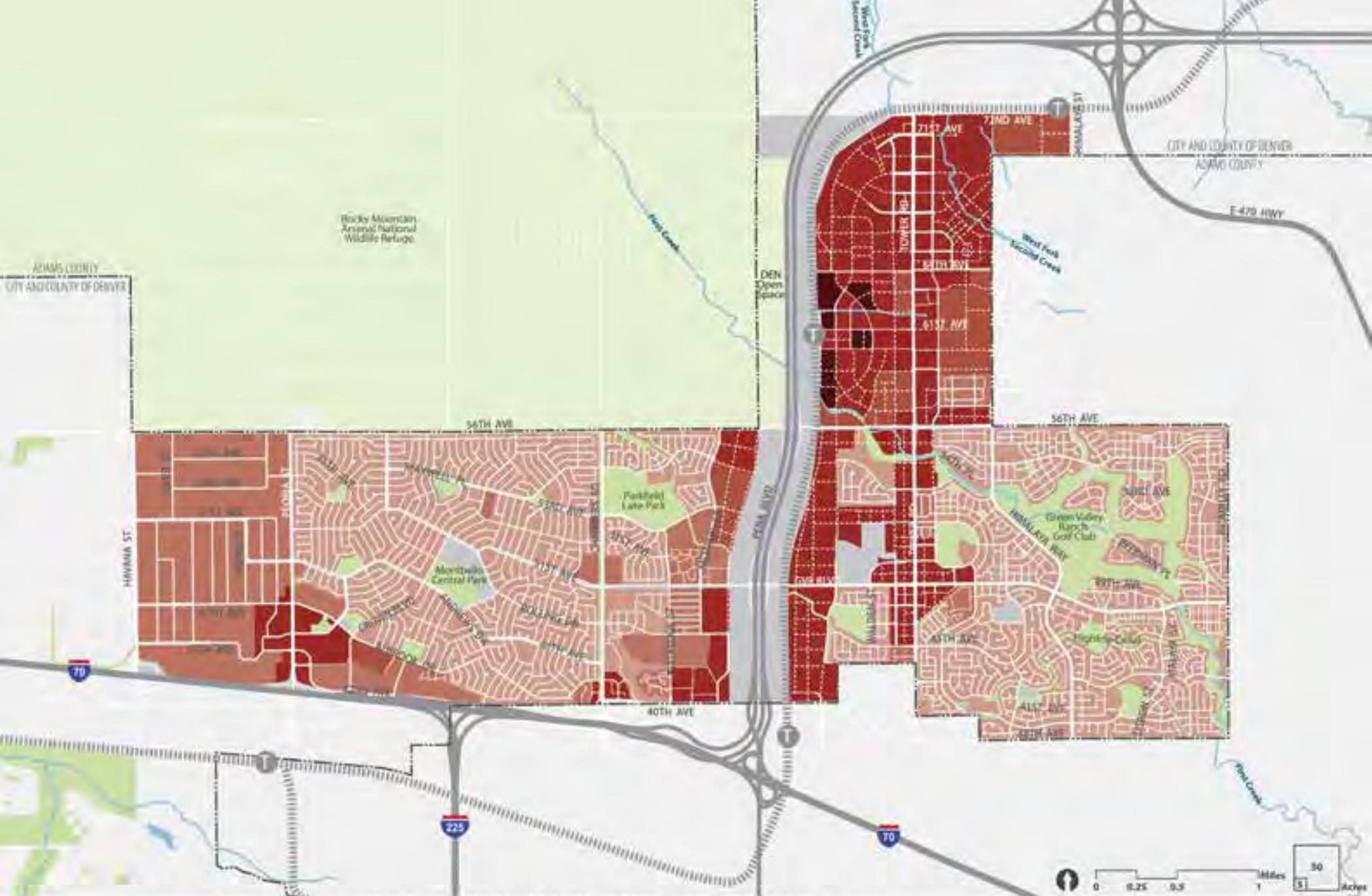
For many property owners, especially those who own undeveloped land, it was important that the maximum building heights in this plan be within a comparable range to their existing zoning. This

is primarily an issue that applies to community centers and community corridors, as most of the undeveloped land in Far Northeast is mapped as one of those two place categories.

What's the Strategy?

The building heights strategy for Far Northeast takes several factors into account, including the heights of existing buildings, the maximum building heights allowed by existing zoning, and community input on the desired building heights, building forms, and development patterns. In most cases, the proposed maximum building heights fall within the ranges that are prescribed by Blueprint Denver for each place. Two notable exceptions to this are community centers and community corridors, where the Far Northeast Area Plan recommends a maximum of 8 stories in most areas rather than 5 stories as prescribed by Blueprint Denver. Through the public process, 8 story development was determined to be appropriate in these places for the following reasons:

- » Added development potential will help attract desired additional housing, retail, and services.
- » Redevelopment and infill in existing corridors and centers is desirable for implementing the plan vision.
- » Eight story maximums should only be implemented in identified areas within the center or corridor where height transitions/reductions are not otherwise recommended by this plan (see Chapter 3).
- » Many greenfield properties in the Gateway are physically separated from existing low density residential neighborhoods and can therefore develop more densely without creating negative impacts.



RECOMMENDED MAXIMUM BUILDING HEIGHTS



- MAX BUILDING HEIGHT**
- 2.5 Stories Max
 - 3 Stories Max
 - 5 Stories Max
 - 8 Stories Max
 - 12 Stories

- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River
- Existing Street Network
- Future Street Network

* Note: Maximum heights do not reflect proposed height transitions. Refer to recommendations in Chapter 3 for more details on height transitions.



2.1.6 - GROWTH STRATEGY

What is it?

Blueprint Denver's growth strategy directs approximately 70% of new jobs and 55% of new households citywide into regional centers, community centers, and community corridors. Focusing growth in centers and corridors helps to provide a variety of housing, jobs and entertainment options within a comfortable distance to residential areas and is a key element of building complete neighborhoods. Blueprint Denver further emphasizes the importance of connecting these high-growth areas to quality transit.

Additionally, Blueprint Denver directs 15% of new jobs citywide to districts. In Far Northeast, these districts include DEN and the value manufacturing district that is located between Havana Street and Peoria Street.

Blueprint Denver's future growth area percentages indicate the projected amount of new jobs or new housing across all areas of the city. However, it's important to note that each place may have a unique ratio of new jobs and housing different than what the place captures across the entire city. For example, some centers or corridors may only have new jobs due to market conditions or existing land use regulations like the Airport Influence Overlay (see section 3.3.3 of this plan for additional information). For more details on the relationship between future places and the growth strategy, please refer to Blueprint Denver.

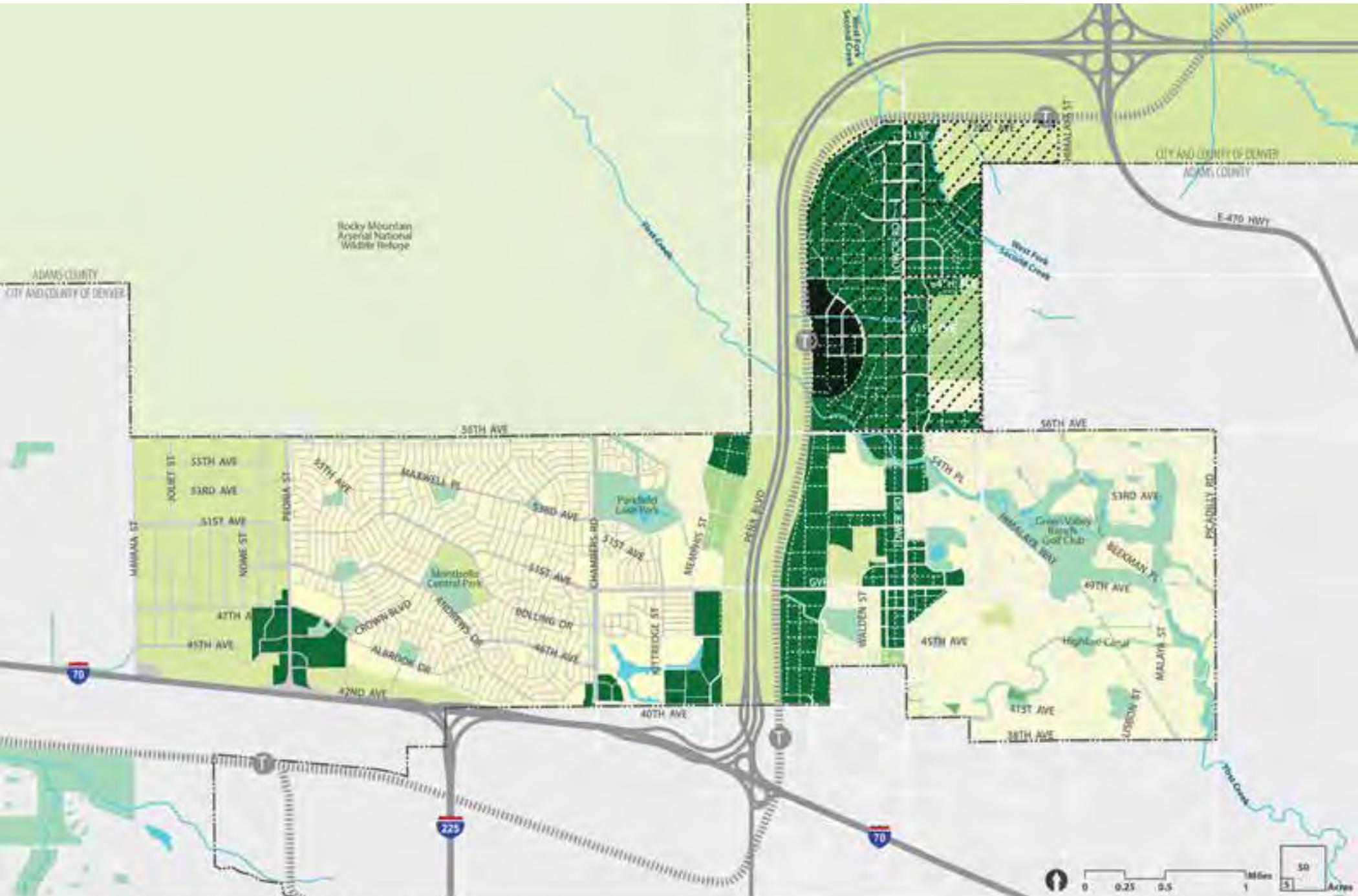
What's the Situation in Far Northeast?

Although most areas within Far Northeast will change and grow to some extent in the future, most change is expected to occur in greenfield areas that are currently undeveloped. These undeveloped lands are located in the Gateway on either side of the Peña Boulevard scenic buffer, along Tower Road, and include most of the land located north of E. 56th Avenue. The highest intensity growth is expected near the 61st and Peña A-Line station, where a regional center is planned as part of a new transit-oriented development.

In addition to the significant growth opportunity on undeveloped land, growth is also expected in existing community centers and corridors through reinvestment and redevelopment. These areas include the commercial nodes located at Peoria Street and I-70, Chambers Road and I-70, Gateway Park, and land in the general vicinity of the Green Valley Ranch Town Center. Redevelopment in these established areas is more of a long-term prospect that will likely take many years to unfold. In Far Northeast, existing commercial areas compete with greenfield areas for new investment. For this reason, redevelopment of existing centers and corridors may not gain significant traction until after nearby greenfields have developed.

Significant growth and change is not expected in most other established areas of Far Northeast, including existing residential neighborhoods (such as Montbello, Parkfield, and Green Valley Ranch), and stable industrial areas (Havana Street to Peoria Street). In the future these areas will see a smaller amount of growth intended to strengthen and reinforce their existing character.





GROWTH STRATEGY

- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River

- Regional Centers
- Community Centers and Corridors
- Greenfield Residential Areas

- Districts
- All Other Areas
- Existing Street Network
- Future Street Network

DCA Influence Area
 Land Use and other regulatory provisions apply within the DCA Influence Area. Refer to Section 3.3.1 for more details.





Create a sense of place



Promote an urban street relationship by locating buildings close to the street



Ensure appropriate transitions between existing and new developments

2.1.7 - URBAN DESIGN CONSIDERATIONS FOR FAR NORTHEAST CENTERS AND CORRIDORS

What is it?

Improving the quality of design for private development advances the broader goal to foster exceptional urban design and to preserve and create authentic places that thoughtfully integrate streets, public spaces and private property. The urban design strategies in this section apply specifically to the centers and corridors in Far Northeast, as these are the places where the community gathers and therefore where creating quality spaces is most important. The goal is to promote enduring and compatible design and respond to an evolving community.

What's the Situation in Far Northeast?

The existing centers and corridors in Far Northeast are auto-oriented and single-use commercial developments. These centers and corridors make use of “strip mall” and “commercial strip” development patterns, with stores set back from the street facing large parking lots. Participants in the Far Northeast planning process identified a desire to accommodate more space for commercial development, and also to find ways to make better use of existing retail areas. They identified more pedestrian-friendly development patterns, similar to those found in Central Park, as being closer to the type of development they would like to see more of in Far Northeast. This type of development creates a sense of place, allows for a mix of uses, balances the needs of automobiles with other modes, and accommodates diverse retail formats ranging from small businesses to big box stores.

Create a Sense of Place

Good public places, streets, and centers have the ability to create a sense of place. While a variety of components contribute to placemaking, it is the identity associated with a place that makes it memorable, pleasant and meaningful. Well-articulated streets, framed by development along the street, with well-designed street facades, tend to have a greater sense of place, while unarticulated streets that lack transparency or active uses create an area of low public and pedestrian interest.

Recommendations

- LU-5. Create quality streetscapes that contribute to the neighborhood character and sense of place.**
- 5.1. Create pedestrian friendly streets through attractive building facades, street trees, landscaping, lighting and street furnishings.
 - 5.2. Promote an urban street relationship by locating buildings close to the street, particularly along centers and corridors.
 - a. Provide street-facing development along centers and corridors with high levels of transparency.
 - b. Provide street-level, pedestrian-oriented uses whenever possible to create a more engaging and pleasant street facade that caters to pedestrians.
 - c. Provide direct pedestrian access from sidewalks to building entrances.
 - d. Provide enhanced setbacks and open space to accommodate seating and viewing areas for retail spillover.

- 5.3. Encourage mixed-use development and infill.
- 5.4. Create a variety of public spaces for recreational and social interaction, such as plazas, parks, playgrounds and community gardens.
- 5.5. Create transitions between existing and new developments by incorporating compatible building height, built form, massing and architectural detailing.
- 5.6. Ensure that building massing, height, and design appropriately reflect the human scale.
- 5.7. Enhance placemaking by providing additional decorative elements such as paving, public art, and signage.
- 5.8. Integrate smaller retail units with street facing frontages within a larger retail tenant to avoid monotonous and unarticulated street walls.
- 5.9. Avoid locating parking spaces between the sidewalk and building edge at local and community centers and community corridors.

Develop a Proportionate Street Enclosure

Good walkable streets in centers and along corridors have a sense of enclosure created by the facades of buildings, trees and other elements of the public realm. Careful consideration of building setbacks in relation to street size will establish an ideal “enclosure ratio,” which can slow traffic and contribute to pedestrian safety and enjoyment of the space. A proper street enclosure ratio will make the public realm more enjoyable and contribute to pedestrian safety, as drivers tend to respond to the sense of enclosure by reducing their travel speeds.

Recommendations

- LU-6. Develop a proportionate sense of street enclosure in centers and along corridors.**
- 6.1. Coordinate the relationship of new development between the street width and street height.
 - 6.2. Promote a proportional building base that responds to street enclosures through lower story heights.
 - 6.3. Provide continuous rows of large, closely-planted street trees to achieve a better street enclosure on rights-of-way over 100 feet in width.
 - 6.4. Avoid unarticulated solid walls at local and community centers and community corridors.
 - 6.5. Ensure that infill development is well integrated into the existing context, while enhancing the public realm (see Chapter 3 for additional details on infill development for specific areas within Far Northeast.)



Ensure that infill development is well integrated into existing context while enhancing the public realm



Develop a proportionate sense of street enclosure



Create quality plazas that contribute to the neighborhood character



Provide good design and quality construction



Enhance pedestrian and bicyclist experience



Provide shared structured parking

Good Design and Quality Construction

High quality development contributes to building longevity, which results in a sense of pride, identity and continuity. Well-designed buildings are pleasing to look at, have higher real estate values, and create a sense of place. Quality construction and good design can lead to sustainable buildings that require less maintenance. Good design can also have a positive economic impact on the success of the development and its immediate community. By contrast, poor-quality construction degrades faster, negatively impacting the economic value of the property due to increased repair and maintenance costs.

Recommendations

LU-7. New development should be of good design and quality construction.

- 7.1. Development at major intersections within local, community, or regional centers should be designed to be prominent and contribute to placemaking.
- 7.2. Provide quality construction and materials with low maintenance requirements on exterior walls and skins of buildings.
- 7.3. Incorporate sustainable design solutions that utilize passive solar design, energy and water conservation, waste management, reduction in urban heat island effect through permeability, color, light, greenery and natural materials.
- 7.4. Develop design guidelines for corridors and centers that don't already have them to establish building and urban design quality for new development or infill.

Enhance the Pedestrian and Bicycle Experience

Places identified as centers and corridors should be designed to prioritize comfort and ease of use for pedestrians and bicyclists. (See the sections 2.2.6 and 2.2.7 for more information on this topic.)

Recommendations

LU-8. Enhance the experience and comfort level for pedestrians and bicyclists.

- 8.1. Provide safe and efficient routes for pedestrians and bicyclists.
 - a. Minimize points of conflict between vehicles, pedestrians and bicyclists.
 - b. Provide wider sidewalk widths in areas projected to have high pedestrian routes and volumes.
- 8.2. Enhance street crossings by providing pedestrian safety medians at intersections wider than 100 feet.
- 8.3. Provide weather protection at transit stops.
- 8.4. Prioritize pedestrian access to local and community centers by extending local streets into retail areas.
- 8.5. Provide a highly connected bicycle network that offers route choice and creates new, active transportation opportunities.
- 8.6. Provide clear and consistent wayfinding signage.

Parking Management

As land values rise, surface parking becomes harder to justify. While structured parking is a great solution for consolidated parking spaces that free up valuable land for development, it is also very costly, and should be phased into project development over time.

Recommendations

LU-9. Prioritize providing shared structured parking wherever possible.

- 9.1. Evaluate and identify parking management strategies near transit stations that ensure a proper balance of supply and demand for all users.
 - 9.2. Consider a ‘park once’ environment, especially in areas that are well served by transit, to encourage walking between activities and uses. (See Mobility section for more information.)
 - 9.3. Promote proper use of parking facilities while providing convenient parking for nearby businesses and residences. Strategies should align with the City’s threefold vision for parking management as identified in the Strategic Parking Plan (SPP). Possible strategies to explore include, but are not limited to:
 - a. Shared or accessory parking agreements between future park-n-ride operators and nearby multi-family, commercial, or office uses. This includes opportunities to share off-street or structured parking inventory to reduce development costs.
 - b. Explore the opportunity to “unbundle” parking requirements from individual uses and explore establishing an overall parking requirement for the transit community core.
- c. On-street time limited parking restrictions and/or a combination of on- and off-street strategies to help manage commuter parking options.
 - d. Corridor-wide strategies for commuter and station area parking.
 - e. Transportation Demand Management (TDM) strategies to reduce parking demand and drive alone trips, including employer and community funded transit passes and car sharing.
 - f. Locational considerations and format for commuter lots, or other higher inventory parking lots as TOD evolves and transitions to an active mix of uses.
 - g. Appropriate pricing strategies to manage demand for transit community cores and best utilize existing commuter lots.
 - h. Other creative parking management tools as outlined in the Strategic Parking Plan.
- 9.4. Design parking structures that can accommodate conversion into future uses.
 - 9.5. Consider wrapping structured parking with active uses at street level when facing a primary street.
 - 9.6. Visible structured parking above street level should be well-integrated into the building design through techniques such as vertical and horizontal articulation, fenestration, and quality of exterior finish materials.
 - 9.7. Use landscaping to screen any primary street-facing surface parking to minimize visibility of cars from the street.
 - 9.8. New parking structures should be designed for conversion into other uses. For this reason, avoid using sloped floorplates, and establish a minimum of 10’ floor-to-ceiling clearance.

LU-10. Meet the parking demand at centers and corridors.

- 10.1. Recognize on-street parking as a valuable asset to promote access to both residential and commercial uses while acknowledging that these uses will not be able to rely on on-street parking to meet all their parking needs.
 - a. Coordinate management of off-street parking with the City.
- 10.2. Recognize that during early phases of development, surface parking may occur at market-based ratios.
- 10.3. Establish a parking management district, or utilize existing metropolitan districts to coordinate multiple strategies to manage the supply and demand for parking.



Provide street trees



Place special emphasis on pedestrian safety at rights-of-way wider than 100 feet



Create walkable communities by prioritizing shorter and compact block sizes

Street Trees

Street trees are important to any context. They break down the scale of large rights-of-way, mitigate pollution and noise coming from traffic, provide shade, contribute to traffic calming, and beautify hardscaped urban environments (see section 2.3.6 for more information on this topic.)

Recommendations

LU-11. Provide street trees in public rights-of-way.

- 11.1. Provide street trees within the right-of-way to improve air quality, provide shade and combat urban heat island effects.
 - a. Encourage enhanced landscape treatments at intersections of centers and corridors.
- 11.2. Create ecologically and visually rich environments by maximizing tree species while maintaining a rhythm and consistency.
- 11.3. Consider street trees at transition zones to aid in scale breakdown, especially where multi-story developments are directly adjacent to single-family residential.
- 11.4. Provide generous tree canopy coverage at rights-of-way over 100 feet in width to contribute to traffic calming.
 - a. Allocate street trees with a canopy spread greater than 18 feet on wide streets such as Tower Road, Green Valley Ranch Boulevard, E. 56th Avenue, Chambers Road, and Peoria Street
 - b. Allocate street trees with smaller canopy spreads for local streets.
 - c. Smaller species may be appropriate where there are narrow or no amenity zones.

Urban Furnishings

Furnishings serve many purposes in the urban environment, but they also contribute to placemaking and comfort. Examples of furnishings include: benches, trash receptacles, planters, bicycle parking, bollards, lighting, and wayfinding signage and elements.

Recommendations

LU-12. Provide streetscape furnishings.

- 12.1. Integrate streetscape furnishings into master planned designs.
- 12.2. Approve designs that share the same style, finish and color across the variety of streetscape furnishings.
- 12.3. Concentrate street furnishings near transit stations and at centers and corridors.
- 12.4. Provide greater quality of streetscape furnishings where higher pedestrian traffic is expected.

Surface Parking

Surface Parking is an essential component in supporting commercial and industrial uses. Site planning and design of surface parking lots can be laid out to minimize their impact on a community's environmental quality and character.

Recommendations

LU-13. Ensure that Surface Parking contributes positively to a sustainable environment.

- 13.1. Promote surface parking designs that incorporate low-impact development (LID) principles for stormwater management.
- 13.2. Provide generous planting areas to support trees and provide shade and screen parking visibility along arterials and gateways.
- 13.3. Promote natural drainage like bioswales and permeable pavers to capture stormwater runoff closer to the source.
- 13.4. Implement parking design layouts that promote safety and security while deterring unauthorized activities.

Street Lighting

Well-lit streets contribute to safer environments by ensuring visibility. Poorly-lit streets make it difficult for users to see, and therefore create a sense of uninviting or unsafe spaces, especially for pedestrians and bicyclists. Poorly-lit streets discourage active use and undermine the economic vitality of streets, centers, and corridors. Street lighting in residential areas is especially important in order for residents to feel comfortable and safe in their neighborhoods (see section 2.3.7 for more information on this topic.)

Recommendations

LU-14. Ensure safety and comfort through street lighting.

- 14.1. Provide well-lit streets that ensure pedestrian, bicyclist, and vehicular safety.
- 14.2. Provide well-lit streets to encourage evening use, and promote a safe streetscape environment.
- 14.3. Where pedestrian traffic is high, provide pedestrian lighting in addition to vehicular right-of-way lighting.

LU-15. Minimize light pollution at large employment centers, community and regional centers and corridors, and value manufacturing and innovation flex districts.

- 15.1. Promote dark sky compliant practices from dusk to dawn to minimize light pollution and negative impacts on wildlife.
- 15.2. Consider narrow spectrum lighting to avoid impact on wildlife along wildlife corridors, streams, or other ecological edges.
- 15.3. Consider lights on timers or motion sensors to minimize the duration of impact.

Greenfield Street Network

Undeveloped areas, such as those in the Gateway and DIA neighborhoods, present an opportunity to create new pedestrian-oriented development as well as parks and open space. This requires creating a network of complete streets (see sections 2.2.3 and 2.2.4 for more information on this topic).

Recommendations

LU-16. Create street networks in undeveloped greenfields.

- 16.1. Design greenfields to create walkable neighborhoods that are well-connected and accessible to major destinations and surrounding neighborhoods.
 - a. Connect to existing streets and extend existing street grids into greenfield developments to create a street network and connect to abutting neighborhoods.
 - b. Subdivide blocks as needed to create walkable communities by prioritizing shorter and compact block sizes, with detached sidewalks along all street frontages.
 - c. Develop a new street pattern that provides convenient access to key destinations and focal points including parks, schools, transit routes, and planned commercial areas.
 - d. Provide multiple street connections and safe pedestrian connections to community trails, transit routes, arterial streets, planned or existing local and community centers, entertainment and employment areas.
- 16.2. Ensure that new street patterns limit the use of dead-end streets and cul-de-sacs to promote connectivity and efficiency of mobility. Where dead-ends are unavoidable, provide trails or multi-use paths for pedestrians and bicyclists.
- 16.3. Create a street hierarchy to accommodate bicycle lanes, on-street parking, shared roadways, streetscape elements, and transit.

Retrofitting Existing Centers and Corridors

Suburban retrofit strategies can help promote the redevelopment of existing underutilized places. Ideally, as new places are built, they incorporate high quality design from the start. Realistically, though, many new developments are likely to happen in the short term that fall short of being complete places. These are often the result of market forces that make it impractical or infeasible to put all of the principles into practice at the original time of development. In these cases, even future corridors and centers that don't currently exist can benefit from retrofitting to make them more complete places. New developments that follow typical strip mall patterns should be designed for redevelopment as market demands, land-value, and density needs change.

Recommendations

LU-17. Retrofit existing centers and corridors to incorporate urban design best practices.

- 17.1. Convert parking lot drive aisles into streets that connect to the surrounding community in order to form a pattern of developable blocks.
- 17.2. Put zoning in place that allows for mixed-use development.
- 17.3. Fill in underutilized parking lots with infill development that fronts the street network.
- 17.4. Consolidate parking into structures to allow additional surface lots to be developed.
- 17.5. Provide pedestrian, bike, and transit infrastructure concurrently as the area grows and evolves.
- 17.6. Locate higher building heights and development densities in the middle of the center or directly fronting major corridors, and step down densities and building heights adjacent to existing residential neighborhoods.

EVOLUTION AND RETROFIT OF LOCAL CENTERS

Suburban retrofit strategies apply urban design principles and best practices to existing underutilized sites to support and promote the redevelopment of local centers. This can be done incrementally, allowing existing buildings and businesses to remain in place while changes are made to the land around them to create more complete places. The examples shown here are prototypical and are intended to be illustrative of how urban design and retrofit strategies can be applied to local centers to create more complete places over time.



Phase 1 - Existing Condition

- 1 Existing single-unit residential neighborhood
- 2 Existing “big-box” retail
- 3 Typical pedestrian and bike facilities
- 4 Large setbacks with parking located between buildings and the street
- 5 Transit stop with typical facilities

FAR NORTHEAST LOCAL CENTERS

This series shows how a typical local center can evolve into a more complete place over time.

- » Convert drive aisles to streets to form an internal street network
- » Improve transit and road connections to the surrounding community
- » Create safe, visible and convenient pedestrian and bicycle facilities that are open and accessible
- » Promote shared surface parking solutions
- » Provide mixed-use infill development on newly-created blocks
- » Ensure smooth land use and building height transitions to the surrounding community
- » Incorporate plazas and green spaces wherever possible



Phase 2 - Mid-Term

- 1 Street lights and other furnishings create a sense of place
- 2 Green roofs and solar panels
- 3 Former parking lot drive aisles converted to streets to create a new block structure
- 4 Additional landscaping and street trees create a sense of place and provide shade
- 5 Shared parking at rear of buildings
- 6 High ease-of-use bicycle facilities connected to surrounding neighborhoods
- 7 New mixed-use buildings address the street to create a defined edge
- 8 Lower stories, upper stories, and shopfront windows activate street
- 9 Improved transit facilities



Phase 3 - Long-Term

- 1 Mixed-use development with ground floor retail
- 2 Enhanced building setbacks allow for outdoor cafe and restaurant seating
- 3 Commercial/retail infill fronts new streets
- 4 Mixed-use infill adds retail and housing
- 5 Defined street edge and streetscape improvements create a more walkable pedestrian environment
- 6 Mid-block connections for pedestrians and bicyclists

EVOLUTION AND RETROFIT OF COMMUNITY CENTERS

Suburban retrofit strategies apply urban design principles and best practices to existing underutilized sites to support and promote the redevelopment of community centers. This can be done incrementally, allowing existing buildings and businesses to remain in place while changes are made to the land around them to create more complete places. The examples shown here are prototypical and are intended to be illustrative of the how urban design and retrofit strategies can be applied to community centers to create more complete places over time. These concepts apply to both existing centers as well as future centers that may be developed in the short term as single use suburban strip malls. In either case, by implementing the Far Northeast Area Plan's urban design recommendations and suburban retrofit strategies, more complete community centers can emerge over time.



Phase 1 - Existing Condition

- 1 Transit stop with typical facilities
- 2 Existing "big-box" retail
- 3 Existing single-unit residential neighborhood with limited connectivity to adjacent retail
- 4 Typical "strip mall" with commercial buildings set back from street, surrounded by surface parking
- 5 Typical pedestrian and bike facilities

FAR NORTHEAST COMMUNITY CENTERS

This series shows how a typical suburban community center can evolve into a more complete place over time.

- » Convert drive aisles to streets to form an internal street network
- » Improve transit and road connections to the surrounding community
- » Create safe, visible and convenient pedestrian and bicycle facilities that are open and accessible
- » Promote shared parking solutions, including structured parking
- » Provide mixed-use infill development on newly-created blocks
- » Ensure smooth land use and building height transitions to the surrounding community
- » Incorporate plazas and green spaces wherever possible



Phase 2 - Mid-Term

- 1 New public plazas
- 2 Shopfront windows activate street
- 3 New buildings form a defined street edge
- 4 Green roofs and solar panels
- 5 Improved transit facilities
- 6 Shared structured parking creates opportunity for future infill development
- 7 Former parking lot drive aisles converted to streets to create a new block structure
- 8 New trails connect residential neighborhoods to retail and services
- 9 High ease-of-use bicycle facilities connect to surrounding neighborhoods



Phase 3 - Long-Term

- 1 Defined street edge and streetscape improvements create a more walkable pedestrian environment
- 2 New multi-unit housing creates smooth transition to single-unit residential neighborhoods
- 3 Public and private open spaces allow for public plaza or cafe seating
- 4 Taller buildings are centrally-located and set back or step down to transition to lower density areas
- 5 Shared parking structure wrapped with new mixed-use development
- 6 Rooftop gardens and patios provide outdoor building amenities

EVOLUTION AND RETROFIT OF REGIONAL CENTERS

Suburban retrofit strategies apply urban design principles and best practices to existing underutilized sites to support and promote the redevelopment of regional centers. This can be done incrementally, allowing existing buildings and businesses to remain in place while changes are made to the land around them to create more complete places. The examples shown here are prototypical and are intended to be illustrative of the how urban design and retrofit strategies can be applied to regional centers in phases and over time. Currently, there are no existing regional centers in Far Northeast, but there is a future regional center identified at the 61st & Peña station area. Today, the station area consists primarily of undeveloped land. As the area develops over time, the market will likely prove itself by being able to support higher development intensities that may not be achievable in the short term. By implementing the Far Northeast Area Plan's urban design recommendations and suburban retrofit strategies, a more complete regional center can emerge over time.



Existing undeveloped greenfield

FAR NORTHEAST REGIONAL CENTERS

This series shows how a suburban regional center can evolve into a more complete place over time. This series starts at the mid-term timescale rather than the existing condition because of the amount of time it will take to develop existing greenfield land into a fully-formed, diverse place.

- » Extend existing streets into greenfield areas to create a street network
- » Provide mixed-use infill development on newly-created blocks
- » Improve transit and road connections to the surrounding community
- » Create safe, visible and convenient pedestrian and bicycle facilities that are open and accessible
- » Promote shared parking solutions, including structured parking
- » Wrap structured parking with active uses
- » Encourage the highest density development to locate within walking distance of rail-based transit
- » Ensure smooth land use and building height transitions to the surrounding community
- » Create public parks and incorporate plazas and green spaces into private developments wherever possible



Phase 1 - Mid-Term

- 1 "Big-box" commercial buildings set back from street
- 2 Mixed-use buildings
- 3 Rooftop patios provide outdoor building amenities
- 4 Enhanced building setbacks allow for outdoor cafe and restaurant seating
- 5 Corners framed by mixed-use buildings with active ground floor retail
- 6 Special paving creates a sense of place and calms traffic
- 7 Surface parking serves as an interim use for future development
- 8 Destination entertainment venue
- 9 Shared parking structure serves transit and adjacent development
- 10 High-capacity transit station



Phase 2 - Long-Term

- 1 Mid-block connections for pedestrians and bicyclists
- 2 Minimal surface parking serves ground floor retail
- 3 Buildings form a defined street edge through infill and increased density
- 4 Festival street expands public open space
- 5 Transit station integrated with new development
- 6 Private open space used as a public plaza
- 7 Entertainment venue wrapped with active retail and commercial uses
- 8 Shared parking structure wrapped with mixed-use development
- 9 High-density, mixed-use development adjacent to transit

EVOLUTION AND RETROFIT OF COMMUNITY CORRIDORS

Suburban retrofit strategies apply urban design principles and best practices to existing underutilized sites to support and promote the redevelopment of community corridors. This can be done incrementally, allowing existing buildings and businesses to remain in place while changes are made to the land around them to create more complete places. The examples shown here are prototypical and are intended to be illustrative of how urban design and retrofit strategies can be applied to community corridors in phases and over time. Corridors differ from centers in that they typically only have a single block of depth before abutting other types of places. This means that transitions to less intense uses need to occur in a smaller amount of space, typically through the use of upper story step backs and rear yard setbacks. By implementing the Far Northeast Area Plan's urban design recommendations and suburban retrofit strategies, more complete community corridors can emerge over time.



Phase 1 - Existing Condition

- 1 Commercial strip development with buildings set back from the street
- 2 Surface parking located between buildings and the street
- 3 Commercial uses, such as offices or hotels, step down in the rear to aid in transition to adjacent residential areas
- 4 Transit stop with typical facilities
- 5 Auto-oriented streets with long crossing distances
- 6 Typical pedestrian and bicycle facilities

FAR NORTHEAST COMMUNITY CORRIDORS

This series shows how a typical suburban community corridor can evolve into a more complete place over time.

- » Encourage new development to front the corridor
- » Locate surface parking to the sides and rear of buildings
- » Encourage mixed-use development with commercial uses directly along the corridor, and multi-unit residential uses above or behind
- » Use setbacks and building stepbacks to improve land use and building height transitions to adjacent residential areas
- » Create safe and convenient pedestrian and bicycle access to the corridor
- » Limit curb cuts and provide sidewalks, trees, and landscaping to promote safety and walkability along the corridor
- » Incorporate plazas and green spaces wherever possible
- » Promote shared parking solutions, including structured parking



Phase 2 - Mid-Term

- 1 Residential development adjacent to corridor
- 2 High ease-of-use bicycle facilities connect to surrounding neighborhoods
- 3 Rooftop solar panels
- 4 Lower stories, upper stories, and shopfront windows activate street
- 5 Enhanced building setbacks allow for additional landscaping or an amenity zone
- 6 Improved transit facilities and designated bus lanes
- 7 Pedestrian refuge at median enhances crossing
- 8 Private open space allows for public plaza or cafe seating
- 9 Street lights and other furnishings create a sense of place
- 10 Increased density with street-facing mixed-use development
- 11 Parking located to the sides and rear of new development



Phase 3 - Long-Term

- 1 New mixed-use development
- 2 New buildings form a defined street edge
- 3 Enhanced building setbacks allow for public plazas or cafe seating
- 4 Urban infill, defined street edge, and streetscape improvements create a more walkable pedestrian environment
- 5 Increased density within the corridor

Regulatory and Policy Tools for Large-Scale Development

Historically, General Development Plans (GDPs) were a commonly used tool in Far Northeast to address large, complex or phased development projects. GDPs were intended to anticipate a development program and the necessary infrastructure systems (road network, drainage, parks and open space, utilities) that will support the conceptual development. The Large Development Review (LDR) process was created in 2019 to replace the GDP process. Unlike GDPs, the outcome of the LDR process is not a set of plans, but a documentation of the planning and/or regulatory steps needed to ensure a high quality development that benefits the community. This may include a City Council adopted plan, Infrastructure Master Plans, development agreements, rezoning, design guidelines, subdivision, and site development plans. It's likely the LDR process will be used extensively in Far Northeast in the years ahead due to the large amounts of undeveloped land situated on parcels exceeding five acres in size. Properly applying LDR within Far Northeast will increase community involvement in large scale development projects, and will help to achieve the following objectives of this plan:

- Ensure the adequate provision of parks and open space in underserved areas (see Section 2.3.5).

Ensure that future street connections recommended by this plan are made (see Section 2.2.3).

Promote design quality in undeveloped or redeveloping areas (see Sections 2.1.4, 2.1.7, and Chapter 3).

Achieve community benefits to address and improve equity outcomes (see Section 1.2).

2.1.8 - ZONING AND OTHER REGULATIONS

What is it?

The City adopted the Denver Zoning Code (DZC) in 2010. Although the majority of the city was rezoned in 2010 to be included in the DZC, a significant portion of Denver is still covered by the old zoning code called Former Chapter 59. The presence of old code zoning presents challenges to consistent and efficient administration and means that many properties are not able to enjoy the benefits of a modern, flexible and context-based zoning code. Blueprint Denver recommends rezoning properties out of Former Chapter 59 and into the Denver Zoning Code, and limiting the use of Planned Unit Developments (PUDs) and other customized zoning tools to situations where standard zone districts do not exist to implement adopted plans.

What's the Situation in Far Northeast?

The current approach to city planning in Denver is for custom zoning to be used only when absolutely necessary; it's the exception rather than the rule. The old code zoning in Far Northeast dates from an era when custom zoning was the rule rather than the exception, which is why it's so widespread in this part of the city. Former Chapter 59 zoning is the most prevalent category of zone districts in Far Northeast, comprising 61% of the total land area. Additionally, the vast majority of undeveloped properties in Far Northeast have old code zoning, and most property owners do not rezone prior to developing their land. This means that most new development in Far Northeast is not developed according to the modern standards which are guiding development in the rest of the city.

Because they are not form-based, old code districts tend to have more permissive site design standards, higher parking requirements, and less flexibility regarding uses. In Far Northeast, they also typically limit densities to lower levels than what would be achievable under a modern zone district implementing the guidance from this plan. These two factors, taken together, make Former Chapter 59 zoning an obstacle to achieving the long-term vision of this plan.

Some of the old code PUDs in Far Northeast are very large in size and have been in place for many years. It is common for these PUDs to identify subareas (often referred to as "superblocks") with different land uses. Typically, a majority of the superblocks within the PUD emphasize residential development, with a smaller area set aside for mixed-use, commercial, or industrial development. As of the time of this writing, many of the residential superblocks within Far Northeast PUDs have been developed, and remaining undeveloped land within the PUDs are located within superblocks that emphasize other uses. Because commercial uses are strongly desired within Far Northeast, especially retail uses, there is some risk in simply converting old code PUDs over to standard mixed-use (MX) zone districts because although those districts allow commercial development, they do not require it. Therefore, care should be taken when rezoning old code PUDs into the DZC to ensure that important community benefits associated with the PUD, such as commercial and retail development, are not lost.

What's the Strategy?

As development occurs in Far Northeast, especially in the Gateway, most property owners are choosing to develop under the old code rather than rezone into the DZC. The strategy outlined here is intended to encourage property owners to choose to rezone for the mutual benefit of themselves and the surrounding community.

- » In many cases, the recommendations in this plan for corridors and centers offer increased development potential compared to existing zoning. This creates an incentive for property owners within these areas to rezone.
- » Consider revising permit fee structures to reflect the higher costs associated with reviewing projects under the old zoning code.
- » Promote large-scale or council member-initiated rezonings as an appropriate tool for areas where property owners are unlikely to rezone on their own, such as existing residential or industrial areas that are recommended by this plan to remain low density residential or value manufacturing.
- » Provide relief from overly-restrictive PUDs by making it easier for property owners to rezone into the new code, and support the use of negotiated outcomes, if necessary, to ensure that community benefits associated with the existing PUD are not lost.

Custom Zoning

“Custom Zoning” is a general term that is used to describe any type of non-standard zone district that goes beyond the districts in the zoning code. Examples of this include Planned Unit Developments (PUDs) as well as waivers or conditions that have been added to an otherwise standard zone district. Most of the land in Far Northeast (61%) has custom zoning in one form or another.

Challenges Associated with Custom Zoning:

1. Lack of transparency and predictability- Each instance of custom zoning is unique. When there are many instances of custom zoning within an area, such as in Far Northeast, it can become difficult to understand what is allowed on a particular property. This is because each instance of custom zoning follows its own rules that must be reviewed and understood on a case by case basis.
2. Not flexible over time- Custom regulations tend to become outdated, sometimes very quickly, depending on the shifting needs and desires of an area. The only way to change those regulations is to rezone, which can be a lengthy and costly process.
3. Unpredictable process- The wide use of custom zoning can result in inequitable outcomes since neighborhoods with more resources are often able to have a stronger voice in negotiations during the rezoning process. It is also a longer and more complicated process for applicants to navigate, with unknown outcomes.
4. Difficult to administer over time- It is more challenging for staff to review and understand site-specific rules for multiple properties across the city. This results in more resources spent reviewing and enforcing special standards.

OTHER REGULATIONS AND DISTRICTS

In addition to zoning, there are several other regulations and districts in place in Far Northeast that help to guide future development. These additional tools are common in the Gateway Green Valley Ranch and DIA neighborhoods, due to the large amounts of undeveloped land.

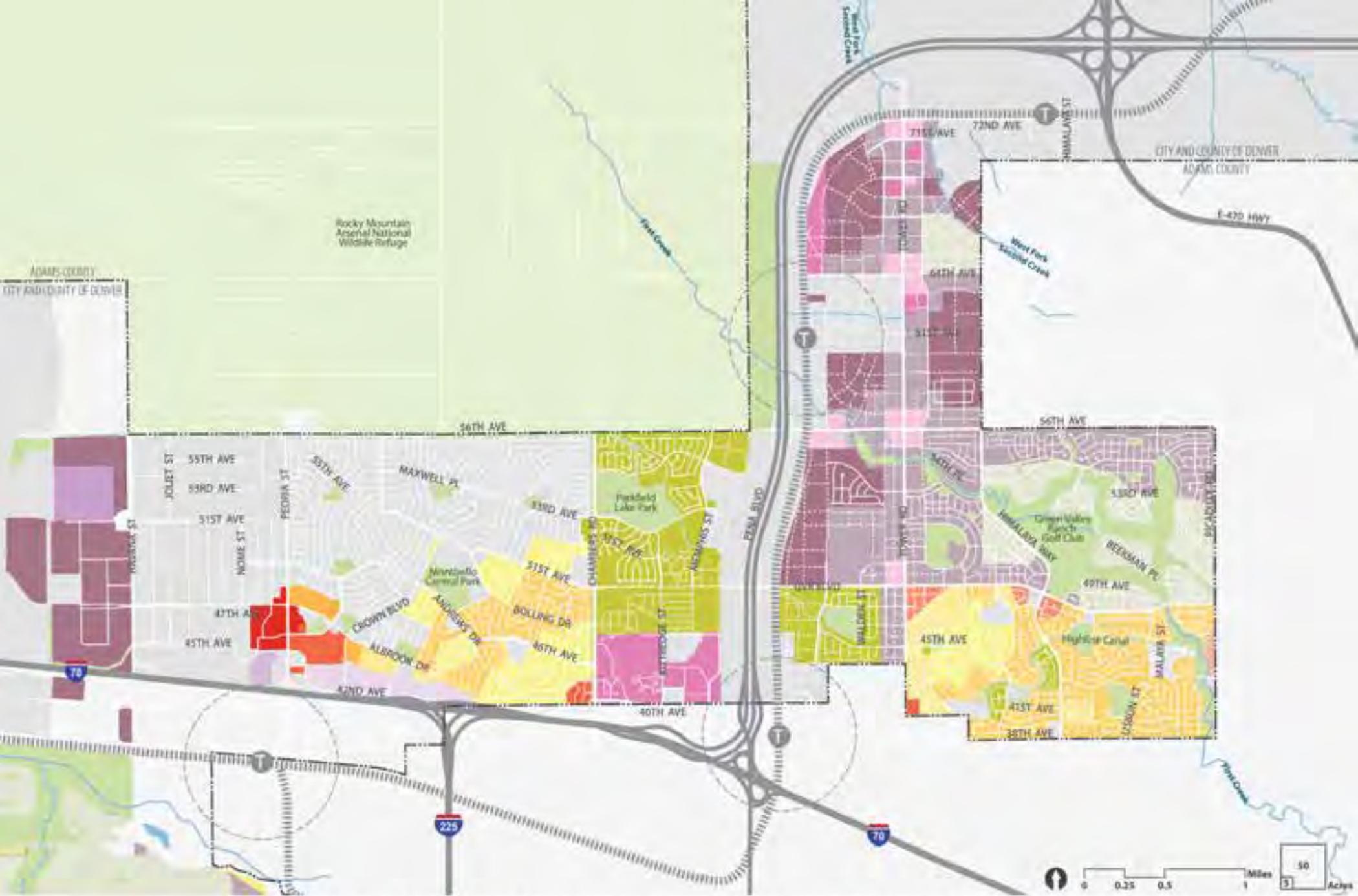
1. Design Guidelines for Denver Gateway- In addition to what is already required by zoning, the design guidelines provide further guidance on site and building design and emphasize the importance of high quality public improvements, especially streets.
2. Gateway Subdivision Rules and Regulations- These rules and regulations are intended to ensure that new schools and parks/recreation facilities are provided concurrent with new development. See section 3.2.5 of this plan for recommendations on updating these rules and regulations.
3. Special Districts- The two main types of special districts found in Far Northeast are General Improvement Districts and Metropolitan Districts. Both types have taxation powers and are typically used to help fund and construct public infrastructure.
4. Fee Areas- Additional fees are collected within designated areas to help fund parks, safety improvements, and other impacts associated with new development.
5. Peña Station Next Design Overlay (DO 6) Zoning overlay that establishes flexibility for signage within the station area.

Recommendations:

LU-18. Rezone Former Chapter 59 properties into the Denver Zoning Code.

- 18.1. Ensure that fees are structured so as to promote rezoning out of Former Chapter 59 zone districts and into the DZC.
 - a. Continue the practice of waiving rezoning fees for properties that rezone out of the old code and into the DZC.
 - b. Consider revising the permit fees for developing under the old zoning code to reflect the true cost of increased review time and staff hours associated with training, maintenance, and administration of two zoning codes.
- 18.2. Strategically use large-scale rezoning as a tool for bringing Former Chapter 59 properties into the DZC.
 - a. The future vision for many areas within Far Northeast is to maintain the existing condition, which creates little incentive for property owners to rezone on their own. These areas are ideal candidates for city-sponsored rezonings:
 - Existing single-unit and two-unit residential areas that are identified by this plan to remain residential low or residential low: single unit.
 - Existing light industrial areas that are identified by this plan to remain value manufacturing.
- 18.3. Reduce regulatory barriers for rezoning out of old code PUDs and into the DZC.
 - a. Support efforts to revise the Denver Revised Municipal Code that would make it easier for property owners to rezone out of Former Chapter 59 PUDs.
 - Revise requirements that require all property owners within the PUD to agree to rezone.
 - Allow portions of PUDs to rezone into the new code and leave remnants of the old PUD in place for property owners who choose not to rezone.
- 18.4. Support rezoning efforts that will result in the development of significant job opportunities and expansion of employment sectors.

- 18.5. Support the use of negotiated outcomes when rezoning Former Chapter 59 PUDs into the DZC if necessary to preserve community benefits of the existing PUD.
 - a. Ensure that community benefits are not lost when rezoning out of a PUD. Community benefits in Far Northeast include:
 - Retail uses, especially basic needs retail such as grocery, clothing, and pharmaceuticals.
 - Entertainment uses
 - Employment uses
 - Parks and open space
 - Affordable housing
 - Housing for special needs populations (such as the elderly and disabled)
 - Other priorities and benefits as identified by this plan
 - b. Use development agreements as a preferred method for negotiating an outcome to maintain and provide community benefits.
 - c. If development agreements are not sufficient to produce the desired outcome, consider using additional regulatory tools including but not limited to:
 - Waivers and conditions
 - New DZC PUD
 - Zoning overlays
- 18.6. Evaluate tools to help ensure that a portion of the value of increased development potential obtained through rezoning is shared with the community through provision of affordable housing consistent with Section 2.1.10 of this plan.
 - a. Specific tools could include:
 - A zoning incentive system consistent with citywide incentive approaches for affordable housing.
 - Development agreements, affordable housing plans, or other agreements that address affordable housing.



FORMER CHAPTER 59 ZONING (PUDs, WAIVERS & CONDITIONS)



City & County of Denver Boundary	R-3 (Residential)	C-MU-30 (Commercial Mixed Use)	B-8 (Commercial Mixed Use)	PUD (Planned Unit Development)
Existing Street Network	R-2 (Residential)	C-MU-20 (Commercial Mixed Use)	B-4 (Commercial Mixed Use)	I-1 (Industrial)
Future Street Network	R-1 (Residential)	C-MU-10 (Commercial Mixed Use)	B-3 (Commercial Mixed Use)	I-0 (Industrial)
	R-2-A (Residential)	GTWY (Commercial Mixed Use)	B-2 (Commercial Mixed Use)	
	R-MU-20 (Residential)			



2.1.9 - LOCAL ECONOMY

What is it?

A successful local economy exists when there is an adequate framework of financial resources and opportunities to enable households to form and thrive. In successful local economies, there is a strong presence of employment opportunity, merchants offer a broad spectrum of good and services, and there is a reasonable flow of labor and capital across neighborhood boundaries, thereby expanding options for local residents and importing dollars and employees as needed for local businesses.

What's the Situation in Far Northeast?

The Far Northeast has a strong local economy overall, as documented by the data provided in this plan and the studies that were conducted to support the planning process. Generally, commercial rents are high and vacancy rates are low, compared to Denver metro averages as well as compared to historic trends. There is a concentration of jobs with good wages, particularly in the industrial areas on the western side of the planning area. Regional transportation options are some of the best in the city, with a number of highways and light rail options providing direct access to employment centers such as the Fitzsimons medical campus, DEN, and downtown. Home prices are rising, but remain below the Denver average. Generally, the metrics would suggest that the area is vibrant with significant opportunity.

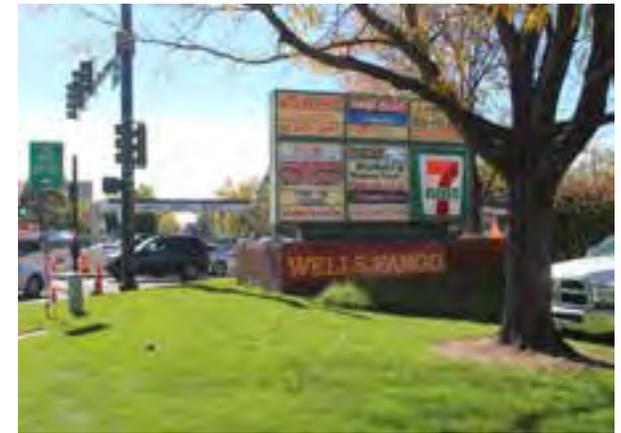
However, not all of this opportunity is distributed evenly across the community. Home prices, while remaining low relative to city-wide standards, are rising quickly. Affordability is an issue, particularly for long-term residents, and displacement is a concern. Local, long-term business owners report concerns about future lease extensions and ways to maintain their presence in the community, with a well-established customer base. In short, there is concern that equity be advanced in any plan for the future, providing more opportunity for long-term residents regarding employment, housing, and retail options. Specific elements of the local economy are described in greater detail in this section.

Community Feedback on Local Economy

- Throughout the planning process, residents consistently provided feedback that the Far Northeast is under-served by most forms of retail and services. Uses that are desired the most include grocery stores, basic needs retail such as clothing stores, big box stores, restaurants, child care providers, and entertainment uses such as movie theaters and bowling alleys.
- Although there are employment centers in Far Northeast, most residents commute outside of the planning area for work. Attracting additional jobs to Far Northeast would help fill this gap.
- Far Northeast residents identified existing high-profile employers such as DEN and Panasonic as key assets to build upon, or follow suit with similar development, as a strategy for attracting jobs.
- The Far Northeast has major regional transportation infrastructure including I-70, Peña Boulevard, and the A-Line. These are key assets that could be leveraged to attract more visitors and businesses.

What's the Strategy?

- » Recognize the economic and market differences among the three statistical neighborhoods in the Far Northeast, and tailor actions to address the needs for each.
- » With a focus on redevelopment corridors, use City funds from Denver Economic Development and Opportunity (DEDO) for tenant recruitment and formation as well as tax increment financing (TIF) funds to enable new developments to achieve viability. Work with Denver Urban Renewal Authority (DURA), where feasible, to establish TIF districts to support redevelopment.
- » Link local employment opportunity (and requirements) to the provision of incentives, either for tenancing or development. Build from the WorkNow pilot program to continue to expand employment opportunities for long-term local households.
- » Consider ways to increase the number of households and corresponding expenditure potential on the far west side of the plan area, specifically along the Peoria Street corridor.
- » Consider ways to make innovative food options more viable, given the insufficient market support for a new full-service grocery store. Support locally-generated neighborhood efforts to increase access to food as well as local entrepreneurs.
- » Leverage existing greenfield sites as an opportunity to attract large-scale employment use where appropriate.



Retail space in Montbello neighborhood



Local farmer's market



Outdoor dining in Gateway-Green Valley Ranch



Overview of Market Conditions

An economic analysis of market conditions and opportunities was conducted as part of the Far Northeast planning process. The report analyzed the market, retail demand, and specific areas of opportunity within Far Northeast. Major findings from that report are summarized here.

Residential Growth

Since 2000 the plan area has grown at a faster rate than the City, increasing from 36,740 residents in 2000 to 76,650 residents in 2017, representing 4.3 percent annual growth in the plan area compared to 1.4 percent annually in the City. Continued growth in Far Northeast is expected given historic rates of growth, the continued availability of greenfield land, land constraints elsewhere in the City, and regional trends for the Denver metropolitan area.

Retail Growth

Projected growth in the Far Northeast and surrounding areas to the south and east is expected to increase demand for retail space by 1.1 million square feet by 2030. Opportunities for new retail development will be concentrated near new residential development; however, small-scale mixed-use and infill opportunities exist throughout the plan area.

Employment Growth

The Far Northeast is recognized as a strong employment node within the City and is well-positioned for additional employment growth. There were 20,700 jobs in the plan area in 2017, accounting for 4 percent of jobs in the City; 15,000 of those jobs, or 72 percent of Far Northeast employment, were located in Montbello, primarily in the industrial area between Havana Street and Peoria

Street. For Far Northeast, the largest employment sectors are wholesale trade (14.4 percent) and manufacturing (12.4 percent). Recent growth (measured since 2011) has captured a broader set of sectors, including accommodation and food services (28 percent of growth), wholesale trade (23 percent of growth), and professional and technical services (18 percent of growth).

Commuting

Despite the significant number of jobs located within Far Northeast, most residents work outside of the area. Nearly 94 percent of the 35,500 employed residents commute outside of Far Northeast for work. Conversely, nearly 92 percent of the 20,700 employees who work in Far Northeast commute in from elsewhere. Given the high proportion of local residents who commute out of the area for employment and the mismatch between wages paid at jobs within Far Northeast and wages earned by residents, new economic development activity should be intentional about creating local opportunities for local residents—both employment and entrepreneurship.

Industrial Market

Existing industrial market conditions are strong within the Far Northeast area. Industrial uses are concentrated in Montbello and are a key driver of market conditions in the Far Northeast. The Far Northeast has 16.4 million square feet of industrial space—95 percent of which is in Montbello. New industrial development is also taking place in this area. Since 2006 there has been 2.47 million square feet of new industrial space built in the Far Northeast, and there is nearly 375,000 square feet of additional space planned. During the Blueprint Denver planning process, the Montbello industrial areas were evaluated and ranked based on their value and the

risk of conversion to other uses. The local market is particularly strong for most of the area between Havana Street and Peoria Street in Montbello, where industrial uses are concentrated. The areas along the Peoria Street corridor were ranked with lower value and represent an area of opportunity for possible redevelopment, without threatening the overall viability of Denver’s industrial economic base. This evaluation leads to balance within the Far Northeast, with greenfield opportunities to the east and redevelopment opportunities to the west on Peoria Street.

Retail Market

Similar to industrial market conditions, existing retail market conditions are also strong. The retail market overall in the Far Northeast is performing well, with low vacancy rates and strong rents. Retail across the plan area has a vacancy rate of only 2.5 percent—lower than the citywide average of 3.7 percent. This indicates strong market performance and demand for retail space. Local rents in 2017 in the plan area averaged \$24.74 per square foot, compared to \$21.47 across the City. The low vacancy rates combined with high rents reflect potential demand for new space; however, limited land available presents a challenge. Redevelopment viability becomes less feasible within any submarket that has existing, well-performing tenants. However, centers that have large underutilized areas, such as oversized parking lots, have potential for new infill development that increases the retail square footage within the center without increasing the size of the center itself.

Grocery Market

In looking at the grocery market, the plan area is considered within a larger retail trade area that includes not just Far Northeast, but also other portions of Denver and Aurora. The analysis showed that there is an outflow in grocery dollars from the retail trade area of approximately 22 percent,

or \$32 million of the total \$141 million in grocery spending by trade area residents. An average 55,000 square foot grocery store typically requires sales of approximately \$25 million to locate in an area. The current outflow in grocery dollars thus represents approximately 1.3 conventional grocery stores. Market research and interviews with developers who are active in grocery store development indicate that there is movement for a new, smaller grocery store at a possible location east of Peña Boulevard. If this concept moves forward, the remaining market support is expected to drop below the threshold needed to support an additional store. Future residential growth will increase market support for additional grocery stores. This may have minimal impact on established areas, however, as most of this growth is expected to take place on the eastern side of the plan area.

Recommendations:

LU-19. Support employment growth in Far Northeast.

- 19.1. Utilize programs through Denver Economic Development and Opportunity (DEDO) that assist with business formation and tenanting.
- 19.2. Utilize and build upon existing programs that support employment, such as the WorkNow pilot program.
- 19.3. Create a new job training center in Far Northeast to support employment growth for residents.
 - a. Look for opportunities to incorporate the job training center as part of a larger campus-style development
 - b. Consider partnering with large local employers, such as DEN, to focus job training programs on building skills that meet their needs.
- 19.4. Link Far Northeast communities to construction jobs for nearby infrastructure projects such as the National Western Center, I-70, and Elevate Denver bond projects.

19.5. Establish partnerships between local community organizations and new employment uses for job recruitment that benefits the community by collaborating with DEDO and City Council offices.

- a. Partner employers with communities to provide opportunities for youth and adult training and recruitment.
- b. Partner employers with communities to provide opportunities for scholarships for certificate and degree training needed for professional development.

LU-20. Cater economic development strategies to the unique opportunities of specific areas.

20.1. In established centers, corridors, or districts where this plan recommends redevelopment, infill development, or suburban retrofit strategies:

- a. Encourage land aggregation, where needed, to enable development of scale.
- b. Utilize opportunity zone designation, where applicable, to attract capital investment.
- c. Explore the suitability of Tax Increment Finance (TIF) to incentivize redevelopment projects by providing financing assistance.

20.2. In greenfield development areas where this plan recommends establishing new centers, corridors, or districts:

- a. Shape market-driven growth through development policies.
- b. Continue the “strong boulevards” approach to public sphere development and enhancements by requiring new development to meet or exceed the standards that exist today.
- c. Prioritize the public/private interface.
- d. Create opportunities for corporate headquarter locations.

“HOUSEHOLDS THAT SPEND MORE THAN 30% OF THEIR HOUSEHOLD INCOME ON UTILITIES AND HOUSING ARE CONSIDERED “COST BURDENED” AND MAY HAVE DIFFICULTY ADDRESSING OTHER NEEDS SUCH AS FOOD, CLOTHING, MEDICINE TRANSPORTATION OR CHILDCARE.”

“WORKFORCE HOUSING IS: RENTAL AND FOR-SALE AFFORDABLE UNITS FOR HOUSEHOLDS WITH EARNED INCOME THAT IS INSUFFICIENT TO OTHERWISE OBTAIN HOUSING IN REASONABLE PROXIMITY TO EMPLOYMENT.”

– FROM THE “HOUSING AN INCLUSIVE DENVER” PLAN

2.1.10 - AFFORDABLE HOUSING

What is it?

There are two main types of affordable housing: subsidized and non-subsidized. Subsidized housing typically involves some form of government assistance for some or all housing expenses depending on residents' incomes. Non-subsidized housing is market-rate housing supported directly by the household itself. All forms of housing are considered affordable when the household pays no more than 30% of their total income toward utilities and rent or mortgage combined.

What's the Situation in Far Northeast?

The Far Northeast contains some of Denver's more affordable non-subsidized for-sale and for-rent housing. It also contains most of the city's undeveloped land. These conditions combine to make the Far Northeast an ideal place for future growth and development. Residents have raised gentrification and displacement concerns as investment in the area increases.

- » Residents of the Far Northeast have expressed worry over involuntary displacement and gentrification. Long-term residents fear affordability will diminish as the community grows increasingly popular with young families and first-time home buyers. The growing attention on the area's currently low home prices has increased pressures on affordability.
- » Developed as suburban alternatives to urban Denver, existing communities primarily consist of single family residential homes. There are few duplex, townhome, row home, or condominium developments which would normally provide an entry to home ownership for low- and middle-income households (those making between 70-120% of the area median income).

- » Subsidized housing exists in the Far Northeast. Single family units are dispersed throughout neighborhoods and are indistinguishable from their neighbors. An exception noted by some residents are the older, larger apartment complexes. Residents expressed concern over safety and maintenance issues at some of the apartment complexes that provide affordable housing in Far Northeast.
- » Long-time Far Northeast residents desire to age in place but have expressed concern over their ability to find affordable units in their communities. Fixed income residents also expressed anxiety over their ability to afford and maintain their single-family homes as maintenance and living costs rise.
- » Attainable housing is desired in the Far Northeast. Residents would like to see housing affordable to civil servants, teachers and other middle-class professions. Attainable housing is viewed not only as affordable, but an attractive way to maintain the cultural and racial diversity that is central to the area's rich history and identity.

What's the Strategy?

- » Develop programs that minimize involuntary displacement and threats from gentrification while also welcoming new residents to the area.
- » Utilize the undeveloped areas of Far Northeast to provide diverse housing stock that incorporates a mix and variety of unit types that cater to first-time home buyers, lower income residents, and seniors.
- » Track and maintain existing subsidized units, and look for opportunities to extend their affordability timelines when units reach the end of their deed restriction requirements.
- » Improve conditions of older multi-unit apartment complexes to increase safety, maintenance, overall aesthetics and beautification.
- » Develop more community-based senior housing, and provide programs that help seniors affordably maintain their properties.
- » Develop more workforce housing, and encourage developers to provide more variety and unit type mixtures in future projects.
- » Encourage housing development in mixed-use areas such as regional centers, community centers, and corridors where there is access to pedestrian facilities, bike facilities, and frequent and reliable transit services.
- » Support requests for zoning code changes and updates to zoning regulations that permit increased diversity among residential building forms, including Accessory Dwelling Units. Develop incentives that promote the creation of subsidized Accessory Dwelling Units on large lots or within large homes.



Diversify the housing stock



Develop more attainable housing



Encourage housing development in mixed-use areas

IN EARLY 2018, THE CITY ADOPTED HOUSING AN INCLUSIVE DENVER, A FIVE YEAR HOUSING PLAN TO GUIDE HOUSING POLICY, STRATEGY, AND INVESTMENT PRIORITIES. THE HOUSING PLAN HAS FOUR KEY GOALS:

- 1. Create affordable housing in vulnerable areas and in areas of opportunity**
- 2. Preserve affordability and housing quality**
- 3. Promote equitable and accessible housing options**
- 4. Stabilize residents at risk of involuntary displacement**

The housing plan calls for Blueprint Denver to advance land use strategies that will expand affordable and mixed income housing options throughout the city. It also has specific recommendations to advance the four key goals, including many strategies related to preserving affordability and mitigating involuntary displacement.

Recommendations:

LU-21. Support housing strategies in the Far Northeast that seek to minimize involuntary displacement.

- 21.1. Promote citywide programs in the Far Northeast that help stabilize homeowners. Programs should:
 - a. Expand access to emergency rent, mortgage and utility assistance for low-income households, single-parent families, fixed-income seniors, persons with disabilities, and Far Northeast immigrant and refugee communities.
 - b. Offer tax deferrals and abatement that provide relief to individuals and families experiencing temporary financial hardships.
 - c. Increase the percentage of subsidized rental and for-sale units. Work with landlords, property owners and developers to produce or extend deed-restricted units through financial incentives, maintenance assistance grants, and other financial programs.
 - d. Develop rental unit registries, renter “bill of rights” protections, and eviction assistance policies that help residents remain in stable and affordable housing.

LU-22. Promote citywide affordable housing programs in the Far Northeast.

- 22.1. Support housing development funds, grant programs, public-private partnerships, community land trusts and other financial tools to acquire land for affordable housing development.
 - a. Prioritize sites near employment centers, transit and multimodal networks.
 - b. Prioritize mixed-use, mixed-income projects to incorporate services and amenities for low- and moderate-income households and families with fixed incomes.
- 22.2. Use policy tools, regulatory tools, and action plans to prioritize affordable and mixed-income housing in the Far Northeast.
 - a. Tools include, but are not limited to, the Denver Zoning Code, Blueprint Denver, Comprehensive Plan 2040, and Annual Housing Action Plans.
 - b. Encourage standard Denver Zoning Code single-unit residential zone districts that utilize smaller minimum zone lot sizes to reduce costs associated with the acquisition of land in the development of affordable housing.

LU-23. Encourage affordable housing in mixed-income developments that appeal to households of various sizes and income levels.

- 23.1. Promote affordable housing developments along high-density, mixed-use corridors and centers, and in locations near transit and employment.
 - a. Projects should include community benefits such as parks, open space, community-focused amenities, and multimodal infrastructure and connectivity.
 - b. Projects should reflect existing neighborhood form, context, and materials; incorporate community architectural features, and utilize products and materials that are sustainable and long-lasting.

LU-24. Promote residential building forms, types and sizes that create housing diversity and choice, including Accessory Dwelling Units (ADUs).

- 24.1. Residential building forms should include townhomes, condominiums, urban and suburban homes, and new forms including modular, container, and “tiny homes,” that emerge through market demand and technological innovations in housing development.
- 24.2. Evaluate rezonings on their ability to create housing affordability through increased density and building form diversity, (including Accessory Dwelling Units) along with the rezoning criteria required by the Denver Zoning Code.
- 24.3. Accessory Dwelling Units should be a permitted building form and use in all residential zone districts throughout the Far Northeast. ADUs should be developed in accordance with building form, use and siting requirements outlined in the Denver Zoning Code.
- 24.4. Income restricted and subsidized ADU development should be permitted in the Far Northeast. Programs should be promoted to help residents build affordable ADUs for income generation to avoid involuntary displacement, or to assist in the care of family and relatives.
- 24.5. Develop and enforce regulatory tools that require affordable units to be built on-site. Phased housing developments should include affordable housing mixed within and throughout each phase. Clustering affordable housing units in single buildings or single homogeneous areas should be discouraged.

LU-25. Promote first-time home buyer, money management and financial literacy programs to help households access and maintain housing.

DEDO Housing Programs:

DEDO offers a variety of housing assistance programs for renters and home owners. Programs address housing stability, utility assistance, counseling services, legal advice, maintenance and repairs.

- » *Temporary Rental and Utility Assistance*
- » *Tenant-Landlord Counseling*
- » *Eviction Legal Assistance*
- » *Single-Family Rehabilitation, Emergency Home Repair, Rental/Homeowner Access Modification*
- » *Home Sharing*
- » *Home buyer Counseling*
- » *Down Payment Assistance*
- » *Energy Outreach Colorado*
- » *Tenant-Based Rental Assistance*
- » *Bridge to Permanent Supportive Housing*
- » *Housing Opportunities for Persons With AIDS (HOPWA)*
- » *Rapid Rehousing*



Affordable housing at the Villages at Curtis Park



Affordable senior residences at Chaffee Park



Affordable housing at 1099 Osage Street

HOW DO THE LAND USE AND BUILT FORM RECOMMENDATIONS SUPPORT THE VISION?

This plan envisions creating complete neighborhoods within Far Northeast Denver through a strategy of preserving established residential areas, making better and more efficient use of existing commercial areas, and creating new mixed use communities and destination areas on undeveloped land. Implementing the recommendations of this plan will help create a Far Northeast area that achieves many of the community’s land use and built form objectives for the future, including:

- Increasing access to retail, services, jobs, and entertainment uses
- Creating accessible, mixed use destination areas within Far Northeast
- Preserving the character and quality of life within existing single family residential neighborhoods
- Supporting improved design outcomes
- Preserving the existing employment base and supporting future job growth
- Promoting housing diversity, affordability, and choice



The Land Use and Built Form recommendations support Equity, Affordability, and Inclusivity by:

- Encouraging programs to create more affordable housing and increase housing access.
- Diversifying the area’s housing stock beyond single unit residential.
- Promoting increased access to retail and services for Far Northeast residents.



The Land Use and Built Form recommendations support Strong and Authentic Neighborhoods by:

- Preserving the development patterns of existing residential neighborhoods.
- Improving transitions between residential and non residential uses.
- Promoting improved design quality.



Connected, Safe & Accessible Places

The Land Use and Built Form recommendations support Connectivity, Safety, and Accessibility by:

- Encouraging walking and biking by promoting mixed use development near established residential areas.
- Incorporating increased multimodal connectivity into the redevelopment strategy for existing centers and corridors.



Environmentally Resilient

The Land Use and Built Form recommendations support Environmental Resiliency by:

- Promoting retrofit strategies in existing commercial areas to make more efficient use of the land.
- Encouraging mixed use development in remaining greenfield areas to limit sprawl and provide for more retail, services, and jobs within the neighborhoods themselves.



Economically Diverse & Vibrant

The Land Use and Built Form recommendations support Economic Diversity and Vibrancy by:

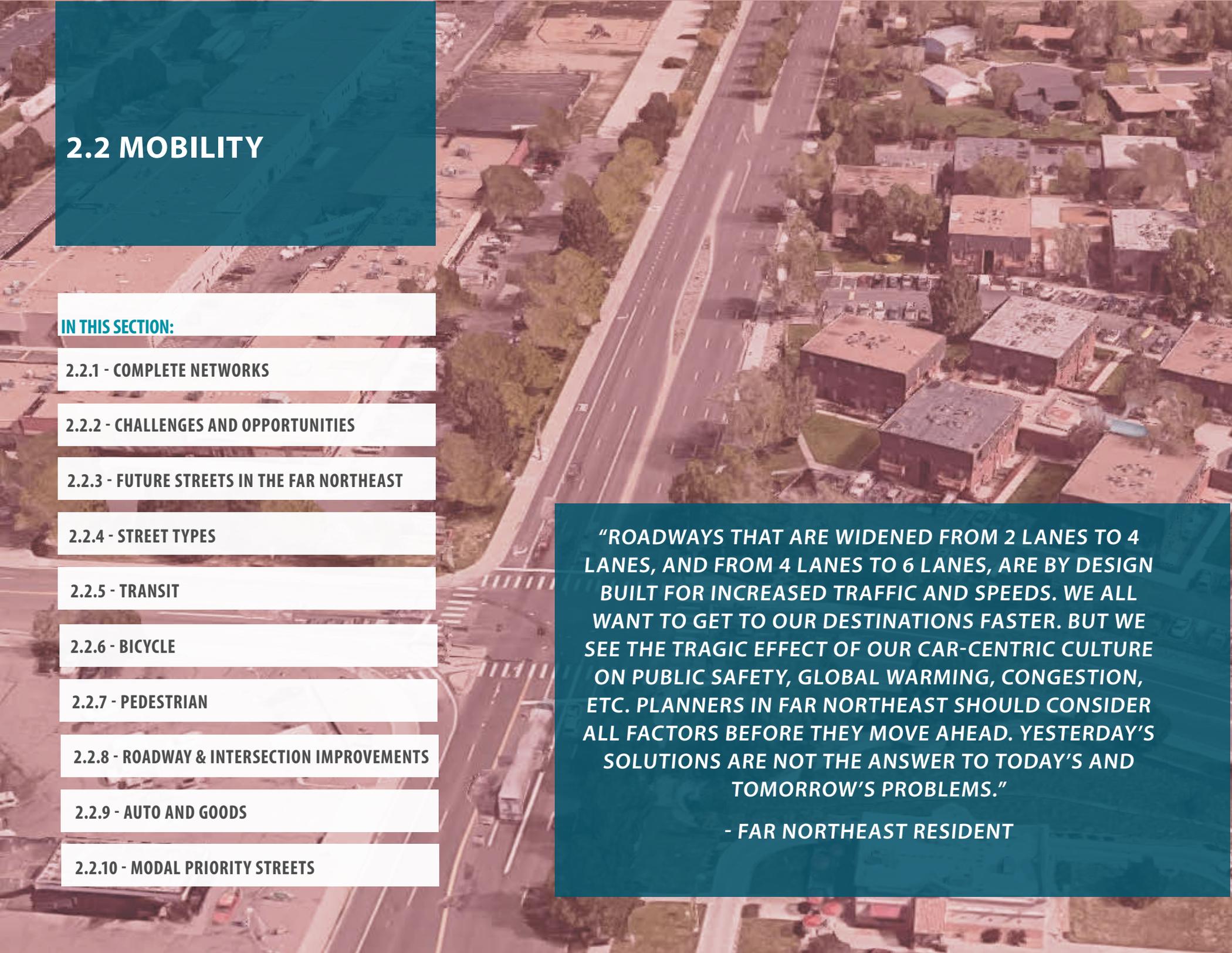
- Preserving existing value manufacturing areas.
- Promoting new innovation/flex development.
- Encouraging the creation of new mixed use centers and corridors in undeveloped areas.



Healthy & Active

The Land Use and Built Form recommendations support Health and Activity by:

- Promoting mixed use development patterns that encourage walking and biking.
- Supporting the redevelopment of existing centers and corridors in order to locate more retail and services within walking distance of residential communities.

An aerial photograph of a city street, showing a multi-lane road with a median, surrounded by residential buildings and trees. The image is used as a background for the document.

2.2 MOBILITY

IN THIS SECTION:

2.2.1 - COMPLETE NETWORKS

2.2.2 - CHALLENGES AND OPPORTUNITIES

2.2.3 - FUTURE STREETS IN THE FAR NORTHEAST

2.2.4 - STREET TYPES

2.2.5 - TRANSIT

2.2.6 - BICYCLE

2.2.7 - PEDESTRIAN

2.2.8 - ROADWAY & INTERSECTION IMPROVEMENTS

2.2.9 - AUTO AND GOODS

2.2.10 - MODAL PRIORITY STREETS

“ROADWAYS THAT ARE WIDENED FROM 2 LANES TO 4 LANES, AND FROM 4 LANES TO 6 LANES, ARE BY DESIGN BUILT FOR INCREASED TRAFFIC AND SPEEDS. WE ALL WANT TO GET TO OUR DESTINATIONS FASTER. BUT WE SEE THE TRAGIC EFFECT OF OUR CAR-CENTRIC CULTURE ON PUBLIC SAFETY, GLOBAL WARMING, CONGESTION, ETC. PLANNERS IN FAR NORTHEAST SHOULD CONSIDER ALL FACTORS BEFORE THEY MOVE AHEAD. YESTERDAY’S SOLUTIONS ARE NOT THE ANSWER TO TODAY’S AND TOMORROW’S PROBLEMS.”

- FAR NORTHEAST RESIDENT

2.2.1 - COMPLETE NETWORKS

What is it?

Complete mobility networks weave the needs of pedestrians (those walking, rolling or utilizing other types of mobility devices), bicyclists, transit users, vehicles and freight together in equitable, well-connected transportation systems. Complete street networks move people and goods in a safe, easy, and convenient way. Complete street networks provide a variety of mobility choices to residents, workers and visitors of all ages and abilities. By acknowledging the direct connection between mobility systems, land use systems, and the demands on public rights-of-way, Denver can achieve an equitable balance between safety, accessibility, capacity, land development and mobility within the Far Northeast.

What's the Situation in Far Northeast?

The communities of Far Northeast Denver have a suburban development pattern. Primarily developed from the 1960s to the early 2000s, the area reflects a time when master planned communities were divided into separate, distinct places. Residential, commercial, retail and industrial areas were intentionally set apart from one another, united by wide streets and meandering local neighborhood roads. The ideal suburban community was designed so residents could drive from place to place, realizing the individual freedom provided by the automobile.

Because the preferred method of travel was by car, pedestrian sidewalks, bike paths and transit were not top priorities in the early development of the Far Northeast. These community-focused amenities did not surface until much later in the area's development. Initial phases of development produced areas with narrow sidewalks that are attached directly to the street. These attached

sidewalks, also known as “Hollywood” or “roll-over” sidewalks have no space between them and the street for trees or grass.

Bicycle lanes and walking trails exist throughout the Far Northeast, but there are gaps in these networks. Residents are proud of their trail systems, but today mainly use them only for leisure and recreation. When asked if the bicycle and trail networks could be used as alternatives to driving, residents stated bicycle and walking trails are challenging to use as a primary mode of travel because gaps exist in undeveloped areas, and not all networks connect to important destinations, like transit or jobs.

Transit services, provided by the Regional Transportation District (RTD), are also present in the Far Northeast. There are bus routes that serve area residents, but routes are not evenly distributed throughout the area, and many routes are infrequent and do not provide direct connections to desired destinations. Commuter rail services in the Far Northeast began in April 2016, but most residents lack first and last mile connections to the three existing rail stations. Most residents live far from the commuter rail line, and those that do live closer do not have adequate or complete sidewalks to access the rail stations.

Industrial, manufacturing and freight delivery businesses have an important presence in the Far Northeast. The industrial districts and the businesses located in them provide valuable jobs to local residents and contribute to Denver's regional economy. They also require large vehicles that must travel the same roadways as the residents who walk, roll, ride and drive throughout the Far Northeast.



2.2.2 - CHALLENGES AND OPPORTUNITIES

The Far Northeast's suburban development patterns have created conditions where residents feel subordinate to vehicles. Walking audits revealed that heavily-traveled sidewalks are narrow, lack tree lawn buffers from busy roads, or have obstructions. Families, young children, seniors and persons with limited mobility report discomfort walking to destinations like parks, schools, recreation centers, shopping centers and transit. Oftentimes sidewalks are too close to loud, high-speed, high traffic, multi-lane roadways. Some routes have gaps, lack maintenance, or are isolated from development. Routes lack opportunities for rest (benches) lack protection from the elements (shelters, shade trees), or may lack sufficient lighting at night.

Residents report shared roadway bike routes feel uncomfortable and challenging to use because of their close proximity to vehicles. Shared facilities ultimately lead to conflicts between bicyclists and motorists. Safety and comfort concerns foster a reluctance to bicycle in the community, unless trips occur on the area's recreational trails. While the multipurpose bicycle and pedestrian trail system provides comfort and ease for residents, networks are currently incomplete and lack connectivity to desired community destinations.

Residents who use transit report infrequent bus service as a challenge. Routes are long and lack direct connections, which deters riders from using transit whenever other travel choices are available. Factors impacting ridership include the lack of service frequency, missing amenities such as covered shelters, benches, trash receptacles, and no real-time schedule information. In places, bus stops are located mid-block instead of near intersections or at street

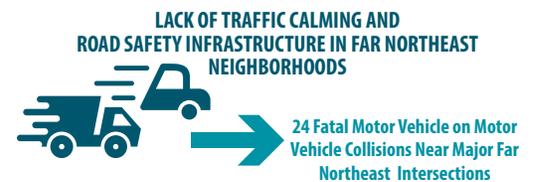
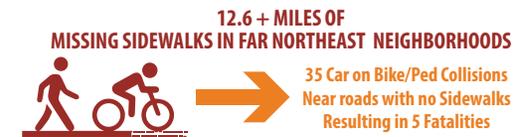
corners. Mid-block bus stop locations can promote unsafe pedestrian behavior by enticing riders to attempt mid-block crossings on busy streets.

Multi-lane roadways are found throughout the Far Northeast. These roadways (Havana and Peoria Streets, Chambers and Tower Roads, and Green Valley Ranch Boulevard) are among those used by heavy freight vehicles for the delivery of goods and services, particularly to and from the industrial and manufacturing areas in Montbello. Residents report feeling high levels of stress and discomfort when these vehicles pass them on sidewalks, along bicycle lanes, at crossings, and at intersections.

COMMUNITY FEEDBACK ON MOBILITY

- Residents voiced concerns over the lack of safe pedestrian crossings, especially around schools and across major, auto-dominated roadways.
- Residents believe the Far Northeast neighborhoods lack multimodal connections. Existing roads (ex. Chambers and Peña Boulevard) act as barriers between Montbello and Gateway-Green Valley Ranch.
- Residents agree frequent transit services are needed along 56th Avenue, Green Valley Ranch Boulevard, and Tower Road to increase connectivity between the Far Northeast neighborhoods, existing rail transit stations, and adjacent municipalities.
- Residents believe there is a need for better traffic calming measures in the Far Northeast. Speeding and drag racing have many residents concerned for their safety.
- Residents are concerned that impacts from development will increase congestion. Increasing roadway capacity on existing streets was mentioned as a solution to congestion.
- Residents want better multimodal connections to transit, especially improved pedestrian infrastructure and connectivity along Peoria Street leading to the Peoria Rail Station.

Far Northeast Road Safety Concerns (2012-2017)



2.2.3 - FUTURE STREETS IN THE FAR NORTHEAST

What is it?

The Far Northeast has Denver's largest supply of undeveloped land. By identifying potential locations for future streets, the plan proposes a rational, connected network to support walkable, mixed-use developments that create economic prosperity and vitality for everyone. Walkable, mixed-use, complete streets align with the vision developed by the community. By recommending a potential future network, the plan hopes to encourage the development patterns and desired development outcomes sought by Far Northeast residents. A planned network can add a level of predictability and direction that serves both private development and public investment decisions. A future street network can help identify priority areas where connections provide the community's desired modes of travel, whether pedestrian, bicycle, transit or vehicular.

Taken as a whole, improvements to the future street network will increase access to opportunity for Far Northeast residents, helping to address one of the key issues identified by the equity analysis in Chapter 1 of this plan.

Note: The complete roadway network presented in this plan is aspirational and is meant to convey a high degree of connectivity by all modes. Systems that exist today, as well as those that will exist in the future, coupled with the future places desired by the Far Northeast will be evaluated on a case by case basis. Projects will be developed by the guiding principles, regulations and best practices available.

What's the Situation in Far Northeast?

Most streets in the Far Northeast are local streets that align with the dominant existing land use - suburban residential. Existing suburban residential areas are woven together by a network of collector and arterial streets that have higher intensity commercial or industrial land uses. Although a network of streets exists, there are large undeveloped portions of the Far Northeast where additional streets will be needed in the future.

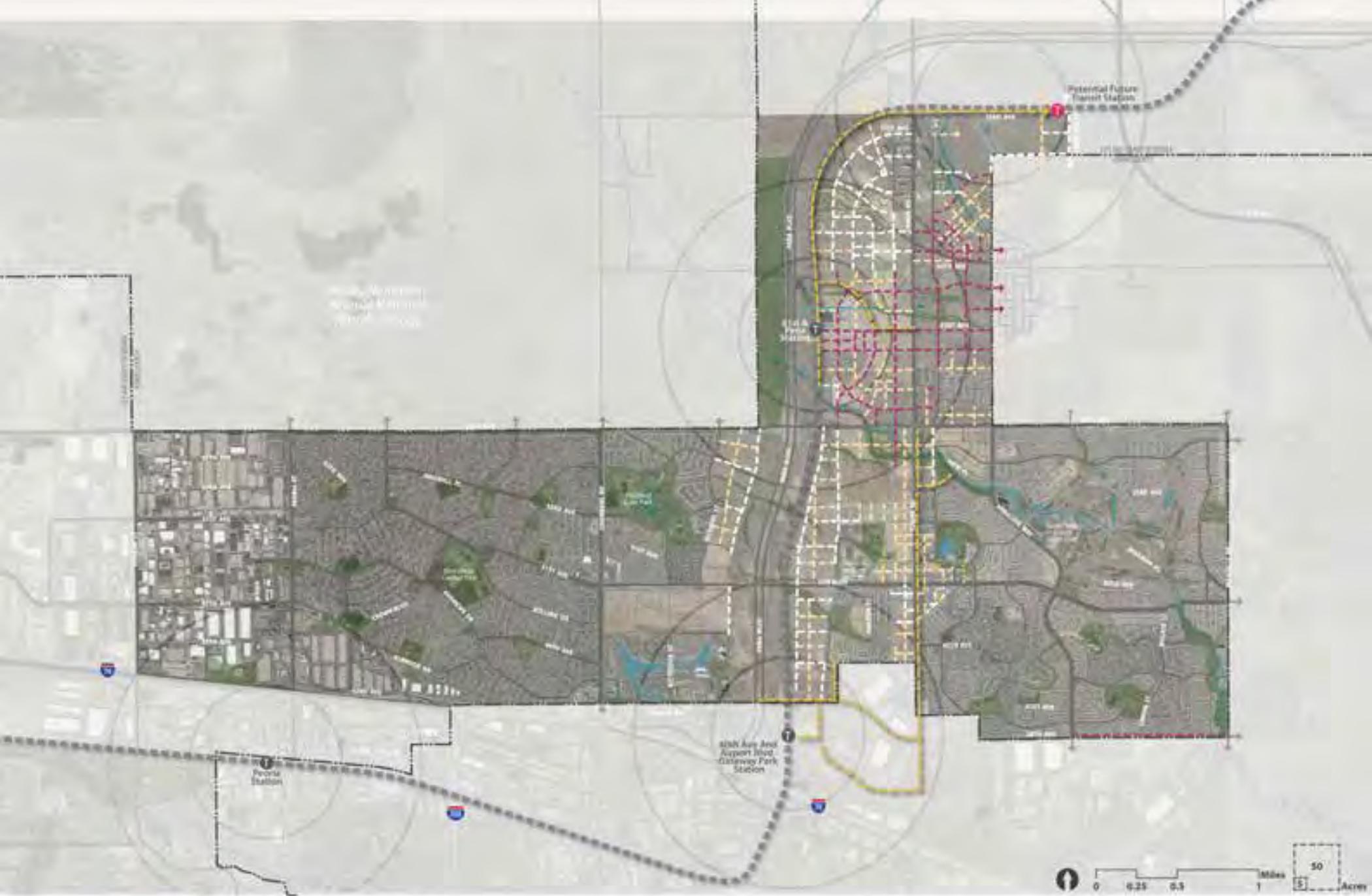
This plan imagines a fully developed Far Northeast region. Where streets do not yet exist, this plan outlines a system of street recommendations that will work together to provide the maximum level of movement for both people and goods. The proposed future street network aligns with future places that envision walkable, mixed-use, highly connected multimodal systems. As with any roadway infrastructure project or expansion process, all city, regional and state entities will be consulted during the design and implementation phases. There will need to be a thorough analysis of alternatives, comprehensive study, engineering and design conducted and reviewed by all relevant property owners, stakeholders and city agencies, including the Denver [Department of Transportation and Infrastructure \(DOTI\)](#).

What's the Strategy?

The map on the facing page shows three categories of future streets:

- » **Already Approved-** These are roadway projects currently approved for construction through development proposals submitted to and approved by [DOTI](#) and other city agencies via the review and approval process. This process has determined the appropriate location for these identified roadways, considering the need for underground utilities, stormwater management, access to property, future development, and future traffic projections anticipated by approved development plans.
- » **Important Future Connection-** These proposed connections are considered essential in providing area-wide connectivity, mobility and economic vitality for the proposed future places to realize their maximum potential. They are coordinated with the proposed future places found earlier in this plan, and should be constructed in approximately the locations shown.
- » **Conceptual Completed Street Grid-** These are proposed local streets that fully realize the Far Northeast's complete network vision. The intent is to connect streets in such a way as to provide a rational, navigable network. The actual network that is constructed may vary from what is shown due to topography, [change in place types](#), [rezonings](#), or other site design constraints.

[DOTI](#) has authority over all public rights-of-way. Final decisions on all roadway planning, design, engineering and location will be determined by future travel demand studies [impacting communities through an](#) analysis conducted by [DOTI](#). The networks depicted in this plan are to be used as a guide for consideration in their planning and analysis activities.



FUTURE STREETS

Future Road Network:

- Already Approved Future Streets
- Important Future Connections
- Conceptual Completed Street Grid

- Existing A-Line Rail
- Existing A-Line Rail Stop
- Proposed A-Line Rail Stop

- City and County of Denver Boundary
- Parks and Open Space
- Water Bodies

Completed Street Grid locations shown on this map are conceptual. Actual street locations and connections to be determined by Department of Transportation and Infrastructure.



Blueprint Denver residential local street



Blueprint Denver commercial collector street



Blueprint Denver industrial arterial street



Blueprint Denver mixed-use street

2.2.4 - STREET TYPES

What is it?

Denver uses the functional street classification system established by the U.S. Federal Highway Administration. Functional classifications describe the purpose and character of the street network. Designations convey if streets have been designed to move traffic at certain speeds, provide access to property with some level of frequency and predictability, and are linked to the surrounding land uses. Standard street function categories classify roads as arterial, collector, or local.

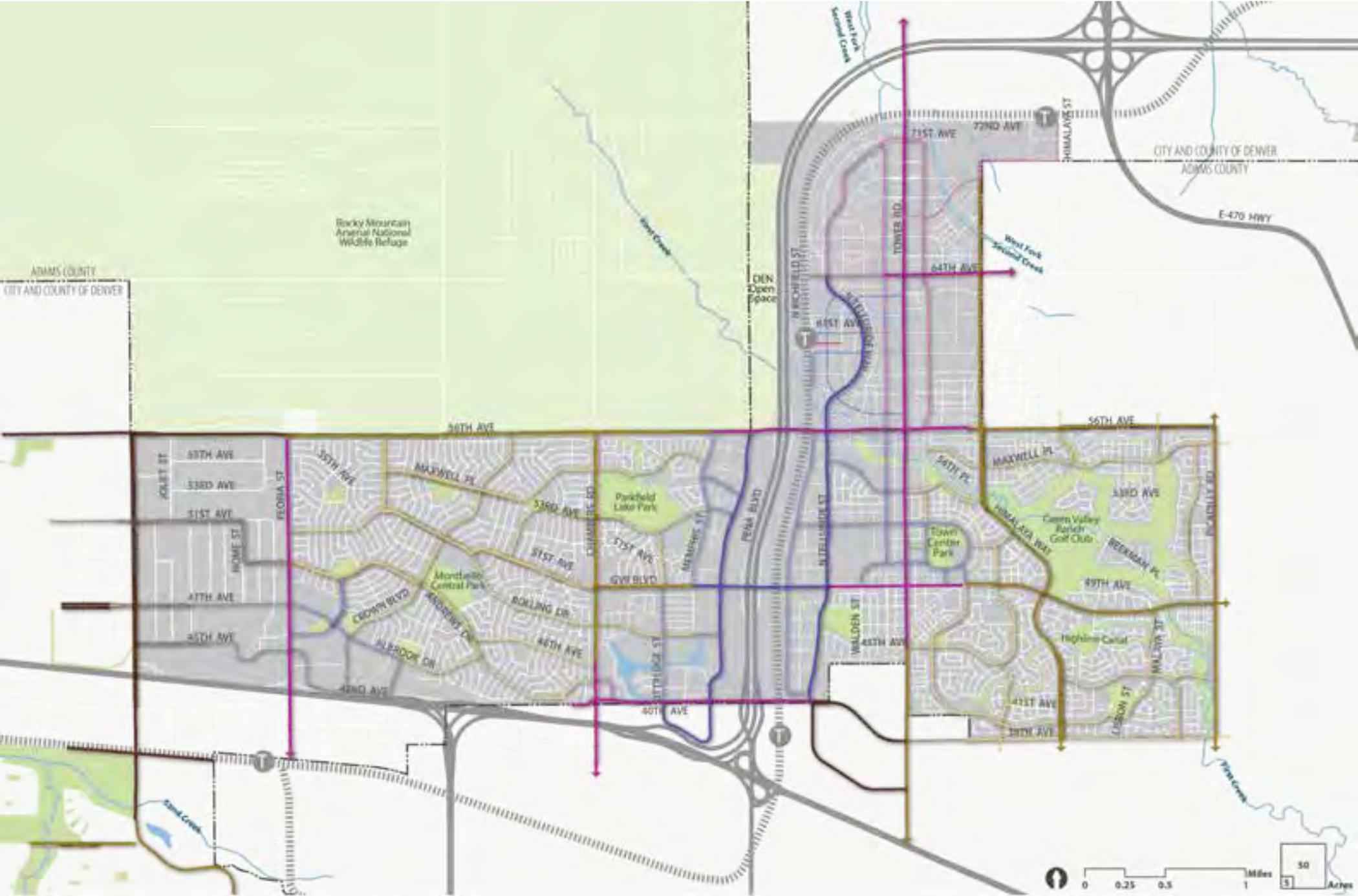
- » **Local Streets** primarily serve residential areas. They provide the shortest trips, at the lowest speeds, with the lowest volume of traffic, and with the lowest degree of through-travel. Local streets provide the highest degree of property access and have the least number of travel lanes.
- » **Collector Streets** serve medium distance trips with moderate speeds, moving a moderate volume of traffic with medium-distance trips. There are a moderate number of access points and connections with other routes through a moderate number of travel lanes.
- » **Arterial Streets** serve the longest types of trips at the highest speeds. Arterials move the maximum number of people over the longest distances. There are few access points and additional lanes to move large traffic volumes at faster speeds.

Denver has expanded its street classification system to include roadways further defined by adjacent land uses. Added to local, collector and arterial streets are the categories of residential, commercial, industrial, mixed-use, main street and downtown. Each of these street subcategories can be paired with local, collector or arterial designations to characterize the nature and function of the complete street network.

What's the Situation in Far Northeast?

The Far Northeast transportation network is composed of local streets that primarily serve residential areas. Local streets feed traffic to collectors. Collector streets funnel traffic to arterial streets. Arterial streets link to the Denver metropolitan region.

- » Most **Residential Streets** in the Far Northeast connect individual neighborhoods to schools, recreation centers, parks, local retail centers and other similar uses. Posted travel speeds are low to prioritize safety for the area residents.
- » **Commercial Streets** connect local residential streets to retail centers and corridors, office and employment centers. Commercial streets frequently have high automobile access.
- » **Industrial Streets**, found primarily in western Montbello, serve manufacturing and warehouses. The location of industrial uses in the Far Northeast is convenient for local employment opportunities. In some instances, however, industrial uses are adjacent to residential areas, creating a less than desirable pedestrian and bicycling experience as large vehicles share roadway networks with bicyclists and pedestrians.
- » **Mixed-Use Streets** are a future street type desired by residents in the Far Northeast. It is hoped that mixed-use streets will be introduced alongside future mixed-use development.
- » **Main Streets** are pedestrian-oriented and are highly-activated, including amenities such as cafe seating in the right-of-way. The proposed future street, Aviation Place that is planned between North Salida street and the 61st and Peña Station will be the first main street in the Far Northeast plan area.



FUTURE STREET TYPES

- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River

- RESIDENTIAL STREETS**
- Collector
 - Arterial

- COMMERCIAL STREETS**
- Collector
 - Arterial

- MIXED-USE STREETS**
- Collector
 - Arterial

- INDUSTRIAL STREETS**
- Collector
 - Arterial

- MAIN STREETS**
- Local Street

"I have a bad leg, but I would love to take transit to help with my 30 mile commute to work everyday. More frequent bus stops nearer the community residents that live there already would be ideal."

Far Northeast Transit Survey Respondent

2.2.5 - TRANSIT

What is it?

The City and County of Denver's mass transit services are provided by the Regional Transportation District, known as RTD. RTD provides public mass transit services for an eight-county area that covers 2,340 square miles and includes 2.9 million people. RTD began operations in 1972 and as of 2015, provides approximately 340,000 weekday trips. RTD's design is known as a "hub and spoke" system. Most trips originate downtown and radiate outward like the "spokes" in a bicycle wheel. Service is more frequent near the "hub" and becomes increasingly less frequent as the routes move farther from the city center.

What's the Situation in Far Northeast?

The Far Northeast is served by both bus and rail service. The area is served by RTD's A-Line, a 23-mile commuter rail service that links the Denver International Airport to Denver Union Station. Residents can also access the RTD R-Line that generally follows Interstate 225. When the RTD A-Line rail service began operations in April 2016, existing bus routes were re-evaluated, consolidated or eliminated. There are currently four bus routes that serve the Far Northeast: Routes 42, 45, 121 and the 169L. Residents attribute the Far Northeast's low bus ridership numbers to the consolidation of bus services that altered or eliminated bus routes preferred by residents. The infrequency of bus service, the lack of overall connectivity to rail, and the inconvenience of needing to drive to stations or make multiple transfers, are barriers to using transit. Residents find bus trips take too long, routes do not connect to desired destinations, and stops lack shelter, comfort, and real-time travel information.

What's the Strategy?

- » Far Northeast investments in transit should support the planning and implementation recommendations found in this plan and Denver Moves Transit.
- » Increase transit frequency, speed, and reliability in the Far Northeast. Transit corridors should be located near highly populated areas, mixed-use areas, and employment centers to maximize transit availability and access for Far Northeast residents.
- » Connect local bus services to transit corridors, rail transit stations, and first and final mile services. First and final mile services include, but are not limited to: micro-transit, sidewalks, bicycle lanes, bikeshares, scooter shares, and ride hailing services like Lyft and Uber. Connections will be essential in linking residents to transit and destinations throughout the metropolitan area, particularly as the Far Northeast continues to develop and grow.
- » Provide north/south transit services on major arterial streets like Peoria Street and Tower Road.
- » Link transit services to corridors and centers to increase access to services, commercial activities, retail and employment in Denver and throughout the metropolitan area.
- » Incentivize a mix of uses near transit facilities. Mixed-use developments should include affordable housing, multi-unit residential, employment centers, and community serving amenities that attract transit-supportive populations and transit choice users.
- » **Facilitate transit links that create convenient mobility networks with adjacent municipalities where roads have not yet been developed.**

Recommendations

MOB-1. Develop speed and reliability corridors.

- 1.1. Implement the Denver Moves Transit Plan recommendations for “Frequent Transit Networks” in the Far Northeast. Frequent Transit Networks would run in 15-minute intervals or “headways.”
 - a. Conceptual east-west route would travel along 47th Avenue through the industrial western edge of Montbello, to Crown Boulevard, to 51st Avenue, to Green Valley Ranch Boulevard through to the City of Aurora.
 - b. Potential north-south route would run along Tower Road from 72nd Avenue past East 40th/38th Avenue into Aurora.
 - c. Another potential north-south route would run along Peoria Street from 56th Avenue south to the RTD Peoria Rail Station. See proposed transit facilities map on page 82.

MOB-2. Secure funding for a transit study, analysis and implementation plan.

- 2.1. Fund a “Next Steps Study” or similar analysis for the implementation of transit in the Far Northeast.
- 2.2. Exact routing, vehicle technology and service provision to be verified through additional study, future land use analysis, and travel demand modeling and scenario planning.

THE BIG 5 MOVES

Implement High-Quality and Reliable Transit



Provide Frequent Service



Improve Access and Connections to Transit



Build a Sense of Place



Make the Most of our Investments



Improved bus stop amenities



Rapid transit bus services



Enhanced rail station



Transit stop amenities



Wayfinding signage



ADA accessible routes

Transit Recommendations Continued

MOB-3. Develop capital investment corridors.

- 3.1. Capital investment corridors identified in the *Denver Moves Transit Plan* for the Far Northeast should be elevated to medium-capacity transit corridors. Medium-capacity routes identified in the Far Northeast are:
 - a. Peoria Street from 56th Avenue to the RTD Peoria Commuter Rail Station.
 - b. Tower Road from 72nd Avenue to East 40th/38th Avenues.
 - c. 47th Avenue through Montbello, to Crown Boulevard, to 51st Avenue, to Green Valley Ranch Boulevard through to the City of Aurora.
- 3.2. Capital investment corridors should include:
 - a. Transit stop amenities such as shelters, benches, lighting, trash receptacles, real-time route and schedule information and "mobility hubs" at major intersections.
 - b. Design elements such as landscaping, trees, art, wayfinding, crime prevention techniques, green infrastructure and sustainable materials.
 - c. Dedicated bus lanes and enhanced stops and stations.
 - d. ADA accessibility improvements at stops and stations, and along the routes leading to transit.

MOB-4. Introduce new transit services and operational enhancements.

- 4.1. Introduce new transit services.
 - a. Pilot additional transit services such as travel demand management, circulator shuttles, on-demand or hybrid bus services, and programs with Transportation Network Companies (TNCs) like Uber and Lyft.
 - b. Prioritize connections with existing transit services/stops and stations, mobility hubs and mixed-use corridors and centers.
 - c. Prioritize future routes along 56th Avenue, Tower Road, Peoria Street and Chambers Road.
- 4.2. Maintain and support enhancements to existing local bus service and route coverage.
 - a. Connect local bus routes to high capacity services identified in the *Denver Moves Transit Plan* as "Transit Capital Investment Corridors." Priorities in the Far Northeast should be bus and rail services, improved station and stop amenities, and service improvements such as speed and reliability.
 - b. Bus services should connect to existing and future centers, corridors and major employment areas.
 - c. All transit services, existing or future, should have regular evaluations to ensure optimal service provision.
- 4.3. Support last mile connections between large employment areas and light-rail stops
- 4.4. Support efforts to develop a new commuter rail station at 72nd and Himalaya Streets.
 - a. Identify funding sources for development and construction.
 - b. Work with landowners, DEN Real Estate and RTD to identify the specific location for the station.
 - c. Promote transit-oriented development through public-private partnerships with area landowners, DEN Real Estate and RTD.



Proposed Transit Facilities



- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River

- Existing Transit Station
- Proposed Future Transit Station
- Existing Bus Routes

- Proposed Enhanced Bus Stops
- Proposed Transit Speed and Reliability Corridor
- Proposed Medium Capacity Transit Investment Corridor
- Proposed New Transit Route

WHAT TYPE OF BICYCLIST ARE YOU?

Roger Geller at the City of Portland, OR, created the concept of the “Four Types of Bicyclists.” The four types identify what people require or want in a bikeway facility in order to feel safe and comfortable enough to use it. Geller suggested that Portland’s population could be categorized into the following four groups:

1. **Strong and Fearless:** People willing to bicycle with limited or no bicycle specific infrastructure.
2. **Enthusied and Confident:** People willing to bicycle if some bicycle-specific infrastructure is in place.
3. **Interested but Concerned:** People willing to bicycle only if high quality bicycle infrastructure is available.
4. **No Way, No How:** People unwilling to bicycle even if high quality bicycle infrastructure is present.

Most Denver residents would fall into the first three categories of bicyclists, and would only choose to ride if they felt safe and comfortable in a high ease of use facility.

2.2.6 - BICYCLES

What is it?

Denver’s bikeway network consists of a range of bikeway facility types. The specific type of bikeway implemented is influenced by a range of factors, including roadway width, traffic volumes, posted speeds, parking, and intersection configurations. Denver strives to install the highest ease of use facility that is feasible along a corridor, while balancing trade-offs with traffic, parking, maintenance and operations. Denver also consistently seeks opportunities to upgrade lower ease of use facilities to higher ease of use facilities over time.

Ease of Use

The Denver Moves Bikes Plan incorporates a wide variety of bicycle facilities into Denver’s multi-use and bicycling network. The plan categorizes facilities by an “ease of use” system, similar how Colorado ski resorts represent their ski slopes. The “ease of use” is based on the degree of separation from motorized traffic and a user’s perceived level of comfort of the facility. The more comfortable a facility feels to a bicyclist, the greater its ease of use.

Bikeway facilities described in this section are grouped into two categories: High-Ease of Use and Moderate-Ease of Use. These categories correspond to the general types of bicyclists found in Denver as defined by Roger Geller in the sidebar to the left.

What’s the Situation in Far Northeast?

There are gaps in the existing Far Northeast bicycle network, creating undesirable riding conditions for individuals, children, and families who wish to travel throughout the plan area. Gaps exist where development has yet to occur, or funding is needed to complete a network. Network gaps inhibit a

bicyclist’s ability to ride safely to destinations. Some existing bike facilities were developed as shared roadway bike lanes, a facility type no longer preferred on busy streets by DOTI. Existing shared roadway facilities on busy streets should be relocated to quieter streets, or should be converted to a higher ease of use facility type to increase rider comfort.

What’s the Strategy?

- » Develop bicycle facilities that are high ease of use. Facilities should be comfortable for bicyclists of all age and ability levels. High ease of use facilities minimize conflicts with vehicles and pedestrians, and increase rider perceptions of safety and comfort.
- » Remove barriers to bicycling. Priorities should be placed on completing networks that connect bicyclists to transit, schools, recreation centers, libraries, commercial and retail centers, and places of employment.
- » Bicycle network installations should coincide with maintenance, repair, and roadway construction projects.
- » Bicycle route signage should be clearly placed, identify local and regional routes, provide information such as distances to desired destinations, and simplify wayfinding through the Far Northeast communities.
- » Increase ridership through bicycling training, safety and maintenance education for all ages and abilities. Programs should be promoted through schools, recreation centers, community groups and local non-profit organizations.

Types of Bicycle Facilities

Denver's bicycle network consists of a range of facility types. Many are grouped into high-ease and moderate-ease of use categories. Research suggests people would bicycle more if a high-ease of use facility is available. The defining feature of a high-ease of use facility is comfort for bicyclists of all age and ability levels. This is achieved by physically separating bicyclists from motor vehicle traffic. On corridors with lower traffic volumes and lower posted travel speeds, high-ease neighborhood bikeways achieve this by optimizing the corridor for bicycle travel, and providing safe, convenient crossings at streets.

High-Ease of Use Facility Types:

- » Protected Bike Lane
- » Neighborhood Bikeway
- » Trail
- » Shared Use Sidewalks

Moderate-ease of use bikeways are comfortable for bicyclists who are capable of riding adjacent to traffic, without physical separation. Moderate-ease bicycle facilities are typically implemented along corridors where constructing a high-ease bikeway is not feasible due to existing constraints. These facilities provide important connections between higher-ease of use bikeways that contribute to bicycling citywide.

Moderate-Ease of Use Facility Types:

- » Buffered Bike Lane
- » Bike Lane

Denver is committed to upgrading moderate-ease of use bicycle facilities over-time.



“More connected bike routes in Gateway-Green Valley Ranch would be helpful.”
Public Meeting Participant



Neighborhood bikeway



Protected bike lane



Shared use trail

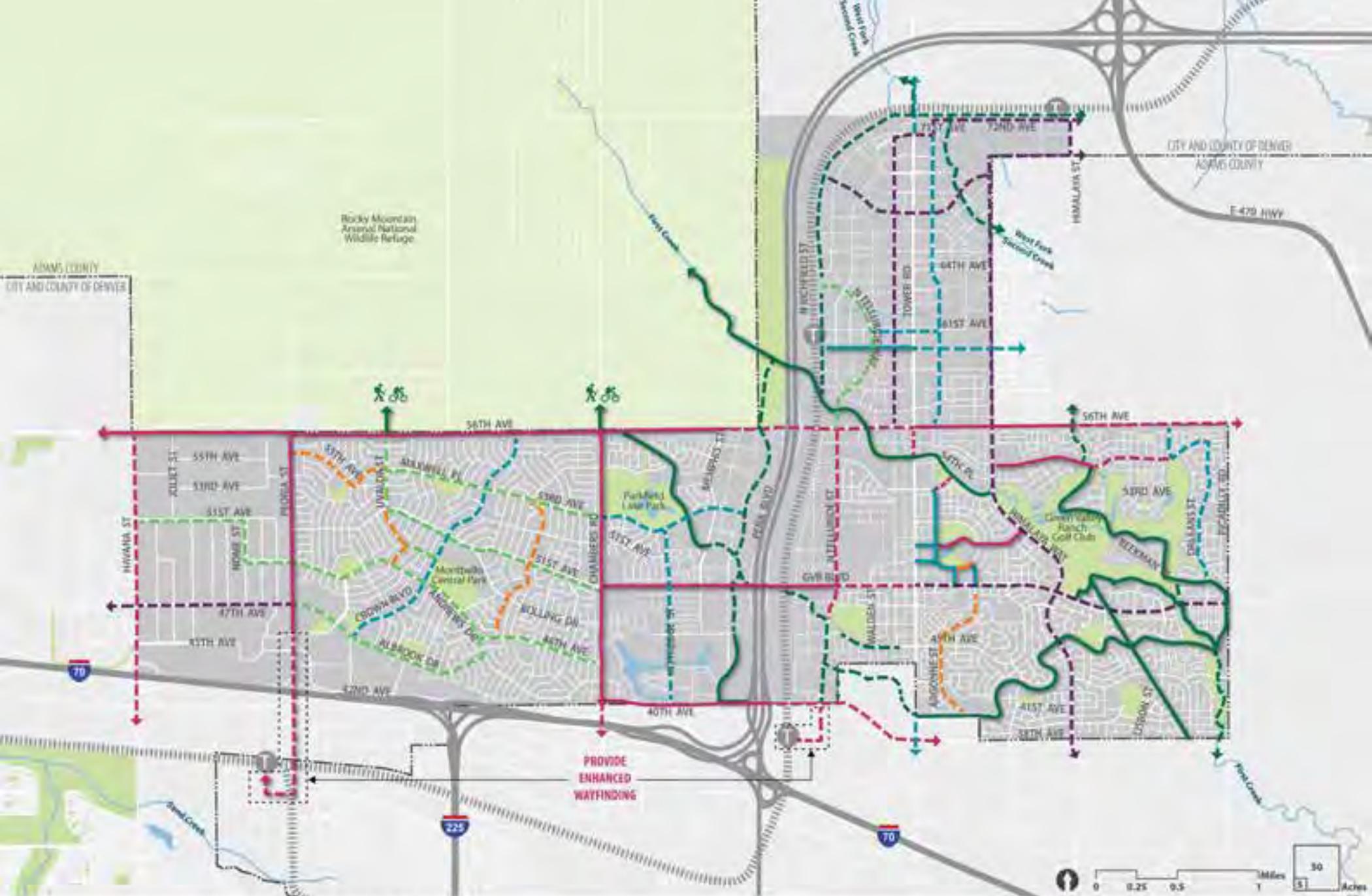
Bicycle Recommendations

MOB-5. Build bicycle infrastructure and conduct more planning and development for future routes.

- 5.1. Construct approximately 36 miles of new bicycle facilities in the Far Northeast as shown on the bicycle facilities map.
 - a. Complete Elevate Denver Bond projects on Crown Boulevard, Blackhawk Way and Green Valley Ranch Boulevard
 - b. Prioritize high-ease of use facilities that connect residents to schools, parks, recreational centers, libraries, employment and entertainment centers, and transit.
- 5.2. Accelerate installation of moderate- and high-ease of use facilities. High-ease of use examples are protected bike lanes and neighborhood bikeways.
- 5.3. Priorities should be placed on closing gaps in networks and completing regional bike and trail systems as identified by this plan.
 - a. Complete 19 miles of new high-ease of use bike facilities
 - b. Complete 17 miles of new moderate-ease of use bike infrastructure
 - c. Convert (or eliminate) all low-ease of use bike infrastructure over time.
 - d. Improve last mile connections, and focus capital improvements around high volume, high speed roadways.
 - e. Provide maintenance stations along popular bicycle routes, near schools and transit facilities, and within commercial mixed-use destinations.

MOB-6. Develop partnerships and educational programs.

- 6.1. Conduct bicycle safety, maintenance and education programs through partnerships with bicycle advocacy groups, local non-profits, community based organizations, and schools.
 - a. Promote bicycling programs among youth, young families, seniors and commuters.
 - b. Programs should be offered through schools, recreational centers, libraries, health clinics, local businesses, employers, and at transportation mobility hub kiosks.
- 6.2. Bicycling information should be made available locally.
 - a. Information should include up-to-date bicycle route maps, safety tips, bicycle maintenance information and the locations of local businesses that provide bicycling products.



BICYCLE FACILITIES



- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Streams, Creek or River

- HIGH EASE OF USE**
- Existing Neighborhood Bikeway
 - Proposed Neighborhood Bikeway
 - Proposed Protected Bike Lane

- HIGH EASE OF USE**
- Existing Shared Sidewalk
 - Proposed Shared Sidewalk
 - Existing Trail
 - Proposed Trail

- MODERATE EASE OF USE**
- Existing Bike Lane
 - Proposed Bike Lane
 - Proposed Buffered Bike Lane



“I love the idea of a trail for running or walking. Also, traffic in Montbello moves dangerously fast, so I fully support traffic calming measures.” Far Northeast Resident

“Strategically placed wayfinding signs would be a great way to help people unfamiliar with the trail system. Also, signs help promote the idea of walking and biking.” - Far Northeast Resident

2.2.7 - PEDESTRIANS

What is it?

The *Denver Moves Pedestrians and Trails Plan* defines a complete pedestrian network as one consisting of sidewalks, at-grade crossings and grade-separated crossings that create a walkable environment that is accessible and comfortable for all users. Pedestrian facilities should meet or exceed City standards for sidewalks. Pedestrian facilities should include tree lawns and/or amenity zones, incorporate green infrastructure and stormwater management strategies, and be designed to meet the city’s goals related to accessibility, connectivity, equity, health and safety for all users. Special attention should be placed on eliminating obstructions to mobility so every person in the Far Northeast, whether walking, rolling, riding, or using mobility devices, has equitable access to the entire community.

What’s the Situation in Far Northeast?

In older established areas of the Far Northeast, sidewalks are narrow and attached to the sides of streets. When sidewalks are directly connected to the curb and street (as shown in the image to the left), they are known as attached sidewalks. These are also sometimes referred to as “roll-over” or “Hollywood” sidewalks.

Undeveloped areas of the Far Northeast may have routes without sidewalks due to a lack of development. Historically, sidewalks have been provided as an element of new development. In some areas there are network gaps or segments in need of repair. Another challenge to the pedestrian network are barriers created by highways, boulevards, multi-lane arterials, collector streets, railroads and waterways. Missing sidewalk segments, physical

and natural barriers, and places built under older development standards result in a pedestrian system that, at times, feels disconnected or uncomfortable to residents, particularly seniors or persons with limited mobility.

What’s the Strategy?

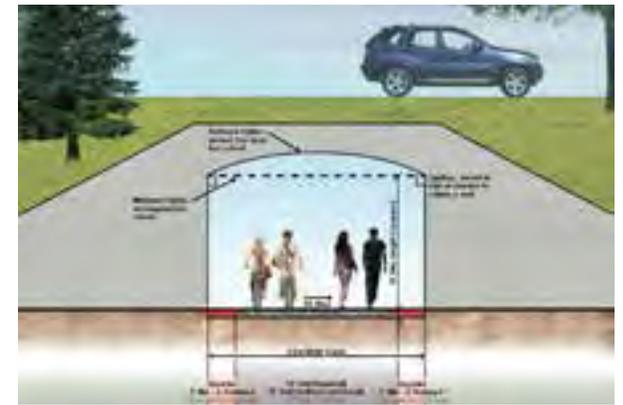
- » Developments in the Far Northeast should provide fully accessible sidewalks, multi-use paths and trail infrastructure. Pedestrian networks should connect residents of all ages and abilities to transit facilities, schools, employment centers, recreational areas and other locally-important destinations.
- » Maintenance and repair needs for existing sidewalks, particularly within older parts of Montbello and Green Valley Ranch, should be required for improved public safety and overall quality-of-life.
- » Green infrastructure strategies should be implemented in new and infill development to enhance community beautification and promote health and environmental resiliency.
- » Sidewalk infrastructure (whether new, repaired or replaced) should follow ADA guidelines and meet or exceed minimum design standards provided by DOTI and the recommendations found in the *Denver Moves Pedestrian and Trails Plan*.
- » Culturally-significant and accessible signage and wayfinding should be incorporated to direct and guide users, provide opportunities for community branding, public art, education and beautification.



Regional trails



Local trails



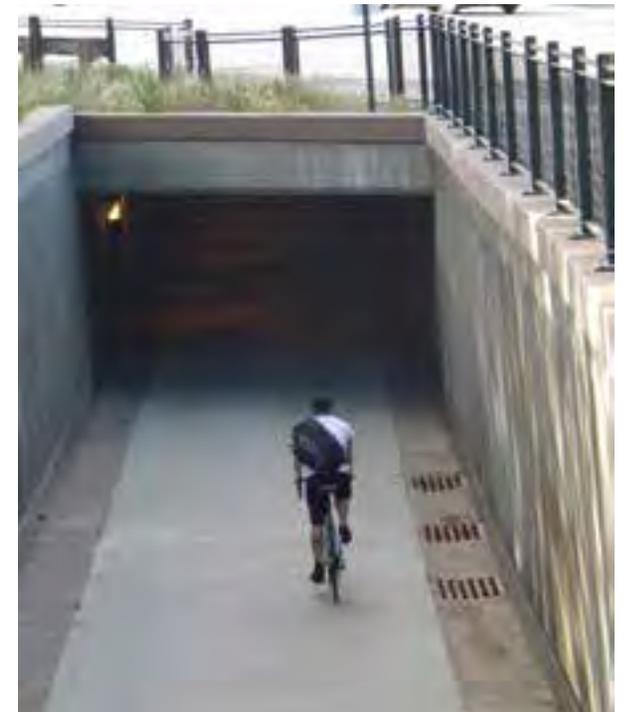
Box culvert undercrossing



Example of multi-purpose regional trails



Example of a local trail



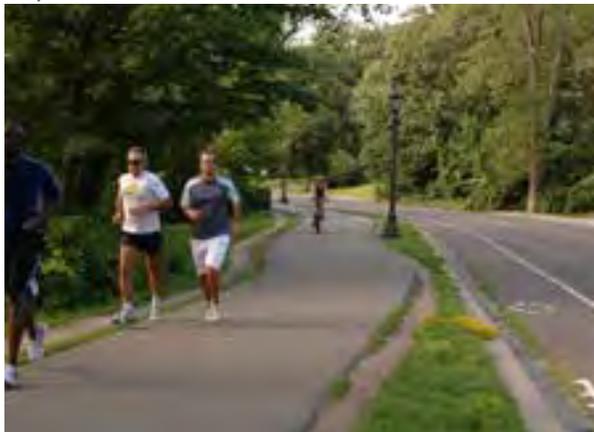
Example of a box culvert multi-use trail undercrossing



Pedestrian priority street



Enhanced crosswalk for increased safety and visibility for pedestrians.



Shared use sidewalk / trail

Pedestrian Recommendations

MOB-7. Complete pedestrian infrastructure networks.

- 7.1. Fund and incentivize the installation of sidewalks to close gaps in pedestrian infrastructure.
 - a. Prioritize the approximately 14 miles of missing sidewalks in the residential areas of Montbello and Green Valley Ranch, with an emphasis on connections to schools, recreational centers, libraries, transit stops and employment centers.
 - b. Complete missing sidewalks in the DIA neighborhood as development occurs. Connections to the 61st and Peña Station, and along Tower Road should be prioritized.
 - c. Incorporate DOTI's Ultra Urban Green Infrastructure Guidelines when installing new or replacing existing sidewalk infrastructure.
 - d. Leverage opportunities for signage, wayfinding, art and culturally-significant design elements in trails and at intersections and crossings.

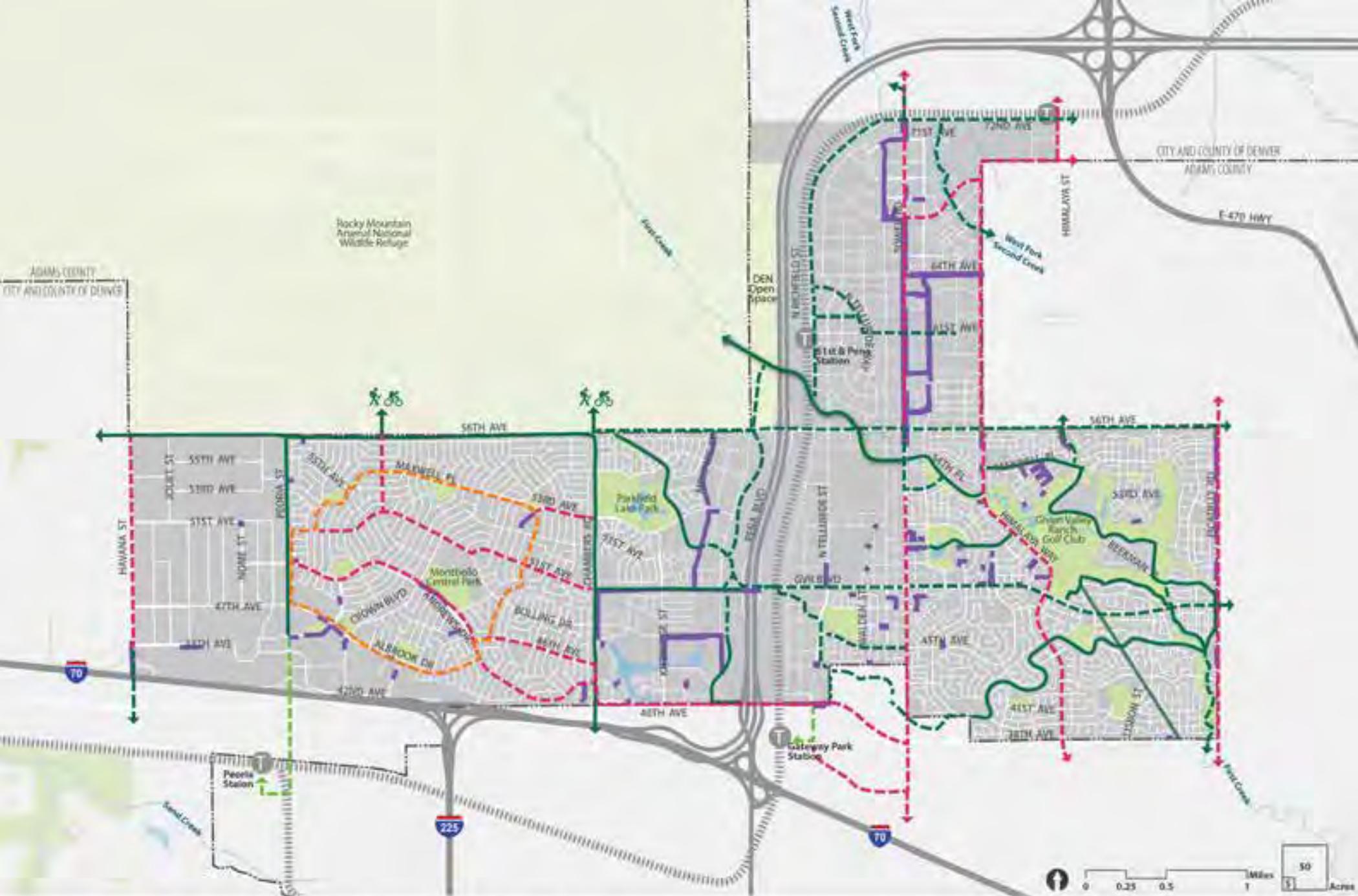
MOB-8. Make public right-of-way pedestrian infrastructure repairs and promote citywide maintenance programs.

- 8.1. Promote the Denver Neighborhood Sidewalk Repair Program to local businesses, Registered Neighborhood Organizations and residents.
 - a. Promote via fliers, mailings, community events and council district communications.
 - b. Special attention should be placed on pedestrian, bicycle and transit priority streets.

MOB-9. Require comprehensive pedestrian infrastructure design standards found in the Denver Moves Pedestrians and Trails Plan, or other future design standards and guidelines.

- 9.1. All future streets should meet or exceed city standards for sidewalks.
 - a. Local and collector streets should, at a minimum, contain 5-foot wide sidewalks and 8-foot wide tree lawns or amenity zones.
 - b. Arterial streets should contain, at a minimum, 8-foot wide sidewalks and 12-foot wide tree lawns or amenity zones.
- 9.2. All future streets should incorporate the following standards for shared-use sidewalks:
 - a. Local street shared use sidewalks should be approximately 18-20 feet wide: 10-12-foot wide sidewalk, an additional 5-foot wide buffer from travel lanes, and another 2-3-foot wide buffer from obstructions.
 - b. Collector street shared use sidewalks should be approximately 18-20 feet wide: 10-12-foot wide sidewalk, 8-foot wide buffer from adjacent travel lanes, and another 2-3-foot wide buffer from obstructions.
 - c. Arterial street shared use sidewalks should be approximately 24-27 feet wide: 10-12-foot wide sidewalk, 12-foot wide buffer from adjacent travel lanes, and another 2-3-foot wide buffer from obstructions.
- 9.3. For separated sidewalks and bike paths (generally located along collector and arterial streets), designs should incorporate a 5-foot sidewalk, 6-inch to 2-foot sidewalk/bike path buffer, 10- to 12-foot bike path and 8-foot buffer from adjacent travel lanes.

“Love the idea of the shared use sidewalk. That picture speaks to a beautiful vision for the area.” Far Northeast Area Community Meeting Comment



Proposed Pedestrian Facilities



- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River

- Existing Shared Use Sidewalk / Trail
- Proposed Sidewalk Network Completion

- Proposed Shared Use Sidewalk / Trail
- Proposed Shared Use Sidewalk with Enhanced Wayfinding
- Proposed Priority Pedestrian Network
- Proposed Walkable Loop

“56th Avenue needs to be widened and re-surfaced from Havana to Tower” - Far Northeast Resident Community Meeting Comment



“Many intersections do not list if it s a 2 way stop or a 4 way stop and have noticed many accidents due to the lack of signage. Plus, since not all intersections are alike (not all 4 way stops), it can be very confusing for new people moving to the area.” - Far Northeast Resident

2.2.8 - ROADWAY AND INTERSECTION IMPROVEMENTS

What is it?

Blueprint Denver envisions a connected and complete transportation network where all Denver residents can access their daily needs. The transportation system will enhance the character and quality of community, connect people to places, and support a healthy and active quality-of-life. Denver’s Vision Zero Action Plan seeks to eliminate all traffic deaths and serious injuries by 2030. The Vision Zero Plan calls for improved roadway safety through design and reduced speeds, with a focus on protecting pedestrians, bicyclists, and motorcyclists.

What’s the Situation in Far Northeast?

Far Northeast streets are wide, curvilinear, and prioritize the movement of vehicles. Commercial and retail areas are accessed by multi-lane arterials which have been linked to six-times the pedestrian deaths, seven times the bicyclist deaths and four times the automobile driver deaths than other roads (Vision Zero 2017). Where multi-lane roadways meet, intersections become a complex system of left-only, right-only and through-traffic travel lanes commingled with pedestrian crossings. Traditional suburban development patterns enable large surface parking lots with numerous entrances and exits (curb cuts) that cross sidewalks, creating conflict points between pedestrians, bicyclists, and motorists.

Far Northeast residential streets are wide, expansive, and accommodate on-street parking. The wide curvilinear streets encourage speeding, which is exacerbated in the Far Northeast by on-street parking. Parked vehicles reduce direct lines of sight and impair driver reaction times when obstacles suddenly appear. Streets defined as residential collectors have multiple travel lanes in the Far Northeast. Residential collectors in Montbello have incorporated open-air channels for stormwater conveyance. These open-air channels are effective at moving water, but pose mobility challenges for pedestrians and bicyclists.

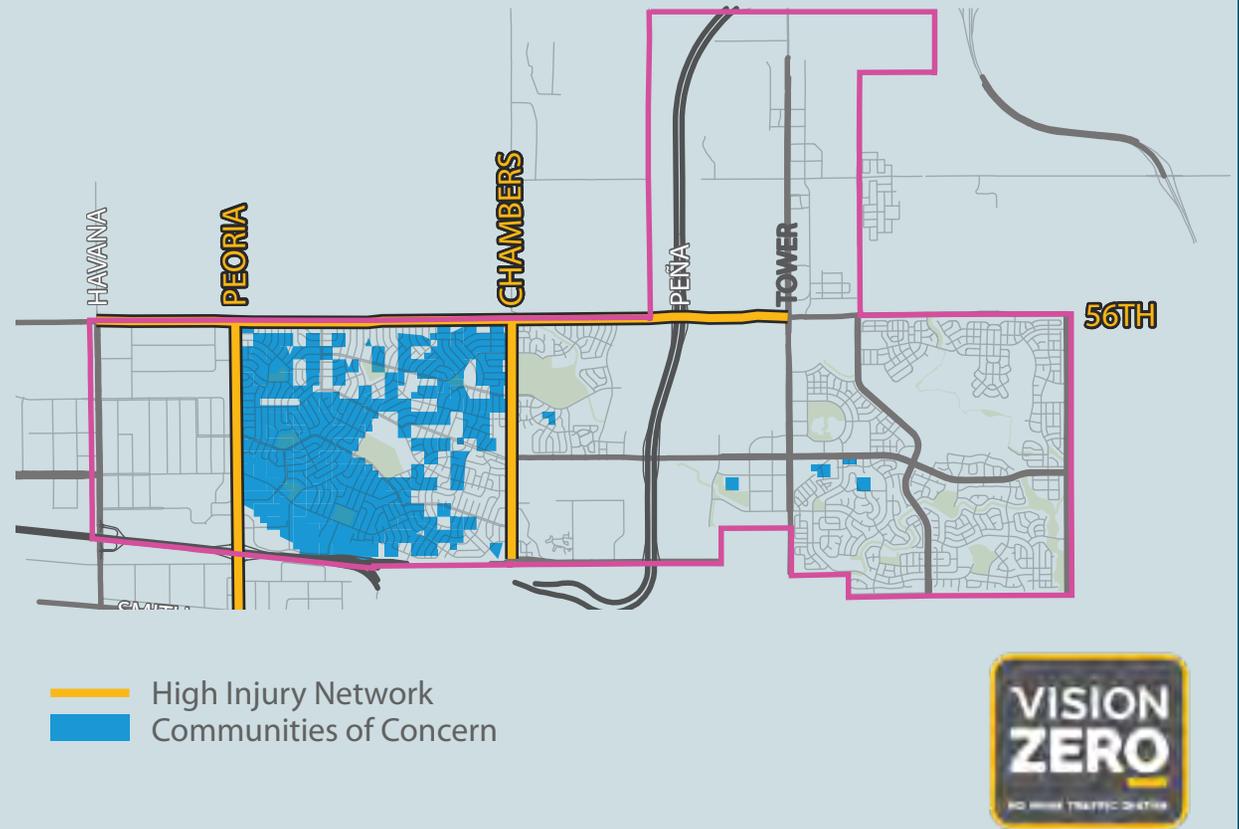
WHAT'S THE STRATEGY?

Reducing the number of speeding vehicles is an important priority in the Far Northeast.

- » Area residents want to see speed limits enforced, and traffic calming techniques incorporated in roadway designs and at intersections. Roadway design solutions (ex. reclaiming space from oversized vehicle lanes, or extending sidewalk crossings into intersections to shorten the crossing distance for pedestrians) are meant to increase safety for residents.
- » The Vision Zero Action Plan identifies High Injury Networks (HIN). In the Far Northeast these include Peoria, Chambers and 56th Avenue.
- » Denver Moves Pedestrian and Trails, and the City's Uncontrolled Pedestrian Crossing Guidelines outline treatments and conditions for pedestrian intersection improvements. These include at-grade crossings, grade-separated crossings and right-of-way design treatments that calm traffic speeds and reduce the time required for pedestrians to cross intersections.

Roadway and Intersection Enhancements

- » Build complete streets that connect existing areas to future mixed-use, amenity-rich places.
- » Enhance existing corridors by adding vehicular capacity, multimodal infrastructure, signage and wayfinding.
- » Reconfigure roads through industrial areas to safely accommodate transit, bicyclists and pedestrians.
- » Remove or add vehicular travel lanes to balance demand with land use and multimodal needs.
- » Evaluate key intersections for operational and safety improvements.
- » Introduce new or improve existing trail crossings at major intersections along 56th Avenue and along Green Valley Ranch Boulevard. (See map on pg. 94.)



COMMUNITIES OF CONCERN AND THE HIGH INJURY NETWORK

As part of Vision Zero, the City and County of Denver conducted a citywide analysis to identify Communities of Concern (CoC) and the High Injury Network (HIN). The CoC represent areas that have low income and education levels, high concentrations of seniors and people with disabilities, low rates of vehicle ownership, high obesity rates, and high numbers of schools and community centers. 39% of all traffic deaths and 47% of pedestrian deaths happened in the CoC. There is substantial overlap between the HIN and CoC.

In Far Northeast, Peoria Street, Chambers Road, and portions 56th Avenue are identified as part of the High Injury Network. Most of the residential core of Montbello as well as isolated areas within Gateway-Green Valley Ranch are identified as Communities of Concern.



Enhanced crosswalk demarcations



Landscaped medians to reduce speeding



Cost-effective traffic calming and beautification

Roadway and Intersection Recommendations

MOB-10. Complete identified roadway designs and engineering projects.

- 10.1. Build 16 or more miles of additional roadway capacity identified by DOTI.
 - a. Prioritize expansion projects funded for 56th Avenue between Chambers Road and Peña Boulevard.
 - b. Prioritize the expansion of Green Valley Ranch Boulevard between Chambers Road and Peña Boulevard.
 - c. Complete funded intersection improvements on 56th Avenue, Havana Street, Peoria Street, and Chambers Road.
 - d. Evaluate “Intersections of Concern” identified by Far Northeast Residents (see the Proposed Roadway and Intersection Enhancements Map).

MOB-11. Identify lane reconfiguration opportunities for new community benefits.

- 11.1. Conduct detailed travel studies and analysis to evaluate the feasibility of reducing residential collector travel lanes from four to two lanes, taking efforts to maintain on-street parking.
- 11.2. Reallocate 6.8 miles of lane capacity on residential collectors in Montbello.
 - a. Reclaimed land should be used for pedestrian, bicycle, transit or stormwater management uses.
 - b. Considerations for reclaimed land include green space, off-street multi-use trails, protected and separated bike lanes, enhanced transit, and stormwater management improvements.
- 11.3. Evaluate Industrial Collectors in Montbello for Pedestrian Safety Enhancements.
 - a. Study 49th Avenue, Nome Street, and 51st Avenues as potential routes for transit.
 - b. Study East 47th Avenue between Peoria and Havana Streets for future potential multimodal priorities.

- 11.4. Roadway improvement projects along Peoria Street, Chambers Road, and 56th Avenue must include operational and safety enhancements that increase pedestrian and bicycle safety. Improvements include:
 - a. At-grade signalized crossings that include “walk/don’t walk” countdown signals, reflective paint and adhesive materials, street lighting, and timing for safe pedestrian movements.

MOB-12. Increase enforcement of traffic laws.

- 12.1. Collaborate with local law enforcement to enforce posted speed limits, reduce speeding, drag racing, and illegal impaired driving.
- 12.2. Utilize Denver’s 3-1-1 Call Center Services and Neighborhood Inspection Services to report abandoned vehicles and illegal, long-term parking, particularly around parks, public open spaces, and in residential neighborhoods.

MOB-13. Use traffic calming measures in street designs.

- 13.1. Incorporate traffic calming measures in future street designs, roadway reconfigurations, and maintenance programs.
 - a. Traffic calming design elements may include reducing street widths, removing extra travel lanes, narrowing intersections for safer pedestrian crossings by reducing walking distances, and incorporating on-street parking to serve as a protective buffer between pedestrians and vehicles.



PROPOSED ROADWAY & INTERSECTION ENHANCEMENTS



- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River

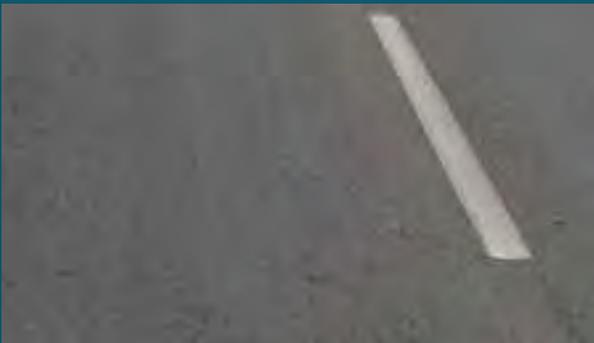
- PROPOSED ROADWAY ENHANCEMENTS**
- Road Connector
 - Corridor Enhancements
 - Roadway Reconfiguration
 - Narrow Lanes
 - Add Lanes

- PROPOSED INTERSECTIONS TO BE ENHANCED**
- Operational and Safety Enhancements
 - Trail Crossing Enhancements

New road locations shown on this map are conceptual. Actual road locations and connections to be determined by Department of Transportation and Infrastructure.



“Transportation is great, however the campers on the streets for long periods of time and large diesel trucks are getting out of hand.” Concerned Far Northeast Resident



2.2.9 - AUTO AND GOODS MOVEMENT

What is it?

Automobiles and freight vehicles are an essential part of American society. We must have streets where cars and trucks are prioritized for the movement of goods and services. Despite our reliance on automobiles and freight trucks, we must still take steps to make vehicular modes of travel safer for everyone. Denver’s Vision Zero Plan calls for the elimination of all vehicular deaths by 2030. Tactics to achieve this vision may include vehicular route diversions, lane reductions, speed reductions and restrictions to turning movements that help avoid collisions.

What’s the Situation in Far Northeast?

Automobiles are the number one mode of travel in the Far Northeast. Roads were designed and built to accommodate growth and development, but were done so with excess capacity. The result has been wide suburban travel lanes, on-street parking areas, and multi-lane local roads with above-average capacity in the Far Northeast as compared with other Denver neighborhoods. This condition also encourages speeding and often creates uncomfortable environments for pedestrians and other modes of travel.

In some areas of the Far Northeast, industrial and residential uses sit side-by-side. While this locates jobs near residents, the convenience comes with unintended consequences. Children walking to schools, residents walking to shopping centers, and individuals accessing transit often encounter speeding cars and trucks, or freight vehicles hauling raw materials used in manufacturing. Residents adjacent to industrial areas value and appreciate jobs and employment opportunities, but also worry that loud sounds and emissions from freight vehicles impact overall quality-of-life. Residents also note that large trucks and semi-tractor trailers park along residential local streets, well outside the industrial zoned areas.

What's the Strategy?

Developing a well connected, safe and efficient vehicular transportation network are important priorities for the Far Northeast.

- » Slowing vehicular traffic on all streets is important for the health and safety of area residents.
- » Creating streets where specific modes of travel are prioritized is another strategy to increase safety and efficiency by reducing conflicts between competing travel modes, minimizing collisions, and reducing traffic fatalities to zero.
- » Automobile traffic should be encouraged on streets prioritized for vehicles. Freight traffic should be routed to streets in industrial or commercial areas.
- » DOTI should consider investing in a citywide "Denver Moves Freight Plan" to develop comprehensive and strategic approaches to the movement of freight throughout the city, including to and through the manufacturing areas of the Far Northeast.
- » Collaboration with neighboring jurisdictions is essential in developing regional transportation and mobility systems that are efficient, connected, and safe for all users.
- » **Develop road maintenance and management plan wherever a high volume of freight is expected to interact with transit and other vehicular traffic such as Tower Road, Chamber Road, and Peoria Street.**

DRIVERLESS TECHNOLOGY

Technology for vehicles is rapidly evolving. Denver is positioned to adapt to these changes as it implements new roadway technologies to improve safety for all modes. This includes signals that can detect pedestrians as well as communicate with vehicles. Blueprint Denver recommends to explore these technologies further while also addressing the impacts that autonomous vehicles are likely to have on transportation infrastructure. As infrastructure adapts, Denver must ensure that people walking and rolling remain a priority as everyone is a pedestrian at some point during their trip. While it is not certain when driverless vehicles will become commonplace on the roadway, Denver must still be prepared for their arrival. Blueprint Denver acknowledges that while driverless vehicles may slightly improve roadway capacity, single occupancy and driverless vehicles are still least efficient in terms of the ability to move people in comparison to other modes. This is because, driverless or not, vehicles still take up the same amount of space on the roadway. Blueprint Denver also recognizes that as autonomous vehicles become more commonplace, Denver will need to study impacts to parking and curb space.

SAFETY & VISION ZERO

Denver has a goal to eliminate traffic deaths through the Vision Zero Action Plan. Achieving the Vision Zero goal will only happen through making our roadways safer. This includes traffic calming techniques such as diversion, road diets, speed reductions and restrictions to turning movements to help avoid collisions.

GOODS MOVEMENT & FREIGHT

Online shopping and services and evolving technologies have changed how people receive goods and how they are distributed. This has impacts to Denver's transportation infrastructure. The movement of freight is also moving beyond traditional commercial vehicles and delivery trucks. Denver's transportation network must address these changes by establishing clear networks for the movement of freight and updating policies accordingly.



CURB LANE USES

Space along the curb is in high-demand in Denver, not just for parking, but for uses including vehicle loading, car share parking and bike parking. As emerging mobility technologies such as transportation network companies and carshare become more common, the uses for space next to the curb are becoming more diverse. As these demands increase, Blueprint Denver acknowledges that this should be based on the highest and best use that services the most number of people. This is consistent with Denver's goals of moving people, not just vehicles, on Denver's streets.



Flexible curb space for freight deliveries



Autonomous package delivery



Technology to detects cars, bicyclists and pedestrians

Auto and Goods Recommendations

MOB-14. Enforce existing policies and regulations for freight movement.

- 14.1. Increase parking enforcement and neighborhood inspection services in residential areas to disincentivize the parking of large trucks and freight vehicles along local streets.
- 14.2. Install or replace signage to clearly identify regionally-approved freight routes.
- 14.3. Continuous access routes should only be allowed on Havana Street, 56th Avenue, Interstate 70, and in the industrial areas of Montbello, DIA and Gateway-Green Valley Ranch.
- 14.4. Chambers Road should be a limited-access route that only allows freight movement during late evening and early morning hours to minimize conflicts with other modes of travel.
- 14.5. Promote the use of electrical vehicles for businesses and industrial uses, especially for distribution and manufacturing uses, to mitigate noise and air pollution.

MOB-15. Develop a freight network and infrastructure strategic master plan.

- 15.1. Pursue funding to develop a Freight Network Strategic Plan. The plan should address the movement of goods and materials needed in the industrial and commercial areas of the Far Northeast. A Freight Network Strategic Plan should also:
 - a. Evaluate and refine the operational functionality and efficiency of existing transportation systems and networks.
 - b. Develop a framework for existing and future freight movement within the existing and future industrial, commercial and manufacturing employment centers.
 - c. If the concentration of industrial uses increases throughout existing greenfield sites initiate mobility studies that analyze the impact of freight traffic on road congestion, maintenance, safety, noise, and other disruptions.
 - d. Link future network expansions to planned growth, development, and future places in the Far Northeast.
 - e. Prepare the existing and future transportation systems for emerging technologies and services that will impact the movement of goods and services. Emerging technologies may include autonomous freight and delivery services, smart manufacturing, connected vehicle deliveries, and future technologies yet to be developed.
- 15.2. Initiate a localized road maintenance plan for Tower Road and Peoria Street where high volumes of freight traffic are anticipated.



PROPOSED AUTO AND GOODS PRIORITY ROUTES



- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River
- Auto and Goods Priority Route



Mixed-use pedestrian priority street



Protected bike lane priority street



Transit priority street

2.2.10 - MODAL PRIORITY STREETS

What is it?

A transportation mode is how one travels, whether walking, using a mobility device (wheelchair, cane, walker, etc.), biking, driving a personal vehicle, or taking transit. Complete multimodal networks prioritize the most efficient modes first while protecting vulnerable users. Blueprint Denver identifies four elements for a complete, high-quality multimodal transportation system that move people from place to place, providing economic vitality to communities. The four elements prioritize one or more of the following users: transit, bicyclists, pedestrians, automobiles and goods. These modal priorities, paired with street functional classifications and future places, contribute to the development of complete streets for complete neighborhoods.

Modal Priority – Transit

Transit priority streets are those on which transit will be prioritized over other modes when making decisions on how to design or operate the right-of-way. Transit priority streets allow transit to be rapid and reliable with special attention to accessible, safe, and enhanced transit stops and stations. Transit services and amenities should complement the regional transit system and be designed for maximum flexibility and future expansion as the Far Northeast continues to grow and develop.

Modal Priority – Bicycle Facilities

Bicycle priority streets prioritize safety, comfort, convenience and ease of use for people who wish to travel by bike. Bicycle priority streets utilize the high and moderate ease-of-use bicycle facilities identified in the 2011 Denver Moves: Bicycles plan. Ease of use refers to the level of comfort experienced by the user of the bikeway. This includes bikeways where

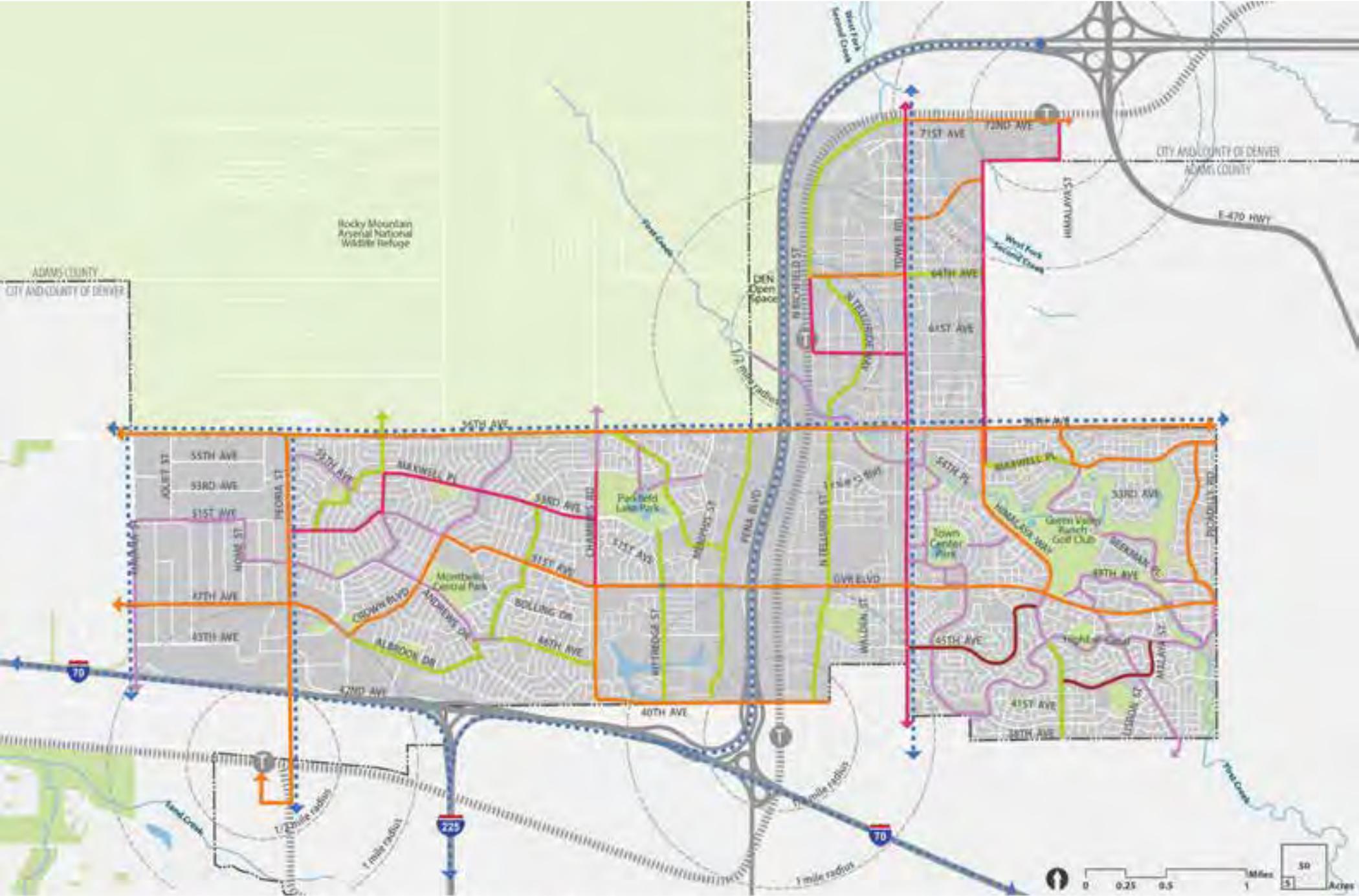
bicyclists are separated from moving traffic by a physical barrier and busy intersections are designed to easily be crossed on a bike. These facilities encourage biking by increasing the level of comfort for those who may not otherwise choose to ride a bicycle on a city street. Low ease-of-use facilities such as a shared roadway are not considered bicycle priority streets. Bikeway designations in Denver are typically selected based on a street's width, number of travel lanes, vehicle volume, and speed.

Modal Priority – Pedestrians

People walking and rolling are the heart of the transportation system, as everyone is a pedestrian at some point during their trip. The pedestrian network includes all sidewalks and trails in the city. People walking (including those using mobility devices) are the priority in the design of all streets and ADA accessible trails. Pedestrian priority streets should be used to create vibrant public spaces that include providing safe crossing environments, adequate sidewalk spaces, and enjoyable walking conditions.

Modal Priority – Automobiles and Freight

The movement of automobiles and freight will remain an integral part of the transportation network and economy in the Far Northeast. By identifying streets where the priority is vehicular travel, efforts can be made to ease congestion, reduce conflicts between modes, increase fuel efficiency and reduce the harmful pollutants that threaten the environment and quality-of-life. Providing identifiable routes for automobiles and freight can help keep shipping costs low for area businesses, and lead to more timely deliveries and arrival times for workers, visitors, and Far Northeast residents.



PROPOSED MODAL PRIORITY STREETS

HOW DO THE MOBILITY RECOMMENDATIONS SUPPORT THE VISION?

This plan envisions creating a connected street network throughout Far Northeast Denver and ensuring a high quality experience for users of each transportation mode. Implementing the recommendations of this plan will help create a Far Northeast that achieves many of the community's mobility objectives for the future, including:

- A connected, navigable future street network
- A transit system that provides a speed & reliability corridor through the center of the study area as well as north-south connections on arterial streets and better access to rail stations
- Pedestrian and bike networks that complete the gaps between existing facilities and connect people to major destinations within Far Northeast
- Improved intersections that reduce accidents and work better for all modes
- Freight traffic limited to major roads
- Streets prioritized for the modes they are designed/redesigned to serve
- Improved connectivity to the region



The Mobility recommendations support Equity, Affordability, and Inclusivity by:

- Promoting the creation of a complete mobility network that meets the needs of all users, including those who do not have access to a car and those who use mobility devices.
- Reducing car dependence, which equates to money saved for people who are able to meet their mobility needs without a car.
- Promoting and expanding the use of transit.



The Mobility recommendations support Strong and Authentic Neighborhoods by:

- Creating complete networks and complete neighborhoods.
- Supporting the community's ability to gather by providing multimodal transportation options.
- Ensuring multimodal connections to key amenities that make Far Northeast unique, such as open space, trail system, and recreational facilities.



The Mobility recommendations support Connectivity, Safety, and Accessibility by:

- Connecting Far Northeast residents to places and resources they need, such as food, jobs, and entertainment.
- Connecting neighborhoods to each other and the region.
- Allowing for modal choice by diversifying the area’s transportation system to include improved options for walking, biking, and transit.



The Mobility recommendations support Environmental Resiliency by:

- Reducing auto dependency, resulting in lower emissions, cleaner air and water.
- Allowing for mixed use development, which reduces surface parking and creates more usable space for people instead of cars.



The Mobility recommendations support Economic Diversity and Vibrancy by:

- Supporting the movement of goods, services, and people, all of which are necessary supports for a robust economy.
- Prioritizing roads for specific transportation modes, creating opportunities for more efficient movement through intentional routing.



The Mobility recommendations support Health and Activity by:

- Promoting walking, biking, and transit, all of which support more active lifestyles.
- Connecting people to parks, open space, and trails.
- Connecting people to each other, resulting in increased community cohesion and improved mental health and stability.

2.3 QUALITY-OF-LIFE INFRASTRUCTURE

IN THIS SECTION:

2.3.1 - QUALITY-OF-LIFE INFRASTRUCTURE

2.3.2 - HEALTH AND THE BUILT ENVIRONMENT

2.3.3 - HEALTHY AND ACTIVE LIVING

2.3.4 - COMMUNITY FOOD ENVIRONMENT

2.3.5 - PARKS AND RECREATION

2.3.6 - NATURAL ENVIRONMENT

2.3.7 - SAFETY AND SECURITY

2.3.8 - ANIMAL PROTECTION AND CONTROL

2.3.9 - SOCIAL CAPITAL

2.3.10 - GRASSROOTS INITIATIVES

2.3.11 - YOUTH ENGAGEMENT

"I WOULD LIKE TO SEE MORE RETAIL FOR ENTERTAINMENT, PARKS, MUSIC STORES, A MOVIE THEATER, PAINTBALL, ANOTHER COMMUNITY POOL, MORE BUS STOPS, AND HEALTHY FOOD TO EAT." - FAR NORTHEAST RESIDENT



2.3.1 QUALITY-OF-LIFE INFRASTRUCTURE

Quality-of-life (QOL) infrastructure refers to the places, trees, plants, parks and outdoor spaces that stitch together our communities and contribute to health, needs, comfort, environmental resilience and social connectedness. QOL infrastructure helps ensure that everyone has access to parks, trees, outdoor spaces, recreational amenities, healthy food and outdoor community gathering places. It includes recognizing trees and the natural environment as vital pieces of civic infrastructure and key features to mitigate the impacts of climate change. Quality-of-life infrastructure supports the need for individuals to connect with nature, access healthy food and enjoy a clean environment.

Community Feedback on Quality-of-Life Infrastructure in Far Northeast

- » The area has good access to parks, but residents are concerned about the current state of some parks, which could benefit from having better maintenance, more infrastructure and activities for residents.
- » Residents see trail systems and regional parks as vital assets within the Far Northeast. However, connections to these places are often lacking. Many expressed a desire to connect the system together to form a larger greenspace network.
- » Community members identified several areas where they perceive crime as an issue. Residents cited a desire for increased police presence and faster response times.
- » A concern for much of the community was the large number of fast food restaurants in the area, and a lack of healthy food options.

2.3.2 - HEALTH AND THE BUILT ENVIRONMENT

What is it?

In recent years there has been a growing understanding of the connection between how our communities are designed and the impact on people's health. The way we design and build our neighborhoods impacts how we live, work, and play on a daily basis. Our surroundings shape how physically active we are, how well we eat, and whether we have access to schools, jobs, transportation, health care, and opportunities to prosper. Well-designed neighborhoods can improve health, while environments that lack amenities and services to support healthy lifestyles can contribute to chronic diseases such as diabetes, heart disease, and obesity.

Neighborhoods in Denver have varying access to quality parks and grocery stores. Some areas have grocery stores nearby, and others don't. Some residents live on streets that are easy to traverse, with low-speed vehicle traffic, sidewalks and frequent transit stops, while others may have to walk further to intersections with pedestrian amenities or take risks by crossing wide, high speed streets. These differences in the built environment contribute to different health conditions for residents who live in each place.

What's the Situation in Far Northeast?

Neighborhoods in the Far Northeast experience greater barriers to opportunity than others in the city, as shown in the Denver Neighborhood Equity Index. In particular, each of the three neighborhoods, Montbello, Gateway-Green Valley Ranch, and DIA, have more limited access to grocery stores and score higher for poor health (disease/disability/poor health) than the Denver average. If the environment makes it difficult to access healthy food and physical activity, residents may experience negative health conditions related to poor nutrition and physical inactivity. In such cases, the built environment can be modified to promote healthier living.

Various health outcomes stand out in both adults and children in the Far Northeast. Children experience obesity at higher rates in each neighborhood compared to the Denver average of 16%. Specifically, childhood obesity rates are 21% in Montbello, 20% in Green Valley Ranch, and 18% in DIA/Gateway. Asthma and diabetes are of particular concern among adults. These differences in rates of asthma, diabetes and obesity between neighborhoods that make up the Far Northeast demonstrate health disparities that may be related to aspects of the built environment that could be modified to promote better health.



2.3.3 - HEALTHY AND ACTIVE LIVING

What is it?

Physical activity is a key factor in maintaining good health. Six of the 10 leading causes of death in the U.S. including stroke, heart disease, cancer and diabetes are linked to physical inactivity. Physical activity can also help to improve academic achievement in students, setting them up for a lifetime of success. A neighborhood's infrastructure plays a vital role in how able residents are to be physically active. Parks, trails, and open spaces provide opportunities for increased physical activity, as well as bikeways and pedestrian facilities that connect people to transit infrastructure, services, amenities, and destinations. Incorporating physical activity into daily life can decrease risk for obesity, diabetes, and heart disease.

Designing neighborhoods that integrate exercise into daily activities that people already engage in has shown to increase the rates of residents who meet the recommended daily amount of exercise. However, if neighborhoods are not designed in a way that makes it safe for residents to access those opportunities, or if those opportunities don't exist, they cannot fully benefit from them.

What's the Situation in Far Northeast?

Youth who live in the Far Northeast were surveyed as part of the 2017 Denver Youth Health Assessment. Youth in this community shared that not getting enough physical activity is an important issue impacting their health, along with not getting adequate sleep and being able to eat healthy. Other concerns included coping with mental health challenges and managing the stress of meeting complex expectations in their lives.

Street Connectivity

The way that streets are connected within neighborhoods can impact active living as well. The suburban development pattern of Far Northeast is quite different from most of Denver, with wider, curving streets, fewer intersections, and larger residential and commercial lots. Further, most commercial goods and services are located on major thoroughfares such as Peoria Street and Tower Road, which are challenging environments for walking and biking. For both adults and youth, the ability to access necessary goods and services can be improved by providing a connected, compact and safe street network.

Safe Routes to School

The Far Northeast has one of the largest youth populations as compared with Denver overall. Research shows that 21% of Denver residents are under 18; in Montbello, over 37% of the population is under 18 (over 12,000 youth), and in Gateway-Green Valley Ranch, youth represent 32% of the population, or almost 13,000.

Community Organizations

There are many community organizations within Far Northeast that are actively working to promote health and physical activity. These include the Boys and Girls Club, Environmental Learning for Kids, Girl Trek, WalkDenver, Community Active Living Coalition, and the Colorado Health Foundation. The continued work and support of these organizations is critical to improving opportunities for physical activity in Far Northeast.

Recommendations:

QOL-1. Prioritize areas around neighborhood schools for infrastructure improvements to create safe routes to school.

- 1.1. Connect local schools to the Safe Routes to Schools program and identify needed interventions to improve safety.
 - a. Ensure that routes heavily trafficked by children walking to school are safe and well designed.
 - b. Ensure that the evaluation includes the sufficiency of bike facilities.
- 1.2. Work with DOTI to secure funding for infrastructure and program operations for Safe Routes to School.

QOL-2. Empower and support organizations that promote physical activity in Far Northeast.

- 2.1. The City should work with and support local organizations that are promoting health and physical activity, including the following:
 - a. Create partnerships, shared-use agreements, and/or memoranda of understanding.
 - b. Leverage funding, grants, of other forms of direct assistance.
 - c. Connect local organizations to external grantors that can help support or expand their work programs.

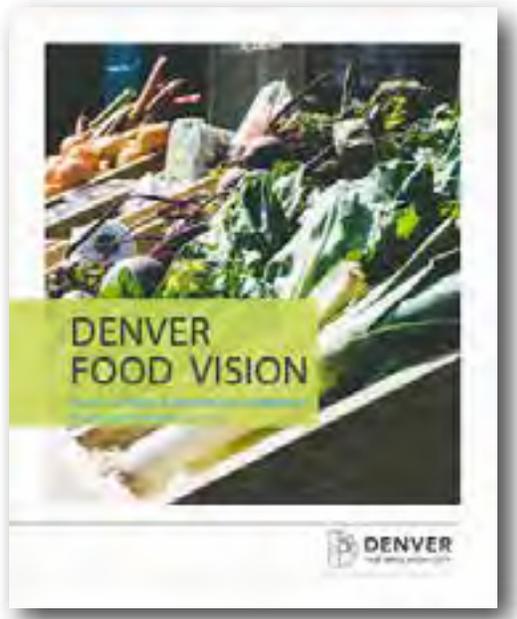
Safe Routes to School

While many children and youth may have the opportunity to walk or bike to school, the walking and biking environment around local schools is key to enabling kids to safely and actively travel to and from school. While parents have been active by organizing ‘walking school buses’ and other activities to promote safe conditions, infrastructure changes can be made by the City and County of Denver to further improve safety for students walking and biking to school.

The Denver Safe Routes to School Program (SRTS) works with Far Northeast schools including McGlone and Maxwell Elementary to develop safe student walking and biking ‘travel plans’. The environment around these schools in particular has been found to lack sidewalks, crosswalks, and bike lanes. This increases safety risks for kids actively traveling to school, which in turn discourages regular physical activity as part of an everyday routine. Many parents continue to drive children to school, and the schools’ proximity to major thoroughfares discourages walking due to higher traffic speeds and limited crosswalks on Albrook Drive, Crown Blvd, and Andrews Drive. Parents at McGlone Academy have repeatedly requested a signalized crosswalk across Albrook Drive.

Community Active Living Coalition

The Denver Community Active Living Coalition (CALC) works with neighborhood residents to provide training and participation opportunities in bike and walking route planning to schools and other neighborhood destinations. CALC is also working with WalkDenver and the Montbello Organizing Committee (MOC) to guide a community art and placemaking project with Metro State art students and residents. Additionally, the Denver Center for International Studies (DCIS) Montbello and Marie L. Greenwood Academy were awarded micro grants as part of a 2017 2018 pilot program through CALC. Both schools received on campus installations to encourage active living: bike racks, bike repair stations, and outdoor seating. The CALC grant will serve to support and coordinate existing neighborhood efforts and provide technical assistance to encourage active living. Throughout the three year grant timeline, CALC is committed to working with youth and neighborhood stakeholders to build support and increase access to active living opportunities.



2.3.4 - COMMUNITY FOOD ENVIRONMENT

What is it?

In 2017, Denver issued its Food Vision 2030 which seeks to align resident, community, business and government efforts to build a food system that is more inclusive, healthy, economically vibrant and resilient. The Food Vision focuses on priority activities and policies related to the City’s food system that includes producing, processing, distributing, selling, consuming and disposing of food. It provides direction and guides day-to-day decision-making related to land use, transportation, public investment, private development, and partnerships. The Food Vision is a call to action that provides a strong guiding framework that is also flexible enough to allow for unforeseen opportunities that arise and new challenges that emerge over the coming decades.

diabetes, heart disease and cancers. However, it is also important to address other factors that contribute to limited access to healthy, affordable food. These factors may include creating job opportunities that pay a living wage so people can afford food; addressing high housing costs which can lead to people having to choose between paying the rent or mortgage and putting food on the table; or enhancing transportation systems and infrastructure to create more convenient access to food in the community. Accessing healthy, culturally-relevant and affordable food isn’t just about making environmental changes in a community, such as building more grocery stores, it is also about creating the policies and systems needed to address the root causes that contribute to inequitable access to food.

What’s the Situation in Far Northeast?

Residents voiced a strong desire for better access to fresh, healthy affordable food in their neighborhoods. The need for more full-service grocery retail was perhaps the single most common piece of feedback that was given throughout the planning process. A market study conducted as part of the planning process confirmed that Far Northeast’s current population should be able to support approximately 1.3 additional grocery stores, indicating that there is significant “leakage” of retail dollars from Far Northeast to surrounding areas. This means that residents often have to travel to areas outside of Denver to purchase food. In addition to the need for more grocery retail and healthy food options, Far Northeast residents clearly voiced their concern about the number of fast food restaurants selling unhealthy, overly processed foods, as well as the overabundance of liquor stores in their neighborhoods.

GUIDING PRINCIPLES	FOCUS AREA
INCLUSIVE	Inclusive cities require strong neighborhoods that reflect unique food cultures
HEALTHY	Healthy, productive populations require food systems that promote healthy food for everyone
VIBRANT	Vibrant economies require strong regional food systems
RESILIENT	Resilient cities require diverse and environmentally responsible food systems

Food is often considered the “great connector”. Food connects us to our cultures, the stories of our ancestors, and the recipes of our grandparents. Food also connects us to the land where it is grown and to the people and businesses who grow, transport, prepare, sell, and share it. Food is what brings us together as family, friends, and strangers. Far too many people have limited or unequal access to the goods, resources, and opportunities (including food) that create a more inclusive, healthy, economically vibrant and resilient community. Many times, households with lower incomes or in communities of color are impacted the most by these types of inequities.

By making changes in the neighborhood environment where people live, work, learn and play, people may be able to eat healthier foods and gain positive health outcomes such as reduced

What's the Strategy?

The strategy is to align with the goals in Denver's Food Vision to create a more complete food environment in Far Northeast. A "complete food environment" is defined as "food amenities that provide for the food needs of all community members and integrate the culture and values of each neighborhood." There are three key food-related goals that emerged from the Far Northeast planning process, each of which is supported by a set of recommendations and strategies specific to Far Northeast:

1. Increase fresh food access, availability, and affordability. Everyone deserves fresh, healthy food like fruits and vegetables. Yet, not everyone has access to fresh, affordable food that is healthy and culturally-appropriate. Currently, 1 in 5 children in Denver is considered hungry or food insecure. Having access to food means each person in a neighborhood can reach a full-service grocery store, such as King Soopers, on foot, by bike or bus, or by car in a short amount of time. Access is more than living near a grocery store; it is also about what types of food are available and if that food is affordable, as well as what a household earns, the cost of fresh food, and the community's food environment.
2. Build a better, healthier community food environment. Innovative ways to increase access to fresh, affordable foods are taking place across Denver; the Far Northeast is no exception. Residents expressed interest in improving their 'community food environment' by expanding the supply and demand of food and making fresh, healthy foods easier to access and buy.
3. Address the over-saturation of fast food. These days, food is sold everywhere; places like gas stations, pharmacies, corner stores, coffee shops and in fast food restaurants. To address the unhealthy aspects of a food physical environment, a variety of zoning and licensing strategies can be used to dilute the concentration of fast food restaurants and liquor stores. Many cities and states around the nation have used a variety of strategies to discourage unhealthy food retail while encouraging healthy food retail.



FOOD CONSUMERS

Consumers drive the majority of the food system through their purchases, investments, and engagement in related public policy.

FOOD PRODUCERS

Producers grow our food. This includes farmers and ranchers; suppliers of critical inputs (land, water, seeds, technologies, capital); and community, school and home gardeners.

FOOD PROCESSORS

Processors modify foods through preparing, packaging, and freezing foods to create snacks, ready-to-eat foods, and beverages.

FOOD DISTRIBUTORS

Distributors, aggregators, wholesalers, and brokers store and deliver farm and grocery products to processors and retailers.

FOOD RETAILERS

Retailers sell or provide food to consumers. Retailers include supermarkets, convenience stores, specialty markets, institutional food service, farmers' markets, restaurants, schools, family nutrition programs, and hunger relief centers like food pantries.

Green Valley Ranch Farmer's Market

The Green Valley Ranch Farmer's Market was established in 2016 by residents of the community. The market continues to grow ever year, both from the number and variety of vendors, as well as the number of patrons. The market began with 3 vendors and has quickly grown to accommodate over 24. Many community partners, such as the Denver Public Library, Denver Police Department and Vegan Outreach are able to engage with the community as part of the events. On average, market attendance can reach up to 200-400 attendees. The market is open on Wednesday evenings in June, July and August outside of the Green Valley Ranch Recreation Center at 4890 Argonne Way.

The park setting features tree shade coverage along the walkway, a view of the lake, and an amphitheater where free live bands have become a part of the experience. Residents enjoy the atmosphere while connecting with their neighbors, listening to live music and purchasing products from local vendors. This opportunity in Green Valley Ranch enables the community to have a convenient location to access a variety of local products that are readily available. The goal is to expand the variety of local, healthy products available to our community through the Green Valley Ranch Farmers Market and other markets as they become established in the neighborhood.

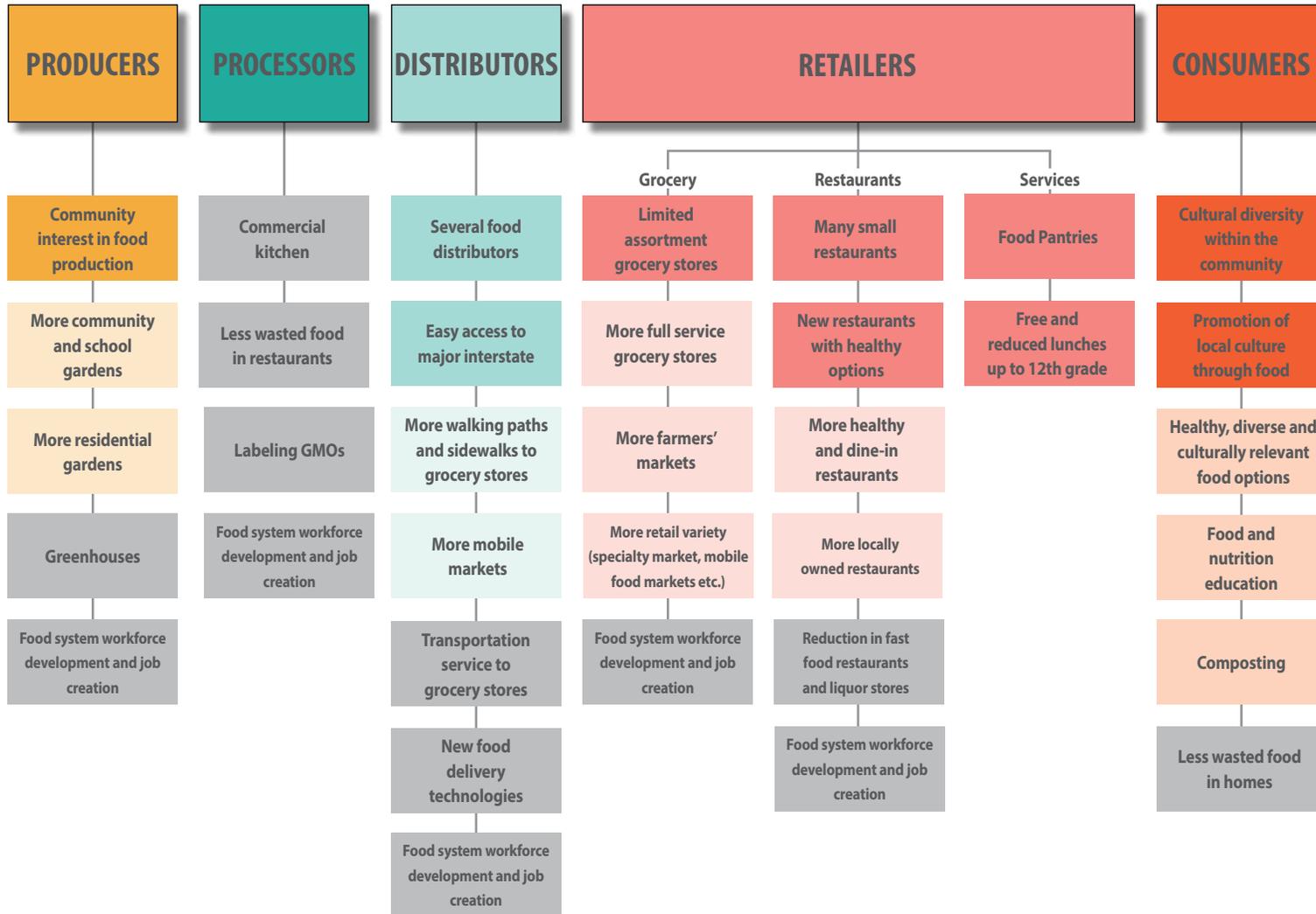
Recommendations:

QOL-3. Increase fresh food access, availability and affordability.

- 3.1. Identify grocery access as a priority for economic development.
 - a. Advocate for community-led transformative food projects such as the FreshLo Initiative.
 - b. Encourage small food stores to sell expanded healthy food options.
 - c. Leverage public and private investments to expand the number or frequency of seasonal or permanent farmers' markets and distribution sites for community-supported agriculture shares in underserved neighborhoods.
 - d. Encourage farmers' markets and community-supported agriculture to accept credit and Electronic Benefit Transfer (EBT) cards; Women, Infants and Children (WIC) benefits, and the Senior Farmers' Market Nutrition Program.
 - e. Encourage new or expanded food businesses, including an additional full-service grocery store in developments such as:
 - *New commercial areas with convenient transportation access*
 - *Existing neighborhood shopping centers*
 - *Future mixed-use neighborhoods*
 - *Transit oriented development near A-Line transit stations and other future transit stops*
 - f. Expand and support incentive programs that make it more affordable to purchase healthy foods, including the Colorado Double-Up Food Bucks SNAP incentive program.

- 3.2. Expand local food production and processing in Far Northeast neighborhoods.
 - a. Reduce regulatory barriers that inhibit the expansion of gardens, farms, and greenhouses in backyards, schools, and other community settings.
 - b. Promote gardens and "edible landscapes" on private land (e.g., churches) by planting fruit trees and ensure "extras" are gleaned and donated through neighborhood educational programs.
 - c. Expand public awareness of Colorado's Cottage Food Act and Denver's Residential Sales of Fresh Produce permit, which allows residents to sell produce that they grow and certain food products they prepare themselves.
 - d. Appropriate production and processing locations include local centers, community centers, regional centers, community corridors, [value manufacturing and innovation/flex districts](#).
- 3.3. Provide a variety of transportation options to access fresh food in Far Northeast.
 - a. Work with local transit agencies to ensure frequent and reliable bus routes from underserved neighborhoods to healthy food retail stores.
 - b. Expand safe and direct pedestrian and bike access to food retail by increasing neighborhood connectivity of sidewalks and paths (see sections 2.2.6 and 2.2.7).

FAR NORTHEAST COMPLETE FOOD ENVIRONMENT



Existing Elements



Existing Elements but needs Improvement



Missing Elements



Save-A-Lot Educational Community Space

Save A Lot grocery store in Montbello strives to do more than provide quality and affordable food. It also wants to support its customers' efforts to be healthy.

Organizations like Cooking Matters, Clinica Tepeyac, Senior Steppers and Athletics & Beyond offer classes on nutrition, cooking or whatever expertise is in demand in the grocery store's community room. The space can be reserved online at www.leevers.com or you can visit the store and make a reservation in person with a Save A Lot employee. Use of this room is encouraged so that community members can build relationships and work together to make positive changes to their health and well being.

Recommendations Continued:

QOL-4. Build a better, healthier and complete community food environment.

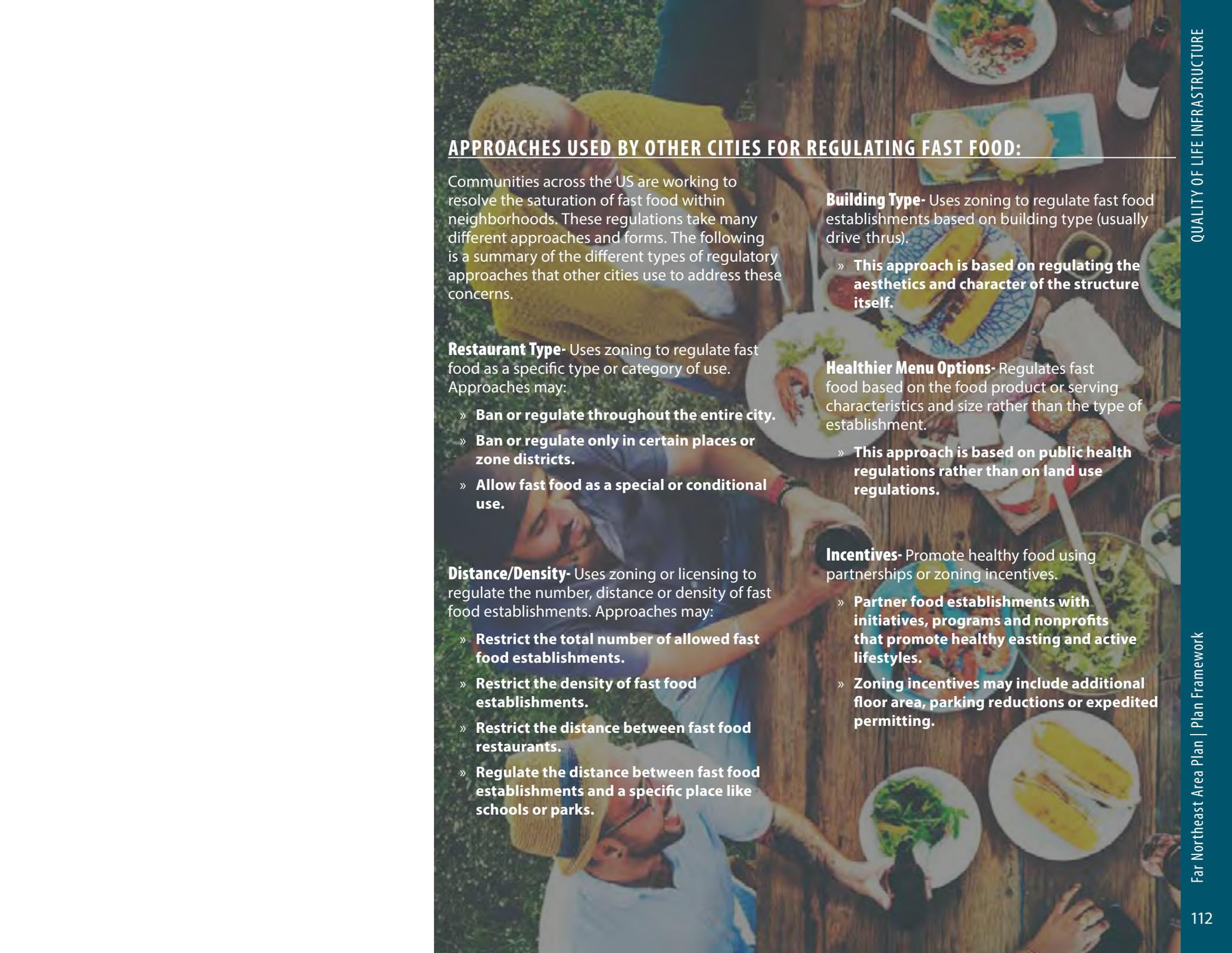
- 4.1. **Promote the intersection of local food, art, and culture in Far Northeast.**
 - a. Support the FreshLo Initiative's efforts to create a Community Cultural Hub which includes healthy food options in Montbello.
 - b. Support local food entrepreneurs to open innovative businesses with healthier options.
 - c. Encourage restaurants to offer and promote locally-sourced foods.
 - d. Promote healthy food retail options through multilingual newsletters, community maps, signs, and marketing tools.
 - e. Increase community demand for healthy food through education and outreach programs about healthy eating, healthy shopping, and how to cook nutritious and culturally-relevant meals.
- 4.2. **Use creative solutions to close food access gaps in Far Northeast.**
 - a. Consider fast-track permitting, increased translation and interpretation services, and fee/fine waivers or reductions for grocery stores, mobile food markets and other fresh food businesses in underserved areas.
 - b. Streamline permit processes for facilities related to food storage, processing, and distribution that accommodate small producers and food businesses.
 - c. Consider state and local incentives for healthy food retail stores to open or expand in underserved areas.
 - d. Promote mobile markets and food delivery options to improve food access.
 - e. Encourage schools to offer education for youth about nutrition and how to grow, cook, budget, and shop for healthy foods.

4.3. Support food recovery and reducing wasted food in Far Northeast.

- a. Educate the public about reducing the amount of food that is wasted in homes and food-related businesses.
- b. Redistribute grocery retail and restaurant overstock to food pantries and other community-based organizations.
- c. Promote and expand the City's residential and commercial composting program.

QOL-5. Address the over-saturation of fast food in Far Northeast.

- 5.1. **Dilute the concentration of unhealthy, overly-processed food.**
 - a. Consider a pilot program in Far Northeast that uses zoning, licensing, or other regulatory tools to limit the concentration of fast food retailers in the area, especially in areas located near schools.
 - b. Work with restaurants to offer healthier food and beverage options, especially those that offer children's meals.
 - c. Work with food retailers to offer "healthy checkout aisles".
 - d. Encourage more restaurants that offer a variety of dining options such as fast casual, sit-down, and local restaurants.
 - e. Consider commercial or mixed-use zoning that limits or prohibits the presence of drive-thrus for new developments.



APPROACHES USED BY OTHER CITIES FOR REGULATING FAST FOOD:

Communities across the US are working to resolve the saturation of fast food within neighborhoods. These regulations take many different approaches and forms. The following is a summary of the different types of regulatory approaches that other cities use to address these concerns.

Restaurant Type- Uses zoning to regulate fast food as a specific type or category of use. Approaches may:

- » **Ban or regulate throughout the entire city.**
- » **Ban or regulate only in certain places or zone districts.**
- » **Allow fast food as a special or conditional use.**

Distance/Density- Uses zoning or licensing to regulate the number, distance or density of fast food establishments. Approaches may:

- » **Restrict the total number of allowed fast food establishments.**
- » **Restrict the density of fast food establishments.**
- » **Restrict the distance between fast food restaurants.**
- » **Regulate the distance between fast food establishments and a specific place like schools or parks.**

Building Type- Uses zoning to regulate fast food establishments based on building type (usually drive thrus).

- » **This approach is based on regulating the aesthetics and character of the structure itself.**

Healthier Menu Options- Regulates fast food based on the food product or serving characteristics and size rather than the type of establishment.

- » **This approach is based on public health regulations rather than on land use regulations.**

Incentives- Promote healthy food using partnerships or zoning incentives.

- » **Partner food establishments with initiatives, programs and nonprofits that promote healthy eating and active lifestyles.**
- » **Zoning incentives may include additional floor area, parking reductions or expedited permitting.**

Game Plan for a Healthy City

Game Plan for a Healthy City is a citywide and long range parks and recreation plan to help the city respond to challenges including growth, limited water resources, changes in climate, and declining health metrics. The plan proclaims easy access to parks and open space as a basic right for all residents, and establishes our city's parks, facilities, and recreational programs as essential for a healthy environment, healthy residents, and a high quality of life for everyone.

The 2019 Game Plan is an update to the 2003 Game Plan. It introduces four guiding principles and goals: Every Drop, Every Person, Every Dollar and Uniquely Denver. Many other key strategies are supported by the Game Plan including enhanced connections to Denver's nature and culture, diversifying services and programs offered to the community, and re investment in Denver's parks and recreation resources and people. Game Plan provides recommendations that support the community's vision for a healthy city through strategies, actions, and recommendations.

2.3.5 - PARKS AND RECREATION

What is it?

Getting outside, being active and enjoying the mix of urban and natural spaces that are uniquely Denver are just some of the reasons people enjoy living here. High-quality parks, recreational activities, and open spaces should be viewed as a basic right that is fundamental to the Denver experience. As our city grows, so does the demand for parks, open space, recreation centers, programs, and activities – especially in areas where access to these amenities is falling short today. Denver's growth highlights the need for protecting and expanding our tree canopy as well as enhancing our green infrastructure and finding new ways to be drought-tolerant in the face of climate change. It means identifying a sustainable approach to ensure long-term parks and recreation funding.

What's the Situation in Far Northeast?

The parks and recreation system is one of Far Northeast's most prized assets. Parks, recreation centers, trails, and open spaces were among the most commonly-cited facilities in response to survey questions asking people to identify the biggest assets in their neighborhoods. The Department of Parks and Recreation (DPR) is currently meeting the acres per resident goal in Far Northeast (10 acres per 1000 residents). Maintaining this level of service means that the park system will need to expand in order to keep pace with population growth. There are abundant and well-distributed parks and recreation facilities throughout the plan area, however there is a need for better connectivity within the neighborhood networks and off-street trail systems in order to connect people to parks and open spaces. Other priorities for improvement include upgrades and increased access to existing aquatic facilities, greater access to playgrounds, play

features, dog parks, youth services and amenities, and expanded recreation center programming and hours of operation.

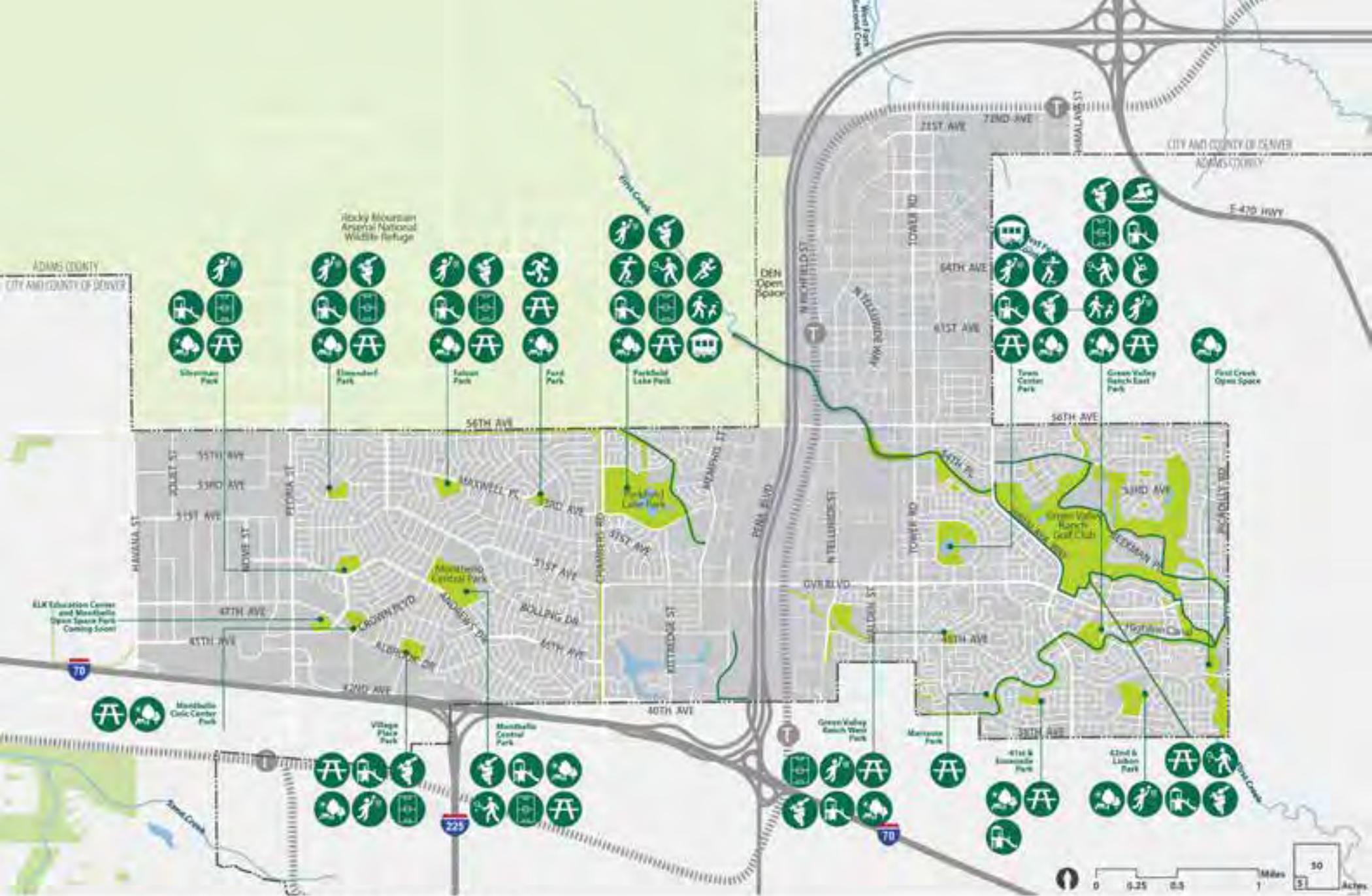
What's the Strategy?

The parks and recreation strategy for Far Northeast is closely aligned with the Parks Game Plan. The approach was to revisit recommendations from the Game Plan, and apply a more specific level of detail to Far Northeast. This allows the Far Northeast Plan to ensure consistency with citywide policy, while also filling needs and meeting gaps that are specific to this area.

There are five parks-related goals from the Game Plan that were used as the organizing element for the Far Northeast parks and recreation strategy. Each goal is supported by a set of recommendations that are specific to Far Northeast.

1. Adapt to the Changing Climate and Limited Resources
2. Diversify Parks and Recreation Services and Programs
3. Grow the Parks System and Recreation Access
4. Reinvest in Parks and Recreation Resources and People
5. Connect People to Nature and Culture

Note: see diagram on pg. 115 from the Game Plan.



EXISTING PARKS SYSTEM



- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River

- Park
- Playground
- Picnic Area

- Multiuse Field
- Tennis
- Baseball

- Track
- Skate park
- Pool

- Basketball
- Volleyball
- Dog Park

- Recreation Center
- Trail

Denveright.

Parks & Recreation Game Plan

 Every Drop	ADAPT to the Changing Climate and Limited Resources
 Every Person	DIVERSIFY Parks and Recreation Services
	GROW the Park System and Recreation Access
 Every Dollar	REINVEST in Denver's Parks and Recreation Resources and People
 Uniquely Denver	CONNECT to Denver's Nature and Culture



Recommendations:

QOL-6. Adapt parks to the changing climate.

- 6.1. Increase the adaptability of parks to respond to heat, drought, and the effects of climate change by utilizing drought-tolerant and resilient species.
 - a. Encourage diverse and drought-tolerant tree species to add visual interest along streetscapes, encourage adaptability, minimize disease and further enhance public spaces near parks.
 - b. Promote planting themes that establish drought tolerance and hierarchy such as alternative species for street intersections, trail head entrances and gateways, or parks and recreation facilities and future parkways.

QOL-7. Grow parks and recreation access and diversify services and programs.

- 7.1. Maintain a high level of park service and access in Far Northeast by growing the park system, including new parks, open space, and trails concurrent with new development.
 - a. Acquire parkland according to the 10-minute walk to a park criteria as well as equity principles, resiliency and habitat restoration, flood mitigation, areas of residential growth, and best practice guidelines.
 - b. Design and implement parks in undeveloped greenfields in Far Northeast including the following: Highline Lateral - Derby Lateral, First Creek Park and Trail, 47th & Telluride Park Site, and Highline Canal (Maxwell Place to 56th Avenue).
 - c. Improve park trail system connectivity by prioritizing improvements to the following: First Creek Trail, Highline Canal Trail, Peña Boulevard Trail, and new access points to Rocky Mountain Arsenal National Wildlife Refuge.
 - d. Improve wildlife trail corridors, in particular gulch corridors, to provide interconnectivity and park access.

7.2. Ensure that new park facilities integrate principles of quality park design.

- a. Develop or enhance physical and visual connections between parks, trails, and open space networks.
- b. Organize and design parks, playgrounds and recreational facilities in a way that is easy to understand, provides simple and safe access for users, and connects through various facility types.
- c. Create a strong visual cohesiveness across this plan area that expresses the unique identity of the parks facilities to have consistent design standards of repeating elements through furniture, lighting, signage, and art that represent the diversity and culture embedded in the Far Northeast neighborhoods. Refer to Chapter 3 of this plan to better understand the community's perspectives and aspirations.

7.3. Evaluate recreation programming to ensure that it meets the needs of Far Northeast residents and appeals to diverse age groups, abilities, and cultures.

- a. Provide park amenities that are multi-generational, such as play features for all ages and abilities, seating for adults, dog parks, and interactive play features for all ages and abilities, including games, dancing, art, learning, and theatre.
- b. Integrate active park space in proximity to areas expected to have a higher proportion of residential uses such as transit stations or new residential development near 61st and Peña Station.

7.4. Provide spaces in public parks for a wide variety of special events including community gatherings, festivals, and ethnic markets.

- a. Integrate spaces in public parks to accommodate temporary and seasonal vendor booths, when feasible.
- b. Identify opportunities to integrate entertainment spaces in public parks to accommodate music and theatre performances, and farmer's markets, when feasible.



Recreation and sports fields



Connect people to nature and culture



Preserve parks and open space

Recommendations:

QOL-8. Reinvest in Denver Parks and Recreation resources.

- 8.1. Evaluate existing parks and recreation facilities for adequacy and condition to inform and prioritize projects for the annual Park's Capital Improvement Program (CIP).
 - a. When considering capital investments in parks and recreation amenities, capture a contemporary thinking in how visitors of all demographics want to use the new space.
- 8.2. Invest in maintenance of existing parks and open spaces.
 - a. Maintain a high level of park service and access.
 - b. Establish an operations facility to support more efficient maintenance of parks and recreation facilities in the Far Northeast area.
- 8.3. Connect young people to parks, recreation services and career development opportunities.
 - a. Utilize after school programs, volunteer opportunities and internships to connect youth to opportunities.
- 8.4. Enhance existing parks with recreational activities and programs that support community needs and desires.
 - a. Partner with local community organizations to support education and recreation programs within existing parks.

QOL-9. Protect and enhance existing wildlife corridors.

- 9.1. Improve maintenance, access, and connectivity to and between greenways, creeks, gulches, and other natural corridors.
- 9.2. Preserve and enhance natural and man-made drainageways.
- 9.3. Protect existing stream corridors and, where feasible, enhance the ecological function and water quality of existing open channel drainageways.
 - a. Integrate stormwater management facilities as a prominent feature in the design of residential neighborhoods. Incorporate these features into the parks, trail and open space location and design when appropriate.
 - b. Support the greening and expansion of existing waterways (50-150 feet wide) in collaboration with DOTI. Specific facilities for these enhancements include but are not limited to: First Creek, Second Creek, Blue Gramma Draw, Dogwood Gulch, Montbello Drainages and Tributaries, and Highline Lateral — Derby Lateral.
 - c. Enhance and beautify the existing open channel system through integrating landscaping improvements, multi-modal transportation facilities, and/or art, where feasible.

QOL-10. Connect people to nature and culture.

- 10.1. Preserve and enhance the natural prairie landscape and mountain views in open space areas.
 - a. The diversity and connectivity of natural spaces in this plan area should be maintained, restored or where possible, improved.
 - b. Maintain and preserve existing buffer areas around natural features, such as the Rocky Mountain Arsenal National Wildlife Refuge, to minimize edge impacts and to help ensure conservation of the feature. Ensure that lots and blocks for development are created outside the existing buffer area to maintain safety and accessibility for pedestrians and bicyclists utilizing the open space.
- 10.2. Increase public access to existing trails and create new connections to expand the trail system.
 - a. Maintain and enhance the trail system while respecting and featuring natural areas.

- 10.3. Expand connections to nature and culture in the Far Northeast schools and recreation centers to provide residents the opportunity to become better stewards of their natural environment.
 - a. To meet the recreational needs of population growth in this area, explore establishing new recreation center facilities in areas that can better serve the existing communities and in areas where population growth is occurring.
 - b. Develop an array of recreation, education, fitness, hobby, personal, and leisure-time activities for the community
 - c. Encourage neighborhood residents to volunteer to teach natural environment classes through the community schools and park facilities where gathering space is abundant and accessible for all.



Events for all ages



Recreation programming in parks



Playgrounds



2.3.6 - NATURAL ENVIRONMENT

What is it?

Environmental conditions have a great impact on the ability of residents to live an everyday healthy lifestyle. Air, surface water and soil quality, as well as industrial noise or odors, affect the ability to be physically active outdoors, breathe easily, sleep well, learn, and grow food. Larger climate impacts such as more frequent extreme heat days, heavier storm events, and drought can exacerbate baseline environmental conditions.

What's the Situation in Far Northeast?

Environmental Quality

The Far Northeast has few sources of air pollution other than from vehicle emissions along I-70. The industrial area in western Montbello is concentrated west of Peoria Street, and few environmental impacts have been reported by residents as originating from these operations.

The urban watershed in the Far Northeast is rated as one of the best in the city for overall stormwater drainage function, as it filters and cleans water draining into the streams, creeks and gulches, according to the Denver Water Quality Basin Scorecard.

Green Infrastructure

Green infrastructure refers to the network of parks, open spaces, drainageways, and floodplains, which help mitigate the pollution impacts of impervious (hard) surfaces and urbanization. Instead of using pipes and concrete channels (gray infrastructure) to convey stormwater, green infrastructure uses the natural retention and adsorption capabilities of vegetation and porous soils to collect and treat stormwater runoff. Green infrastructure integrates on-site natural features, landscaped areas, and small-scale engineered hydrologic controls to promote pollutant removal and reduce stormwater runoff volumes and peak flows in receiving waterways. In addition to improving stormwater quality, green infrastructure has many co-benefits, including reducing flood risks, reducing the urban heat island effect, improving air quality, increasing biodiversity and habitat, and increasing green and open space.

The Denver Water Quality Basin Scorecard identifies all of the basins in Far Northeast as being in the “low” prioritization category, indicating that the overall health and quality of the system is currently very good compared to other basins within the city. But much of Far Northeast is still undeveloped, and therefore has fewer factors that negatively affect water quality. Ongoing evaluation of water quality in this area is important as future development may contribute to decreased water quality. This means designing communities to preserve natural features and drainageways, integrate low-impact development, mitigating water quality on-site prior to releasing water into the system, and taking advantage of opportunities to retrofit old infrastructure to make it greener.



EXISTING TREE CANOPY



-  City & County of Denver Boundary
-  Park or Open Space
-  Lake or Pond
-  Stream, Creek or River
-  Tree Canopy





Tree canopy in new communities



Tree canopy in existing communities



Urban heat island

Tree Canopy and Urban Heat Island

Tree canopy is a critical element of urban areas, providing environmental, aesthetic and health benefits. Trees help clean the air, filter and clean stormwater, prevent soil erosion, cool temperatures, and produce oxygen, among other things. Trees and green space have been shown to improve mental wellbeing, help children perform better in school, reduce crime, and boost economic development.

Much of Montbello, including the industrial section west of Peoria, as well as parts of Green Valley Ranch, are classified as an ‘urban heat island’. Urban heat islands are areas with elevated daytime and nighttime surface temperatures as a result of the presence of infrastructure such as buildings, streets, and other non-natural surfaces that absorb and reflect heat. A lack of tree canopy contributes to higher temperatures caused by the urban heat island effect, and adding more trees and green space is an important strategy for reducing it.

The tree canopy in Far Northeast is denser in the more established neighborhood of Montbello, covering 20% of the community, slightly higher than the 18% citywide goal. Gateway-Green Valley Ranch has a tree canopy covering just 10% of the area, or well below the 18% citywide goal. There are many undeveloped ‘greenfields’ in these areas where trees will likely be added.

Climate Resilience

Planning for the near- and long-term effects of a changing climate will help the Far Northeast neighborhoods remain resilient into the future. Increasing temperatures, the urban heat island effect, and drought are expected to increase. More frequent heavy storms are likely to increase, including extreme storm events with hail.

Extreme Heat

Climate change is projected to lead to much more extreme heat in the Denver metropolitan area, according to the Rocky Mountain Climate Organization. Based on current global emissions and trajectories, Denver can expect an average of 2 days every year above 100 degrees in the 2020 – 2040 timeframe. In the most extreme year in that 20-year period, Denver could see 11 days above 100 degrees, an unprecedented number of days. In contrast, from 1900-2000, 100-degree days only occurred 36 times, or about 0.3 days per year. Since 2000, Denver has had 44 days above 100 degrees.

Air conditioning is a critical mitigation factor for extreme heat. While about half the homes in Denver lack air conditioning, the housing stock in the Far Northeast is newer than the average and most homes have air conditioning. However, energy efficiency programs and resources are important to ensure that residents can continue to afford electricity costs in a hotter climate. Other mitigation factors include shaded outdoor parks and green spaces, increasing the tree canopy, and promoting development patterns with mixed-use centers that feature a range of residences, businesses and services that can be reached through multimodal transportation.

Natural Disaster Resilience

During times of heat waves and other extreme weather events, those communities where people know their neighbors and look out for each other (social cohesion) are more climate resilient. The Chicago heat wave of 1995 led to 739 deaths in five days, and most victims were elderly poor residents of the city who did not have air conditioning and died alone, out of contact with friends, neighbors, community organizations or public agencies. Communities where neighbors check on each other and have someone to call for help have higher survival rates during emergencies than those who don't. The presence of local commercial centers with a range of nearby businesses and service providers can also help build social cohesion and resilience to extreme weather situations.

Local Food Production

It is important to plan for local food production by designating and preserving areas to grow food, such as the current community gardens at several schools in the Far Northeast. Climate impacts could disrupt food distribution chains or availability of foods grown in other regions due to drought. Future considerations may include revising rules and regulations to grow food in front yards, tree lawns, medians, and parks.

Recommendations:

QOL-11. Support the implementation of green infrastructure.

- 11.1. Increase the use of green infrastructure as a strategy for improving water quality and environmental sustainability.
 - a. Look for opportunities to retrofit conventional storm drainage infrastructure with green infrastructure.
 - b. Support the integration of green infrastructure in future development, especially development occurring in greenfields.

QOL-12. Increase the tree canopy in key public areas.

- 12.1. Increase the tree canopy in the Far Northeast community as a means of mitigating the effects of the urban heat island.
 - a. Increase tree canopy in parks, public rights-of-way and private land where there is a lack of trees. Prioritize replacement of ash trees due to ash borer disease.
 - b. Plant street trees along public right-of-way and, where feasible, create a system of designated tree-lined parkways.

The Emerald Ash Borer

It is estimated that one third of the entire tree canopy in Far Northeast consists of ash trees. Ash trees are vulnerable to the Emerald Ash Borer, an insect which feeds on and destroys the trees. It has been migrating south from Boulder since 2013, and is expected to arrive in Denver soon, if not already. As ash trees succumb to disease in the future, the Far Northeast is at risk to lose a portion of its tree canopy and the many environmental and public health benefits that trees provide. The Denver City Forester's Office has launched an aggressive "Be A Smart Ash" campaign to educate and assist residents to treat or replace ash trees over the next 15 years.





2.3.7 - SAFETY AND SECURITY

What's the Situation in Far Northeast?

Streetlighting

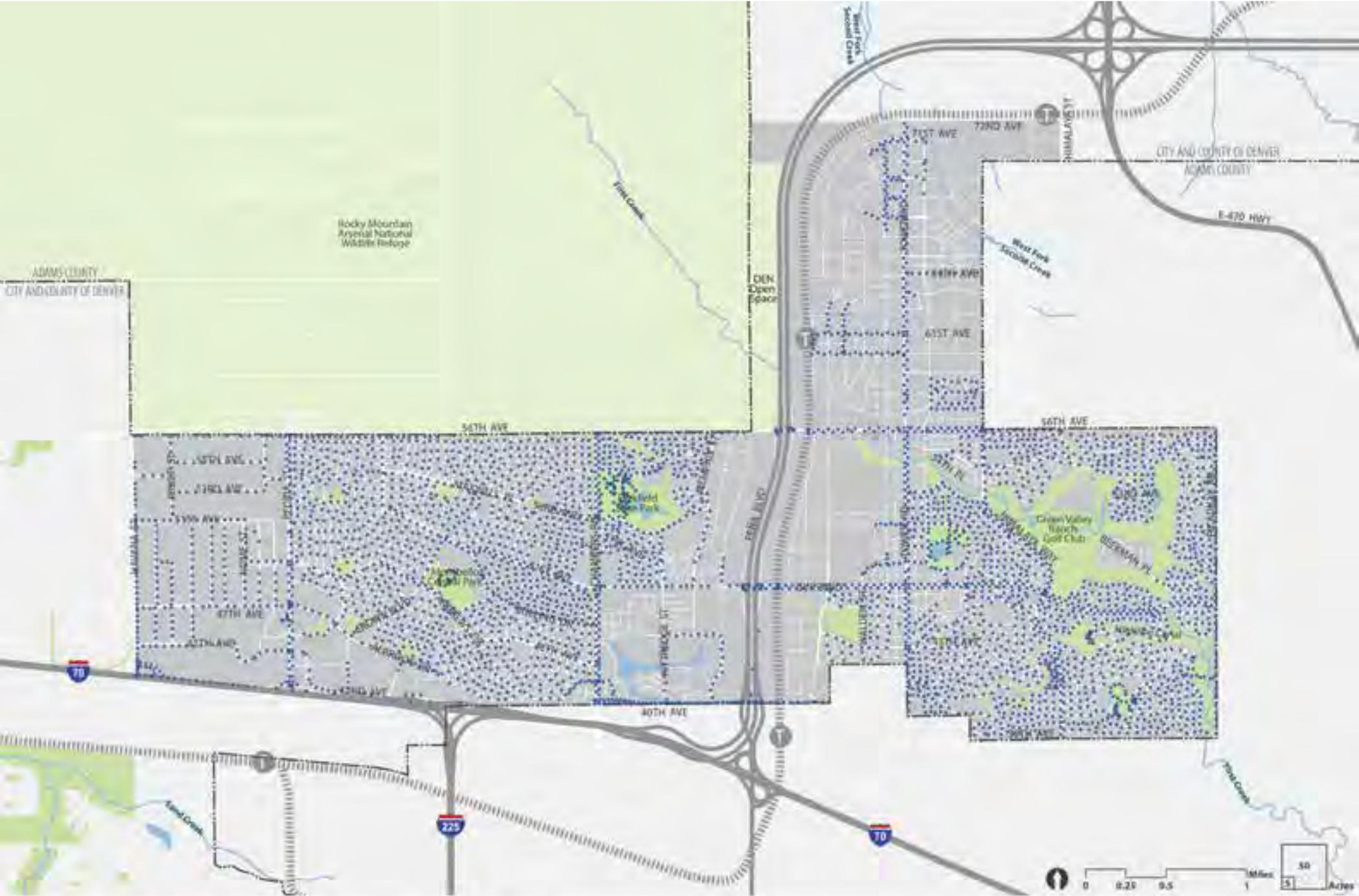
Overall, the streetlight coverage in the Far Northeast appears to be adequate, as shown on the Existing Streetlighting Map on the next page. However, there are gaps in lighting coverage that impact residents' actual and perceived safety and security.

Another factor in lighting coverage is the type of luminaire and bulb wattage installed. Over time, streetlights may differ in the bulb wattage and type of bulb installed or replaced, which can appear as yellow light, white light, or bright and dark spots in between light poles.

In addition, private property owners are responsible for lighting within their own areas including apartment complexes and commercial/industrial areas. When these lights are missing or inadequate, the larger community feels under-lit, and often unsafe. Park lighting often has different criteria than street lighting. Differences in pole spacing and bulb wattage may lead to feelings of places being under-lit.

In community surveys, Far Northeast residents report the perception that Montbello receives few public improvements including streetlighting. Several spots in Montbello were mentioned as poorly lit, as well as the neighborhood park at E. 45th Avenue and Argonne Street in Green Valley Ranch. The patchwork ownership of streetlighting responsibility might contribute to this perception.

Denver Police District 5 reports that there is a need for increased street lighting along the Albrook Drive corridor at Peoria Street in Montbello where gaps have been identified along public streets. In addition, there are several privately-owned multi-unit housing communities in this area whose landlords have neglected to provide adequate lighting and other renovations on-site. Gunshots and crimes, including theft, occur in this area. Inadequate lighting can also reduce the opportunity to walk outdoors at night, reducing physical activity.



EXISTING STREETLIGHTING



- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Streams, Creek or River

- Existing Streetlight
- Existing Street Network
- Proposed Street Network



"Eyes on the street"



Streetlighting elements



Community engagement

Crime Prevention through Environmental Design (CPTED)

Crime Prevention through Environmental Design (CPTED) is based on the idea that proper design and effective use of buildings and public spaces in neighborhoods can lead to a reduction in the fear and incidence of crime, and an improvement in the quality-of-life for communities. CPTED principles include:

- » Street designs that increase pedestrian and bicycle traffic
- » Windows overlooking sidewalks and parking lots
- » Landscape designs that keep doors and windows visible
- » Transparent weather enclosures at building entrances
- » Even lighting design using full cut-off fixtures to avoid bright spots, blind spots, or glare
- » Well-lit sidewalks, pathways, and public spaces
- » Required maintenance of properties to provide order and a sense of community ownership.

Some built environment factors in the Far Northeast pose challenges to crime prevention. For example, most apartment communities typically have fencing around the property. If fencing is allowed to deteriorate, with holes and missing sections, it provides opportunities for criminal activity to occur, making it harder for police to prevent such activity. In some instances, the property managers are out-of-state companies who may not see or care about the community impacts of property disrepair.

Inadequate street, property or park lighting is another factor that can facilitate an unsafe environment. It is challenging to ensure adequate lighting throughout the community because different entities are responsible for lighting depending on the location (public property, streets, private property, parks,

metropolitan districts, etc). Better coordination between City departments and others can help improve lighting coverage that provides a safe, well-lit environment in the Far Northeast.

Security cameras can be helpful both as a deterrent for crime and as a tool to help police track down criminal activity. The Denver Police Department - District 5 reports that many Far Northeast commercial businesses and residents have embraced the use of CPTED principles to reduce crime.

Recommendations:

QOL-13. Improve lighting as a strategy for increasing overall safety and security in the Far Northeast.

- 13.1. Improve lighting within rights-of way and on other public land.
 - a. Ensure public spaces are well-lit, including sidewalks, parks and public plazas.
 - b. Evaluate the sufficiency of existing street lighting within developed areas of Far Northeast. Target future streetlight improvements in underserved areas.
 - c. Prioritize streetlighting enhancements along the High Injury Network and in Communities of Concern as outlined in the Denver Vision Zero Action Plan.
 - d. Provide street lighting in critical locations such as Albrook Drive east of Peoria Street, Crown Blvd just south of Albrook Drive, and the west side of Tulsa Court.
 - e. Install or upgrade pedestrian lighting in and around parks and schools, in partnership with Denver Public Schools (DPS) and Denver Parks and Recreation (DPR).
- 13.2. Improve lighting on private land.
 - a. Work with developers and property managers in the Far Northeast to ensure adequate on-site lighting to reduce crime and improve safety and security.
 - b. Leverage existing relationships and programs to promote improved outcomes. For example, review the City's affordable housing program to ensure lighting for safety and security is included in requirements for landlords, particularly if the City is a partner in the development.
 - c. Encourage residents' use of porch lights at night with education and outreach efforts.
 - d. Explore options with the City and Xcel to upgrade existing streetlighting fixtures to LED throughout the Far Northeast, similar to pilot programs in other Denver neighborhoods.

QOL-14. Improve overall safety and security through implementing a series of coordinated strategies.

- 14.1. Use a combination of complementary strategies to increase safety and security in Far Northeast:
 - a. Explore partnerships with neighborhood organizations focused on neighborhood improvements.
 - b. Encourage neighborhood collaboration with the Denver Police Department and community organizations to work towards a community-based approach for strengthened ties between residents and local police precinct personnel, and improving neighborhood awareness of safety concerns, crime and nuisance issues.
 - c. Collaborate with the City's 311 and Neighborhood Inspection Services with respect to private property and neighborhood maintenance issues, nuisance issues and other applicable zoning code violations.
 - d. Increase efforts to communicate with landlords to encourage improved maintenance of properties and effective management of building tenants.
 - e. The City and private developers should work together to encourage crime prevention and safety through the use of environmental design principles for new development, including large projects, new commercial developments, and residential communities.

Safety and Security in Far Northeast

Police District 5 reports a range of existing conditions related to safety and security in the Far Northeast:

- » The wide, curvilinear street design makes it challenging to patrol the community.
- » Construction sites are often targets for tool and new appliance theft. As a 'greenfield' area, the Far Northeast often has new development under construction.
- » Auto related property crimes are frequent in the hotel parking lots along the Parkfield corridor, particularly during big events such as the National Western Stock Show.
- » Cars left running to warm up (puffing) in driveways are easy targets for car thieves.
- » More proactive response to gunfire has been effective since the 2016 installation of Shotspotter detection technology.
- » The presence of homeless camps have been increasing throughout the Far Northeast.

Source: Denver Police Department - District 5 annual crime report meeting, 1 19 18.

2.3.8 - ANIMAL PROTECTION AND CONTROL

What is it?

Animals such as dogs running at large can present significant health and safety concerns. Dogs can bark, bite or otherwise harm neighborhood residents. Feral cats (non-captive or domesticated) can also pose health and safety concerns. Both loose dogs and feral cats are animal concerns that have been identified in the Far Northeast, particularly in the Montbello neighborhood.

Recent community engagement in Montbello by Denver Animal Protection (DAP) confirms the following issues that may contribute to problems with responsible pet maintenance:

- » Extremely limited veterinary care options within the community, including spay/neuter services and vaccinations.
- » No pet stores within Montbello to access affordably priced food, supplies, grooming, or pet daycare. Residents often have no choice other than to buy overpriced pet food and supplies at gas station convenience stores and dollar stores.
- » Many dogs lack identification or licenses, making it hard to find the owners.
- » Dogs are often not spayed or neutered, contributing to an increase in the dog population.
- » Many dog owners do not keep dogs constrained on their property with adequate fencing.
- » People often feed feral cats, encouraging them to stay in the neighborhood.

What's the Situation in Far Northeast?

Fear of dogs, for many people (including children) who may not be experienced with animals, is high due to under-socialized dogs. Loose dogs in the neighborhood contribute to this fear, and often discourage children in particular from playing outside or walking to school.

In response to these challenges, Denver Animal Protection has specifically targeted outreach services in Montbello through its “Pets for Life” program. In 2018, DAP treated almost 1,000 animals with services including spay/neuter surgery; vaccinations, microchips for identification, and provided client education and outreach. DAP attends many events, fairs, neighborhood meetings and does door-to-door outreach to share information about City pet regulations and services. DAP also coordinates with the Denver Police Department to respond to referrals for pet owner outreach and education.

Increasing education and enforcement about animal regulations can increase residents’ physical safety by reducing the conflicts resulting from loose dogs. Offering low cost spay/neuter services can help to reduce the number of loose dogs. Fewer loose dogs will allow and encourage more physical activity such as walking for exercise and transportation, and students walking to school.

Recommendations:

- QOL-15. Provide continued City support for Denver Animal Protection’s “Pets for Life” program to continue targeted services in Montbello.**
- 15.1. Provide support to local pet organizations that can augment DAP’s services.
 - 15.2. Expand and fund pet education opportunities for children, including in-school and after-school programs in order to increase their awareness and socialization around dogs.
 - 15.3. Work with City agencies including the Denver Police Department, Denver Human Services and Denver Housing Authority to expand referrals and targeted education about pet care and socialization.



Pet friendly events

2.3.9 - SOCIAL CAPITAL & MENTAL WELLBEING

What is it?

Social capital refers to the resources that individuals can access through connections to social organizations that include trust, norms and networks. Any social group, whether a neighborhood, a church group, a parent group, or groups of people who share hobbies or interests and provide a sense of belonging and a sense of caring for one another contribute to social capital.

Mental wellbeing is “a state of well-being in which individuals realize their own abilities; can cope with the normal stresses of life, can work productively... and are able to make a contribution to the community” (source: World Health Organization).

The built environment can promote or hinder mental wellbeing. The quality and characteristics of the settings we inhabit – the places in which we live, work, and play – influence our mental health. Well-maintained, safe places with exposure to green space promote positive feelings of wellbeing. Public art and beautification can promote feelings of pride in one’s community. Conversely, places that are dangerous, dark, or lack exposure to natural settings can lead to irritability, anxiety and distress.

What’s the Situation in Far Northeast?

The built environment can affect social capital by providing opportunities for formal and informal social interactions and promoting investment in a shared space. Social capital can be fostered by making changes to the environment.

The Far Northeast has a number of community-based organizations that are active in supporting goals including youth development, healthy food, safe pedestrian environments, and arts and culture, among others. As the Far Northeast continues to experience growth and development pressures, it will be important to provide places and spaces to support social capital and mental wellbeing.

Recommendations

QOL-16. Improve mental well-being by increasing social capital and public art in Far Northeast.

- 16.1. Use a combination of complementary strategies to increase social capital in Far Northeast:
 - a. Create community gathering spaces as a component of larger projects.
 - b. Provide public meeting space in recreation centers, schools, and other public buildings.
 - c. Ensure that the City permitting process for events in the Far Northeast supports social, cultural and local organizations .
- 16.2. Use public art to celebrate local history, culture, and diversity.
 - a. Encourage neighborhood activism to improve the public realm with public art to reinforce local identity and beautify the community.
 - b. Develop funding sources to maintain public art throughout the neighborhoods by coordinating with community partners.



Back to school event



Yoga in the park



Local farmers' market

GIRLTREK

GirlTrek is a walking health movement for African American women and girls grounded in civil rights history and principles. GirlTrek hosts a number of walking campaigns throughout the year to explore the neighborhood terrain and evaluate safety and accessibility.

Connectivity and access to mobility are major issues that need to be addressed in Far Northeast, especially pedestrian access to Regional Transportation District (RTD) rail stations and bus stops.

Multiple walking audits hosted by GirlTrek helped to inform many of the mobility improvements that are recommended by this plan (see section 2.2).

2.3.10 - GRASSROOTS INITIATIVES IN FAR NORTHEAST

What is it?

Grassroot organizations play an important social and political role in any community. These groups are the basis for political and economic movements that typically stem from challenges faced within the community. Grassroots initiatives are particularly successful by using self-organization to encourage community members to contribute and take responsibility for their neighborhoods. These types of initiatives are typically associated with bottom-up (rather than top-down) decision-making, and often help to provide a louder voice for under-represented populations.

What's the Situation in Far Northeast?

Grassroots organizations derive their power from people. The residents and community members that make up Far Northeast are a prime example of these kind of grassroots initiatives and efforts. Registered Neighborhood Organizations (RNOs) as well as smaller, more informal community groups are well-established within this part of the city and continue to work to address many different concerns heard from residents throughout the years. Their involvement in the Far Northeast planning process helped shape many of the concepts and recommendations in this plan.

Fostering Community Collaboration in Far Northeast

Throughout the Far Northeast planning process, many individuals and organizations emphasized the importance of fostering a sense of community collaboration. Themes from those conversations are summarized below:

- » Talking with pedestrians or visiting neighbors door-to-door is the simplest way to begin to build relationships and encourage members of the community to participate in larger conversations.
- » Contacting elected officials with ideas, comments, and concerns can be an effective way to enact change.
- » Hosting meetings or events in educational or recreational spaces that are easy to access (such as parks, recreation facilities, the local library, or community rooms) is an effective way to mobilize people.
- » In this era of technology, active social networking is another positive way to make an impact on your community and reach younger generations that may not otherwise participate (see section 2.3.11 of this plan for suggestions on effective youth engagement).
- » There are many opportunities to fundraise and apply for grants from non-profits and governmental agencies at the local, state and federal levels.
- » Encouraging and emphasizing communication between different cultures within the community helps people to recognize important issues and find common ground for action, while also building a sense of identity and participation.

ANY STREET GROCERY

Any Street Grocery is an authentic example of a grassroots initiative that provides healthy food options to residents experiencing limited food accessibility in the Denver Metro area. This project is the first mobile market in Denver to be established on a school bus and utilizes market based pricing and built in discounts to ensure the availability and affordability of fresh, healthy foods and essential products to residents.

Denver's Department of Public Health and Environment (DDPHE) and the Denver Business Licensing Center is currently working through minor barriers regarding zoning and permitting that could potentially allow for more flexibility in allowing these types of businesses to serve residentially zoned areas of the city.



ABARROTES BONDADOSA

Abbarrotes Bondadosa is a mobile food business that delivers healthy, fresh, and affordable food products. Similar to Any Street Grocery, Abarrotes Bondadosa's delivery service relieves the barrier of residents having to travel to and from a traditional grocery store.

Orders are delivered same day to residents through a bicycle delivery system and food items can be purchased by SNAP recipients. Abarrotes Bondadosa plans to expand their services to residents through a grant that was recently secured from The Colorado Health Foundation.





Back to school event



Community resource officer



Summer youth activities

2.3.11 - YOUTH ENGAGEMENT

What is it?

Youth engagement is a significant piece of the fabric that makes up the neighborhoods of Far Northeast Denver. This type of engagement provides an atmosphere of inspiration and inclusiveness for our future residents and contributors to society. Youth engagement is the sentiment young people feel toward an influencer, activity, place, or outcome. It has been the focus of youth development, public policy and social change movements for many years.

Studies show that our environments shape our state of physical, mental and emotional health and well-being. It is a community priority to emphasize the creation and continuation of activities, events and programs that are oriented toward young people, particularly in areas that lack connectivity but are robust with parks, recreation facilities, open space trails and undeveloped greenfields.

What's the Situation in Far Northeast?

There is a level of authenticity that is unique and special to the neighborhoods of Far Northeast. Parents, teachers, and neighbors are relationship-oriented and strategic about being meaningful about how collaboration gets done in order to achieve goals for the community, with children and young adults being a priority focus. During the Far Northeast planning process, city planners heard from parents and teachers at community meetings, and firsthand from the students in a classroom setting. The need for more community uses that are oriented toward youth has been acknowledged and captured within the recommendations of this plan.

Feedback provided by students included the need for more sit-down restaurants and better access to healthy food, more sports facilities and after-school activities, an animal shelter, a hospital for pets and pet stores, more trees within public rights-of-way and in parks, and streetlighting elements to improve safety and comfort during the evenings.

Every student has tremendous potential and the innate ability to succeed, regardless of the challenges they face. Planning can assist with identifying some of these challenges and opportunities. Students and young people want to be heard and want to contribute. Through youth engagement, we can help by giving them a voice at the table.



Fostering Youth Engagement in Far Northeast

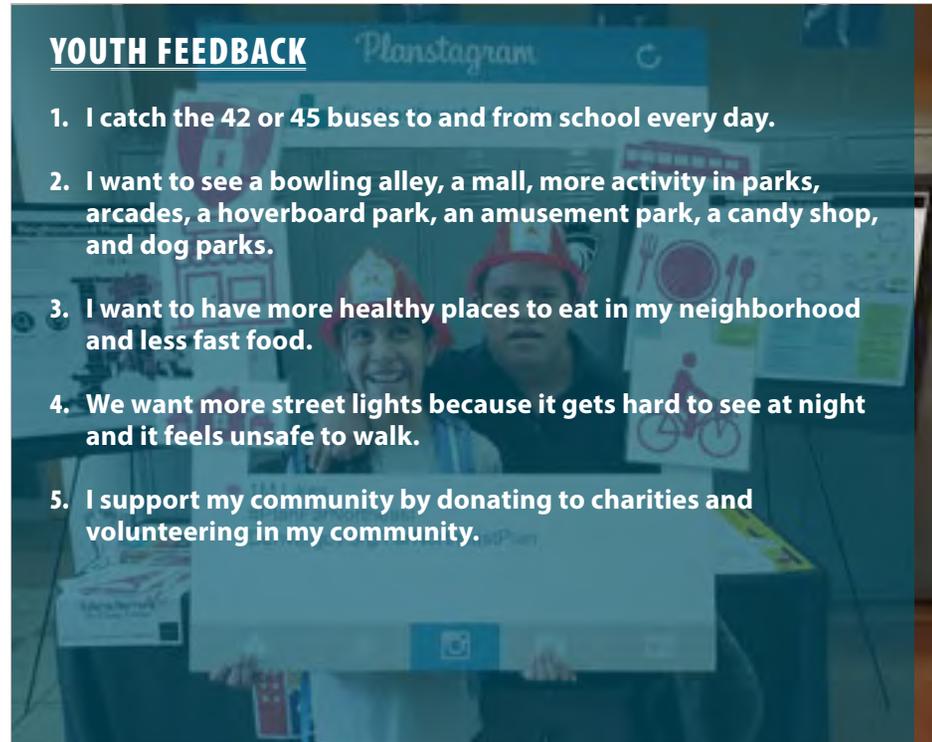
Youth are an important part of the Far Northeast community, but engaging young people in civic conversations is not always easy. Tips for mentoring youth include the following :

- » Establish strong personal relationships and connections that are grounded in trust.
- » Listen actively and provide a safe space knowing that young people are not typically given the opportunity to be heard.
- » Be comfortable with being uncomfortable and make yourself available to a student or young person that may be struggling with difficult life lessons or challenges. Try to steer the individual into a more positive direction in life.
- » Help create realistic goals and expectations that are both short and long term and check-in periodically to ensure that the student or young person is meeting their goals.
- » If a young person asks for advice, focus on solutions and try to avoid judgment.
- » Help local government staff include youth in their community engagement efforts by reaching out to populations that are under-represented. This will help to ensure that barriers, opportunities, and different perspectives are included and addressed in local government plans and studies.



Far Northeast Area Plan

🕒 4min



♥ The Voices of Far Northeast Youth

#193 participants

#7th-12th grades

#4 events

#358 comments received

[Denvergov.org/FarNortheastPlan](https://denvergov.org/FarNortheastPlan)



HOW DO THE QUALITY-OF-LIFE INFRASTRUCTURE RECOMMENDATIONS SUPPORT THE VISION?

This plan envisions creating a high quality of life in Far Northeast Denver through a strategy of preserving and making better use of existing amenities, addressing gaps and deficiencies in existing systems, and ensuring that future growth incorporates and improves upon quality of life infrastructure. Implementing the recommendations of this plan will help create a Far Northeast that achieves many of the community’s quality of life objectives for the future, including:

- Supporting healthy and active living
- Creating a complete food environment
- Improving the area’s parks and recreation facilities
- Ensuring that future development does not negatively impact the area’s environmental quality
- Addressing safety and security concerns
- Addressing animal protection and control issues
- Enhancing social capital and mental wellbeing
- Supporting grassroots initiatives and youth engagement efforts



The Quality of Life Infrastructure recommendations support Equity, Affordability, and Inclusivity by:

- Addressing the area’s food access issue.
- Continuing to provide engagement and empowerment opportunities for residents.
- Encouraging and emphasizing the importance of cross-cultural communication.



The Quality of Life Infrastructure recommendations support Strong and Authentic Neighborhoods by:

- Promoting well maintained, safe public spaces.
- Promoting positive feelings of wellbeing through green spaces, active places, and community gathering spaces.
- Addressing perceptions of safety and crime through enhanced street lighting and CPTED.



Connected, Safe & Accessible Places

The Quality of Life Infrastructure recommendations support Connectivity, Safety, and Accessibility by:

- Creating pedestrian friendly environments that support social capital while achieving connectivity goals.
- Supporting the use of green infrastructure along transportation routes.
- Connecting people to key facilities that promote a high quality of life, including parks, recreation facilities, healthy food options, and each other.



Environmentally Resilient

The Quality of Life Infrastructure recommendations support Environmental Resiliency by:

- Preserving and improving existing natural amenities including open space, trails and parks.
- Enhancing natural drainageways.
- Increasing the tree canopy to mitigate the urban heat island effect and improve resilience to future extreme heat events.



Economically Diverse & Vibrant

The Quality of Life Infrastructure recommendations support Economic Diversity and Vibrancy by:

- Promoting beautification, which in turn supports the economy by providing a pleasant environment that fosters investment within the neighborhoods.

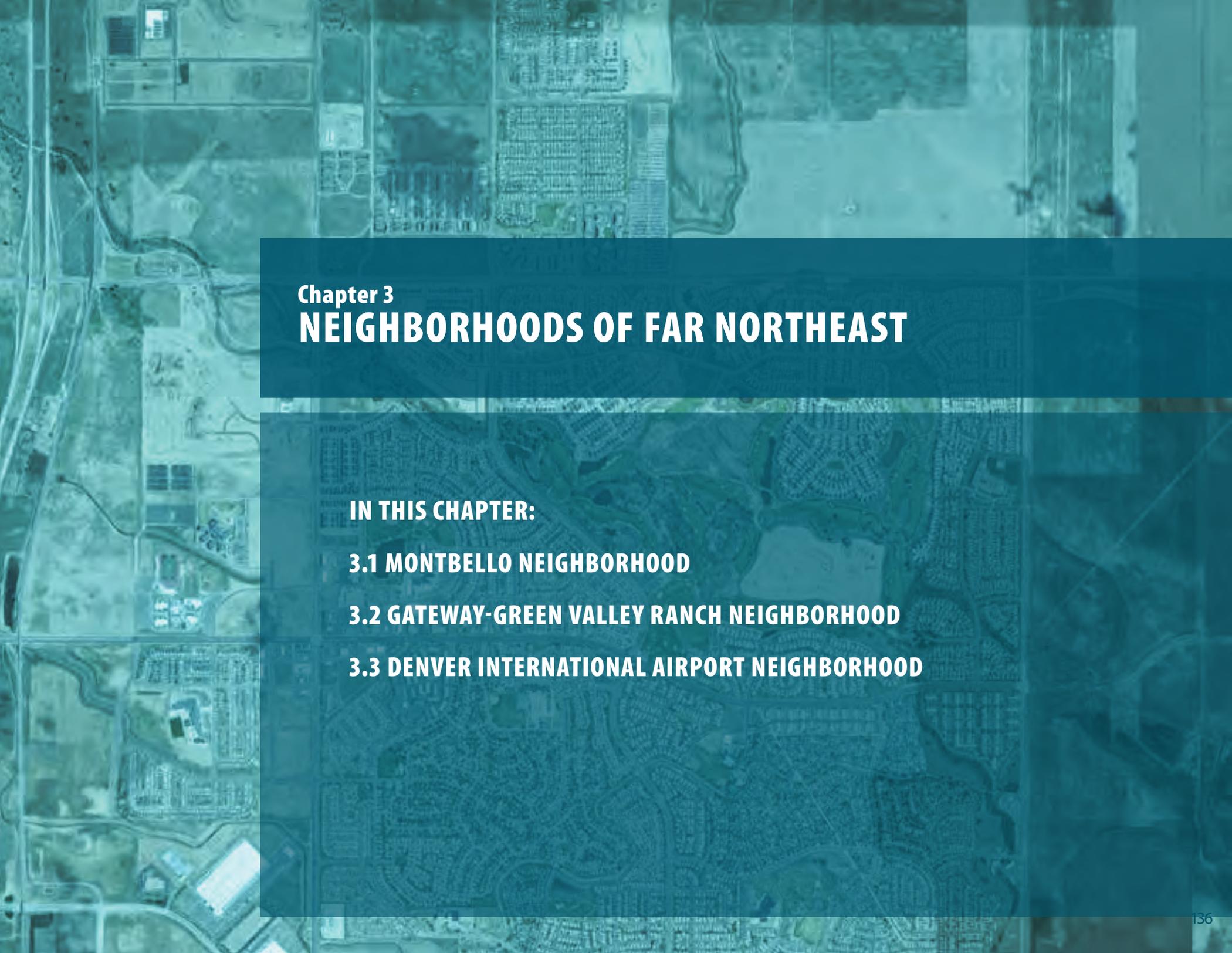


Healthy & Active

The Quality of Life Infrastructure recommendations support Health and Activity by:

- Supporting new infrastructure that allows people to live active lives, such as off-street trails, on-street bike facilities, and increased sidewalk connectivity.
- Providing more opportunities for residents to activate underutilized places.





Chapter 3
NEIGHBORHOODS OF FAR NORTHEAST

IN THIS CHAPTER:

3.1 MONTBELLO NEIGHBORHOOD

3.2 GATEWAY-GREEN VALLEY RANCH NEIGHBORHOOD

3.3 DENVER INTERNATIONAL AIRPORT NEIGHBORHOOD

3.1 MONTBELLO NEIGHBORHOOD

IN THIS SECTION:

3.1.1 - INTRODUCTION TO MONTBELLO

3.1.2 - COMMUNITY PROFILE

3.1.3 - OPPORTUNITY FRAMEWORK

3.1.4 - FOCUS AREAS

3.1.5 - TRANSFORMATIVE PROJECTS



3.1.1- INTRODUCTION TO MONTBELLO

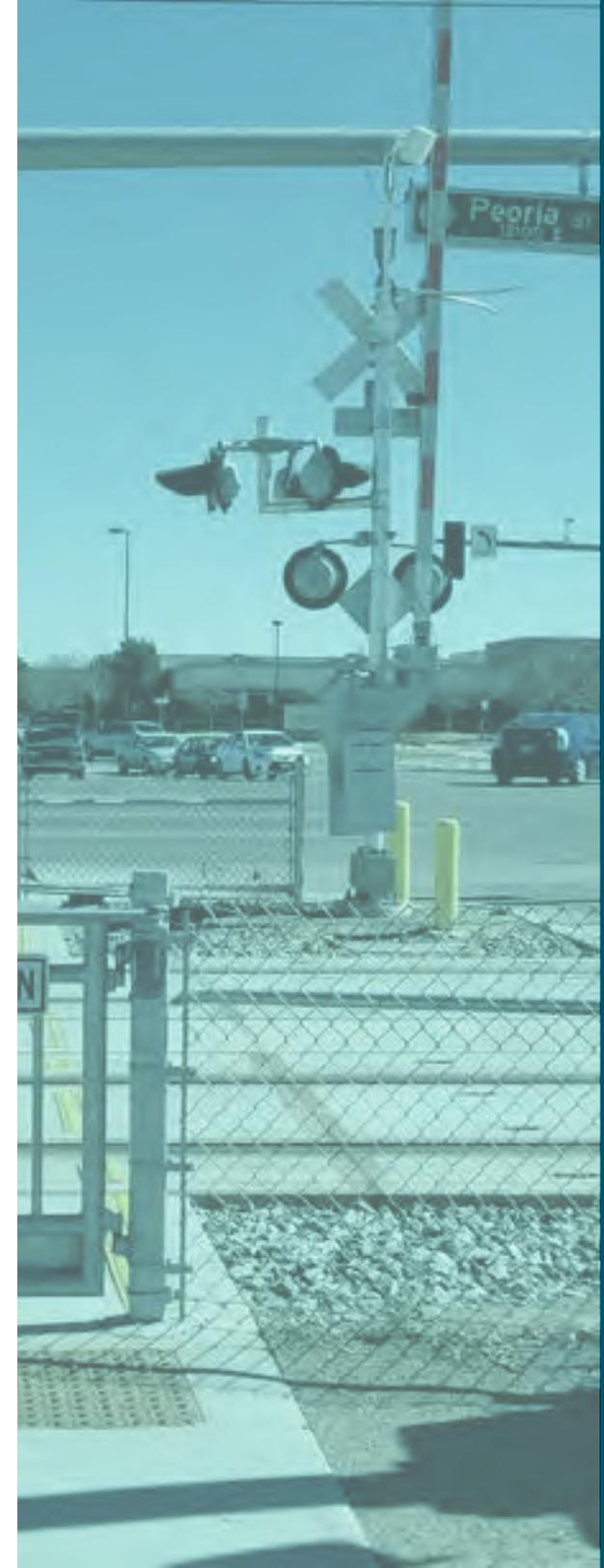
Montbello is the oldest, most established neighborhood in Far Northeast Denver, but compared to the rest of the city it is still a relatively new area. The area we know today as Montbello consisted of mostly undeveloped land as recently as the 1960s, when it was first annexed into Denver from Adams County. Construction of the neighborhood itself began in 1966. Montbello's name was inspired from the Italian "Montebello," which translates to "beautiful mountain", and was chosen due to the area's unobstructed views of the Front Range.

Most of Montbello developed between 1966 and 1980, a time period when Denver and most other American cities were rapidly suburbanizing. As a result, Montbello has a very suburban development pattern that is characteristic of that era. Streets are relatively wide and are curvilinear, meaning that they wind about rather than following the Denver grid. Land uses are separated into distinct single-use areas. Light industrial uses are located between Havana and Peoria and along the edge of I-70; single-unit residential is located between Peoria Street and Chambers Road; and commercial and retail uses are found in three nodes: Peoria & I-70, Chambers Road & 40th Avenue, and Chambers Road & Green Valley Ranch Boulevard.

Over the course of its 50+ year history, Montbello has always been an accessible, affordable, and family-oriented neighborhood. In the 1960s and 1970s, new homes were purchased by middle and working-class families taking advantage of the opportunity for affordable home ownership.

Today Montbello remains a destination for families and is one of the more affordable neighborhoods in Denver, although rising prices have made involuntary displacement a growing concern. Residents describe Montbello as a tight knit community where neighbors help and look out for each other. Residents are interested in enhancing these community ties and providing increased opportunities to connect with their neighbors. When envisioning the future as part of the Far Northeast planning process, the community expressed the following desired outcomes:

- » Increase retail opportunities within and adjacent to the neighborhood, especially basic needs retail such as food and clothing.
- » Maintain the existing character of established residential areas while accommodating new growth to create destination areas with expanded commercial and affordable housing.
- » Maintain the existing job base and create more local employment opportunities.
- » Increase opportunities for community gatherings, cultural experiences, and special events.
- » Retain the neighborhood's diversity by ensuring that current residents are not displaced as a result of future improvements.



MONTBELLO



45.0%
OF TOTAL FAR NORTHEAST
POPULATION



5.0%
OF DENVER POPULATION



4 PEOPLE
PEOPLE PER HOUSEHOLD
1.75 MORE THAN DENVER AVERAGE

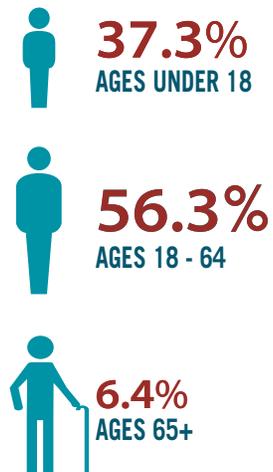
360
NEW RESIDENTS
PER YEAR

3.1.2 - MONTBELLO COMMUNITY PROFILE

By almost any measure (race, ethnicity, age), Montbello is a very diverse community. Residents value this diversity and consistently identify it as one of the things that they like best about living in Montbello. They emphasize that diversity is at the foundation of Montbello’s cultural identity, is a core community value, and is something that should be fostered and protected in the future.

Montbello is a family-oriented neighborhood. The average household size in Montbello is much higher than in the city as a whole and the median age is much lower, indicating that this is a neighborhood with a lot of children, and where it is common for large or multi-generational families to live together under the same roof. Because so many generations live within the community, services and infrastructure must be diverse to meet everyone’s needs. Access to goods, services, healthcare, and other basic needs is challenging in a suburban setting for people who are unable to drive (such as elderly, youth, disabled, or low-income populations). Throughout the Far Northeast planning process, the Montbello community expressed support for addressing this challenge from many angles, such as improving transportation networks and choices, increasing housing diversity, and creating new or enhanced mixed use destination areas in close proximity to existing residential neighborhoods.

Incomes in Montbello are significantly lower than Denver as a whole and nearby Gateway-Green Valley Ranch. At the same time, Montbello’s employment base is large, due to the 1.5 sq. mile industrial area located between Havana and Peoria. About 75% of the jobs in Far Northeast are located in Montbello, but most Montbello residents do not directly benefit from this, as the vast majority of employed residents work outside of the Far Northeast area. Residents are interested in education and job training opportunities to gain better access to employment, as well as strategies for boosting entrepreneurship and increasing the presence of local and small businesses within the neighborhood.



\$48,250

MONTBELLO MEDIAN INCOME



↓ **\$21,700**

BELOW GVR'S
\$69,950 MEDIAN
INCOME

↓ **\$8,250**

BELOW DENVER'S
\$56,500
MEDIAN INCOME

↑ **\$5,990**

ABOVE DIA'S \$42,260
MEDIAN INCOME

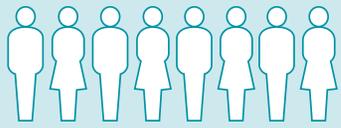


66%

OF ALL FAR NORTHEAST
RESIDENTS WHO
MAKE <\$15,000 YEAR
LIVE IN MONTBELLO

25%

OF ALL FAR NORTHEAST
RESIDENTS WHO
MAKE \$150,000+ YEAR
LIVE IN MONTBELLO



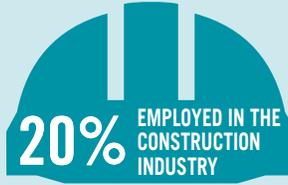
21%

BELOW THE
POVERTY
LINE

MONTBELLO

14,000

RESIDENTS OF MONTBELLO
ARE EMPLOYED



15,000

JOB IN MONTBELLO

58.9% OF ALL FAR
NORTHEAST JOBS



20%
OF MONTBELLO JOBS
WHOLESALE TRADE



RESIDENTS
FOR EVERY



JOB

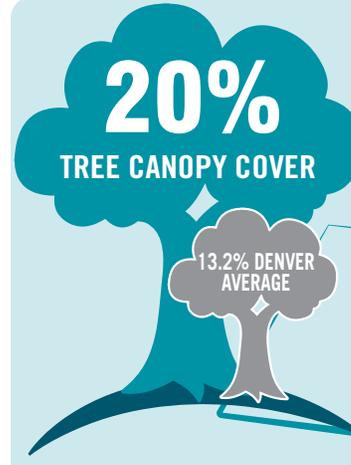


252
OF 254

LIGHT INDUSTRIAL
BUILDINGS IN
FAR NORTHEAST ARE
FOUND IN MONTBELLO

20%

TREE CANOPY COVER



13.2% DENVER
AVERAGE

2.1%

REMAINING
UNDEVELOPED
LAND



RANKED
71 OF 78
DENVER
NEIGHBORHOODS

MONTBELLO
RESIDENTS
OVER AGE 24

HAVE NOT

PASSED GRADE 9



3.1.3 - MONTBELLO OPPORTUNITY FRAMEWORK

This section identifies the character areas (both existing and future) within Montbello, identifying areas that will maintain their existing character, as well as areas that the community identified for future growth, new uses and increased density.

1 Maintain the Character of Existing Residential Neighborhoods

- » By directing growth to nearby opportunity areas, the existing residential areas within Montbello should not see significant amounts of new development beyond any remaining undeveloped residential parcels.

2 Maintain Value Manufacturing and Create an Innovation/Flex District Along Peoria

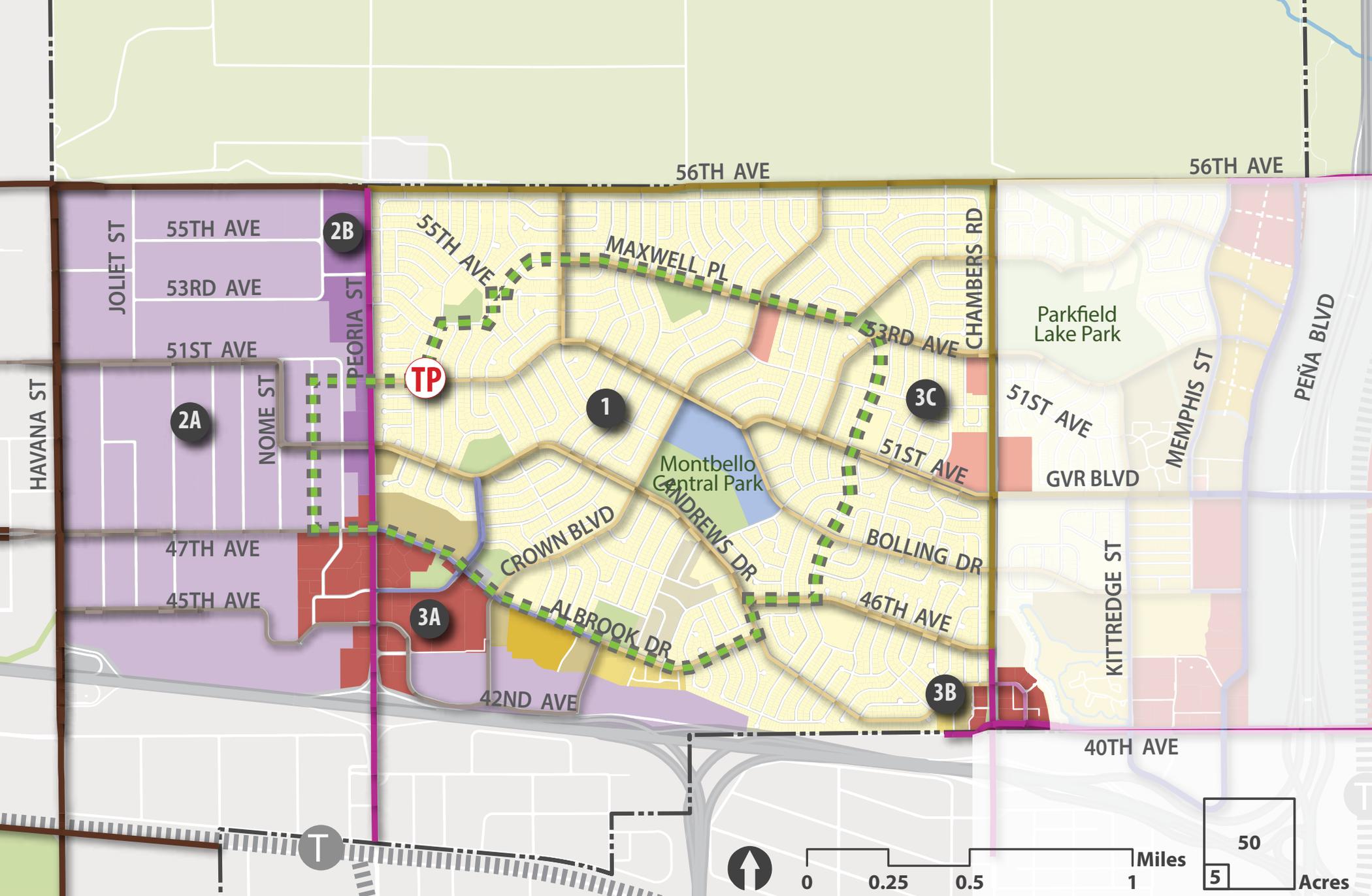
- 2A** Value Manufacturing- The area between Havana and Peoria is one of the largest light industrial/value manufacturing areas in Denver. Vacancy rates are low, and the area is a major employment center for the region. Although individual properties may redevelop over time, the area as a whole will remain a value manufacturing and employment center.
- 2B** Innovation/Flex- Establish an innovation/flex district along the western edge of Peoria that would allow existing industrial uses to continue, but would also allow for redevelopment or adaptive reuse of existing light industrial buildings for small businesses, entrepreneurs, and community-serving uses.

3 Revitalize Existing Commercial Areas into Local and Community Centers

- 3A** Peoria Street and 45th Avenue Community Center- This center represents one of the best opportunities to attract new retail and services to Montbello. The I-70 interchange is highly visible and could help attract medium-density mixed use development.
- 3B** Chambers Road and 40th Avenue Community Center- The center at Chambers Road and 40th Avenue is adjacent to an I-70 interchange and can support medium-intensity mixed use development.
- 3** Chambers Road and Green Valley Ranch Boulevard Local Center- Allow mixed use redevelopment of the two existing commercial centers on Chambers Road. These centers are embedded in the community and should maintain a local scale.

Transformative Projects

- TP 1** FreshLo Initiative
- TP 2** Montbello Open Drainage Channels



NEIGHBORHOOD OPPORTUNITIES



- CENTERS & CORRIDORS**
- Local Center
 - Community Center
 - Regional Center
 - Local Corridor
 - Community Corridor

- RESIDENTIAL AREAS**
- Low: Single Unit
 - Low
 - Low-Medium: Row House
 - Low-Medium
 - High-Medium

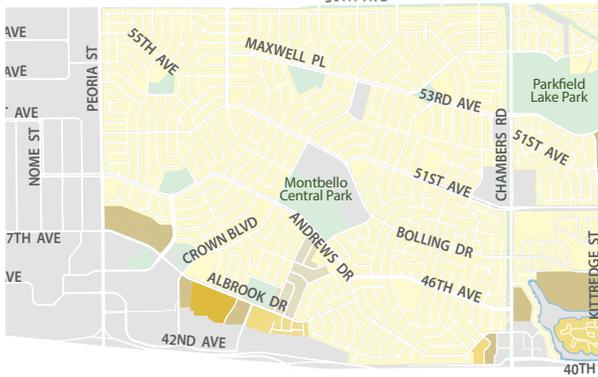
- SPECIAL DISTRICTS**
- Innovation/Flex
 - Value Manufacturing
 - Regional Park
 - Campus
 - Airport

- RESIDENTIAL STREETS**
- Collector
 - Arterial
- COMMERCIAL STREETS**
- Collector
 - Arterial

- MIXED-USE STREETS**
- Collector
 - Arterial
- INDUSTRIAL STREETS**
- Collector
 - Arterial

- MAIN STREETS**
- Local
- DIA Influence Area

Land Use and other regulatory restrictions apply within the DIA Influence Area. Refer to Section 3.3.3 for more details



Existing residential areas



Typical Montbello single-unit home



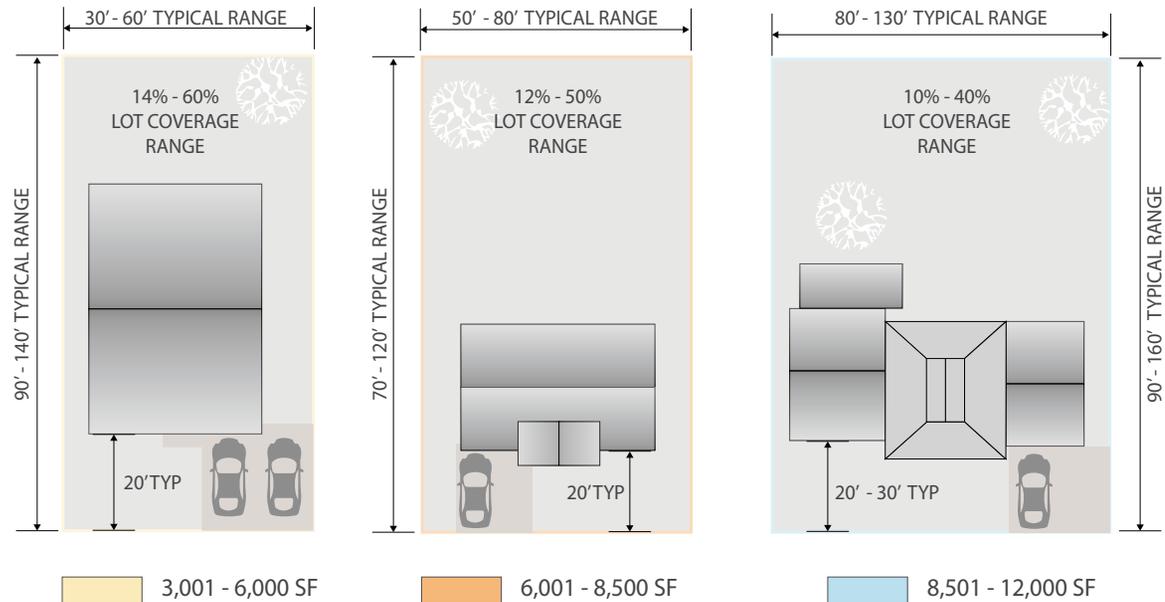
Montbello multi-unit apartments

1 3.1.4A - MAINTAIN THE CHARACTER OF EXISTING RESIDENTIAL NEIGHBORHOODS

Character Defining Features

Montbello’s residential community exhibits conventional suburban development patterns including wide winding streets, street-facing driveways and large front lawns. Although residential development in Montbello began in the 1960s, most development occurred later. Approximately 82 percent of all housing in Montbello is single-unit homes developed between 1970 and 1989. Pre-1980 construction tends to have larger lots with a ranch house typology, while post-1980 housing is more typically on smaller lots with two-story or split-level suburban homes.

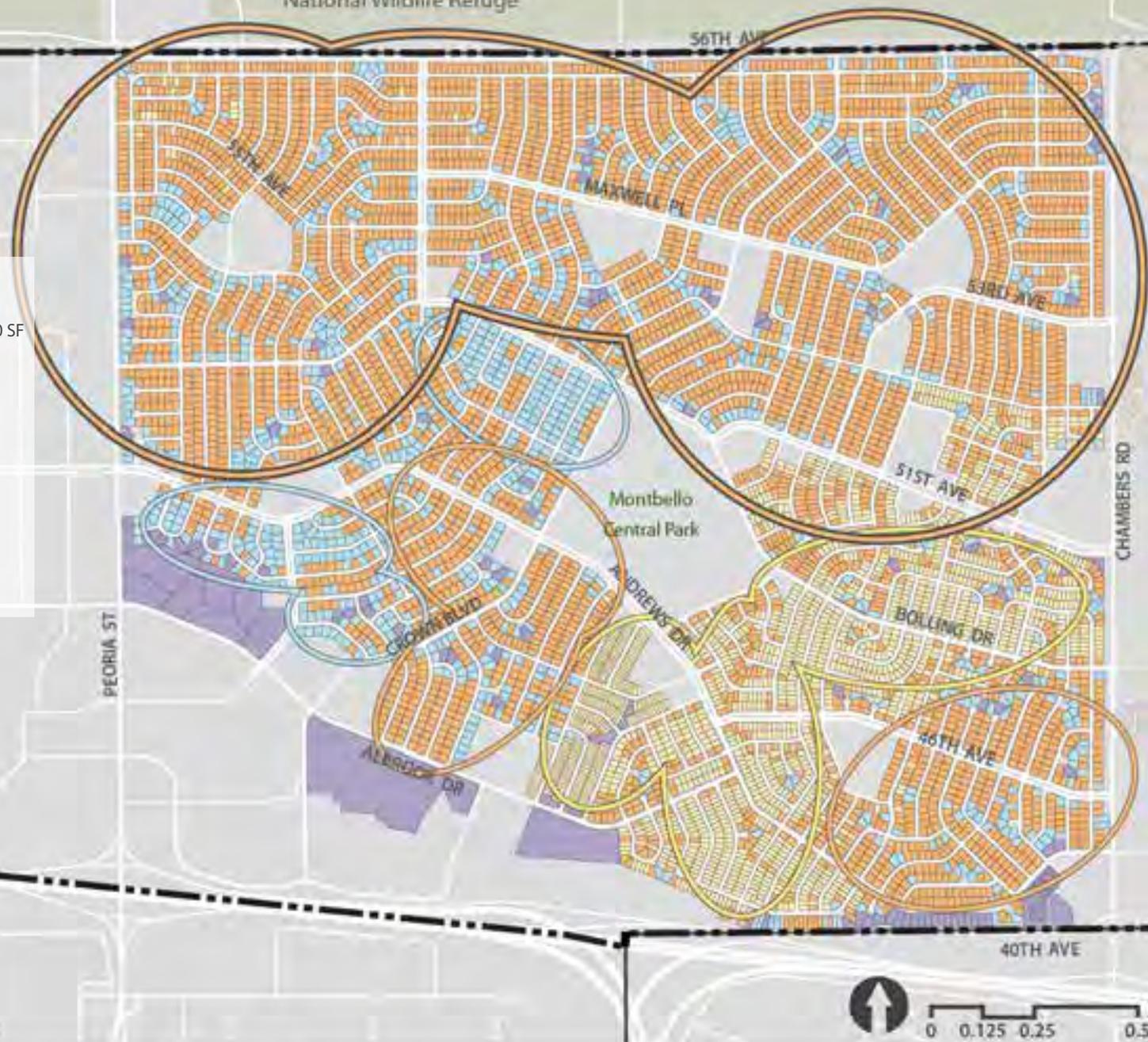
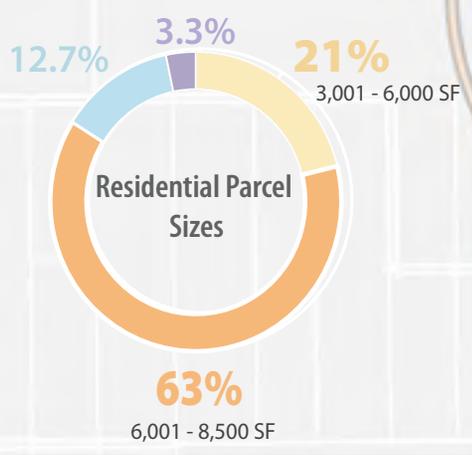
Maintaining the character of Montbello’s existing residential areas is a high priority for the community. This can be accomplished by ensuring that the appropriate residential zone districts are mapped throughout the neighborhood. Denver’s single-unit zone districts are organized by lot size. Therefore, in order to promote established development patterns, it is important to match zone districts according to the prevailing lot sizes, and then also try to ensure that the zone district’s other development standards (such as setbacks, lot coverage, and lot width) also fall within the ranges that are currently found throughout the neighborhood (for more details, see recommendation LU-1).



Rocky Mountain Arsenal
National Wildlife Refuge

56TH AVE

Park
Lake P



CHAMBERS RD

Montbello
Central Park

40TH AVE



MONTBELLO RESIDENTIAL LOT SIZES

-
-
-
-
-
-
-
-
-
-
-
-



Existing value manufacturing and proposed innovation/flex districts



Typical manufacturing and light industrial building



Typical light industrial warehouse

2A 3.1.4B - MAINTAIN VALUE MANUFACTURING AND CREATE AN INNOVATION/FLEX DISTRICT ALONG PEORIA

Character Defining Features

Montbello's light industrial area is generally located between Havana and Peoria, and also includes warehousing and distribution uses east of Peoria along the southern edge of the neighborhood on 42nd Avenue. This area has the locational advantage of being in close proximity to I-70 interchanges at Havana and Peoria.

Taken as a whole, this is one of the largest light industrial/value-manufacturing areas in Denver. At the time of this writing, this area has a total of 252 buildings occupying roughly 15.5 million square feet of space. It comprises approximately 30% of Montbello's total land area. Vacancy rates are low, and the area is a major employment center for the region with approximately 15,000 jobs. This industrial sector is distinctly different from most of Far Northeast's fabric, with its straightforward street grid and large blocks that support the large footprints of warehouses and industrial buildings.

Through the planning process, Montbello residents expressed the desire to create a softer transition between the single family residential east of Peoria and the industrial sector west of Peoria. To accomplish this, the community proposed redeveloping some of the underutilized industrial warehouses facing Peoria with more neighborhood-serving uses such as mixed-use development, co-working spaces, offices, retail, and live-work units.

Strategy Overview

This plan divides Montbello's existing light industrial district into two opportunity areas:

- » Value Manufacturing Preservation Area- Although individual properties may redevelop over time, this area as a whole will be preserved as a value manufacturing and employment center.
- » Innovation/Flex Opportunity Area- This concept would allow existing industrial uses to continue, but would also allow for redevelopment or adaptive reuse of existing light industrial buildings for small businesses, entrepreneurs, community-serving uses, and mixed use development. If redeveloped, the Peoria corridor north of Albrook Drive has the potential to support an additional 60,000 square feet of commercial uses, which would generate over 200 jobs and an additional 230 housing units or live-work spaces.

Recommendations:

MON-1. Preserve Montbello's existing value manufacturing district.

- 1.1. Continue to promote and support the development of light industrial and value manufacturing uses within this area.
- 1.2. Support redevelopment of uses with low employment densities, such as warehousing and distribution, with other compatible uses with higher employment densities, such as manufacturing, research, and office support uses.
- 1.3. Ensure that zoning reflects and supports continued light industrial uses.

MON-2. Create an innovation flex district along the western edge of Peoria Street between 47th and 56th Avenues.

- 2.1. Pursue a land use strategy for this area that incorporates the following:
 - a. Develop a softer transition between the Montbello residential community east of Peoria Street and Industrial zone to the west through mixed-use land use designation.
 - b. Repurpose existing underutilized warehouses along Peoria street with desired neighborhood services.
 - c. Consider densification and adaptive reuse for small-scaled business, co-working spaces, live-work units, and other community related services.
- 2.2. Support adaptive reuse of existing industrial buildings along Peoria.
 - a. The reuse of vacant buildings and the redevelopment of existing undeveloped and underutilized sites is recommended, wherever possible. Existing industrial spaces can be used to accommodate the needs of large footprint uses such as big box retailers or co-working spaces.
 - b. Whenever possible, retrofit rather than demolish existing underutilized industrial buildings.
 - c. Where reuse of existing industrial buildings is desired, encourage new building facades with human scale detailing, wall plane articulation and additional windows to enhance the character of the buildings and streetscape and to encourage pedestrian activity.

- 2.3. Observe urban design principles that support placemaking, quality design, and street activation.
 - a. Light industrial flex buildings should be built to encourage pedestrian activity and in a manner that is compatible with residential development sharing the street frontage. Key elements including buildings with front windows and doors oriented to the street, sidewalks, tree lawns and street trees. Other architectural enhancements include awnings, punctuated corners and windows on the first and second levels.
 - b. Limit the height of new infill along the west side of Peoria to three stories maximum.
 - c. Encourage infill development of light industrial flex buildings that are configured to promote walkability along the Peoria corridor.
- 2.4. Provide retail spaces for small local businesses that serve the existing community.
 - a. Develop commercial plazas that support family-friendly activities and uses, and locate them at different intersections along Peoria Street to encourage growth of small retail businesses. Activate these spaces with retail and food and beverage uses.
 - b. Work with property owners to offer programs that encourage local entrepreneurship, such as providing free or reduced rent for local businesses.
 - c. Curate tenants and cluster similar trades to create a collaborative and co-dependent professional environment.
 - d. Encourage development of artist housing and/or live-work studios.



Existing manufacturing and industrial warehouse



Improved manufacturing and industrial warehouse



Mixed use innovation/flex building

Recommendations Continued:

MON-3. Improve the transition between light industrial and residential uses.

- 3.1. Encourage pedestrian-friendly light industrial-flex infill development along the edges of industrial areas that abut or are across the street from residential uses.
- 3.2. Where existing residential and industrial uses are likely to remain as adjacent uses, explore voluntary agreements between property owners, the public, and nonprofit partners to improve streetscapes and landscaping.
- 3.3. Encourage Montbello's registered neighborhood organizations and industrial businesses to form a working partnership to establish good neighbor agreements on topics such as trucking routes, odor emissions, visual transitions, or job opportunities.
- 3.4. Coordinate efforts to attract new businesses with desirable manufacturing profiles that contribute to the quality of life in the neighborhood, including the transition between existing residential and manufacturing uses.

MON-4. Promote Peoria Street between 47th and 56th Avenues as a pedestrian-friendly destination area.

- 4.1. Promote walkability and placemaking on Peoria via the following improvements:
 - a. Ensure that new development addresses Peoria as the primary street.
 - b. Address pedestrian needs in the street design, including key crossing points and the potential need for pedestrian-activated signals along the corridor.
 - c. Consider placing additional traffic lights long the corridor to calm traffic and facilitate pedestrian crossings, such as between 51st and 56th Avenues.
 - d. Incorporate bike connectivity as a component of the street design (see section 2.2.6).
 - e. Develop direct and safe pedestrian access to Peoria from the Montbello community.
 - Focus on existing entry points to Montbello along Peoria including Albrook Drive, Andrews Drive, 51st Avenue, and 55th Avenue.
 - Encourage pedestrian-friendly design elements such as improved sidewalks and connections, crosswalks, landscaping and street trees, street furniture, and lighting fixtures.

3 3.1.4C - REVITALIZE EXISTING COMMERCIAL AREAS INTO LOCAL AND COMMUNITY CENTERS

Character Defining Features

Montbello currently has three existing commercial nodes, each of which consist of single-use commercial development at varying scales:

- 3A** Peoria Street from I-70 to 47th Avenue- This is located on the edge of Montbello’s residential and industrial edge, near interstate 70, and in close proximity (20min walking distance) to the Peoria A-Line station. This commercial area offers a bank, food and beverage, lodging, civic, police and DMV services, and automobile service and gas stations.
- 3B** Chambers Road from I-70/40th Avenue to Andrews Dr- This area has development patterns characteristic of suburban commercial strips. Uses include fast food, coffee shops, banks, and auto-oriented services such as gas stations and auto mechanics. This commercial area is split between Denver and Aurora along 40th Avenue. Existing buildings in Denver tend to be low-scale, but there are several multi-story hotels located across 40th Avenue in Aurora that show the potential for the area to develop more densely.
- 3C** Chambers Road and Green Valley Ranch Boulevard- There are two strip mall shopping centers located on the Northeast and Northwest corners of the intersection of Chambers Road and Green Valley Ranch Boulevard. These shopping centers currently offer two small-format grocery stores, several restaurants and fast food establishments, beauty and fitness businesses, cellphone providers, and a gas station.

Strategy Overview

Montbello, as it exists today, is nearly fully developed and has little remaining vacant land. At the same time, residents made it clear throughout the planning process that the neighborhood is underserved by commercial uses, and there is a strong desire to find ways to accommodate more. Accomplishing this requires making better and more efficient use of existing commercial land, so that each area is able to provide additional retail and services. These existing centers are the best opportunities to introduce more retail and services in locations that are convenient and accessible to Montbello residents. Achieving this vision will require making use of urban design and retrofit strategies as detailed in Section 2.1.7.

The strategy for long-term redevelopment of Montbello’s existing commercial centers is summarized below.

- » Redevelop the commercial areas at Peoria & I-70 (3A) and Chambers Road & 40th (3B) as mixed use community centers. The community scale is appropriate for these areas due to their proximity to I-70 exit ramps and visibility from the freeway, which are factors that make higher-density redevelopment more viable. Additionally, both areas have hotels and office buildings that are already at the scale of community centers (up to 8 stories).
- » Chambers Road and Green Valley Ranch Boulevard (3C) is recommended to be a local center because, compared to the other two centers in this area, it has less visibility, lower traffic counts, more adjacent single-unit residential development, and lower overall potential to attract users from outside of Montbello and Parkfield.



Local and community centers in Montbello



The existing community center at Peoria features large surface parking lots with a mix of retailers



Proposed connectivity network and infill opportunities at the Peoria community center

3A 3.1.4D - PEORIA STREET AND I-70 COMMUNITY CENTER

Recommendations: Peoria and I-70

Stakeholders expressed a desire to see this area become a commercial center that serves the needs of the community by providing food and beverage, retail, medical, and space for small businesses. The community spoke about developing gateways into their neighborhood, supporting walkable and mixed use development, and moving away from the existing suburban-style commercial strip development. Many community members wish to see more big-box retailers, family-oriented entertainment, community-oriented uses, and small-scale retailers. If redeveloped, the Peoria community center has the potential to contribute an additional 150,000 square feet of commercial and real-estate, create over 500 new jobs, and provide over 1,100 new housing units.

MON-5. Peoria Street: community center- land use.

- 5.1. Work to attract a high-profile anchor tenant, such as a full-service grocer.
- 5.2. Promote adaptive reuse of existing warehouses and light industrial buildings within the community center.
 - a. Provide small office suites for business, vocational training facilities, educational opportunities, and other community-serving uses.

MON-6. Peoria Street: community center- streets and connectivity.

- 6.1. Create a connected street network within the community center
 - a. Convert parking lot drive aisles and other internal connections into local streets.
 - b. Extend new streets through the community center and connect them to adjacent local streets to provide new

points of access.

- c. Ensure that infill development faces the new internal street network.
- 6.2. Improve pedestrian access on Peoria Street.
 - a. Facilitate east-west pedestrian crossings at all signalized intersections on Peoria within the community center.
 - Provide crosswalks, ADA ramps, and employ traffic-calming measures, as appropriate, to ensure safe pedestrian crossing.
 - Provide safety islands at medians.
 - b. Facilitate north-south pedestrian access along Peoria Street.
 - Eliminate “free right” vehicular turning movements at 44th, 45th, and 46th Streets, or add pedestrian refuges to these intersections to assist with crossings.
 - 6.3. Beautify and enhance Peoria as a destination street.
 - a. Wherever possible, expand the median along Peoria and landscape it with trees to contribute to beautification, provide shade, enhance the human scale of the street, and aid with traffic calming.
 - b. Incorporate different materials, grades, and finishes at crosswalks to signify the importance of these crossings, and increase their visibility for drivers.

MON-7. Peoria Street: community center- urban design.

- 7.1. Establish a gateway entrance into Montbello at the Peoria community center.
 - a. Candidate streets include 46th Avenue and Albrook Drive.
 - b. Encourage gateway features to be integrated into highly visible and signature buildings.
- 7.2. Ensure that new infill development faces Peoria as the primary street.

7.3. Incorporate pocket greenspaces and public plazas within the community center.

- a. Suitable locations include but are not limited to the following:
 - Centrally-located corners along the internal street network
 - Transition areas between higher and lower intensity development
 - The intersection selected as the gateway entrance to Montbello (see MON 7.1).

7.4. Strategically locate parking to promote placemaking and walkability within the community center.

- a. Locate surface parking behind retail uses.
- b. Avoid locating surface parking along Peoria Street.
- c. Promote the use of shared parking that meets the parking needs of multiple uses within the center.
- d. As the area matures, consider development of multistory parking decks to reduce the overall parking footprint.
 - Wrap structured parking at ground level, especially when facing Peoria Street.
 - Visible structured parking above the ground floor should be integrated into the overall facade design.

7.5. Building heights and transitions:

- a. Establish the maximum height of buildings within the center to 8 stories.
- b. Reduce building heights to ensure compatibility with adjacent places
 - Step down to a maximum of 5 stories in areas adjacent to value manufacturing uses or places.
 - Step down to a maximum of 3 stories in areas adjacent to low or low-medium residential uses or places.
 - Transition building heights down to 3 stories along Albrook Drive and Crown Boulevard.

3B 3.1.4E - CHAMBERS ROAD AND 40TH AVENUE COMMUNITY CENTER

Recommendations: Chambers and 40th

Through infill and redevelopment, the community center on Chambers Road at 40th Avenue has the capacity to support an estimated 56,000 new commercial square feet, 180 new jobs, and 400 new multi-family residential units.

MON-8. Chambers Road and 40th Avenue: community center- streets and connectivity.

- 8.1. **Create safe and convenient pedestrian access to and within the community center at Chambers Road and 40th Avenue.**
 - a. Create an internal street connection at a midpoint between Andrews Drive and 40th Avenue and extend it across Chambers Road to connect development on both sides of the street.
 - b. Any infill development should line the length of this extension, facing the internal shopping street.
- 8.2. **While maintaining its function as an arterial street, explore opportunities to improve Chambers Road**
 - a. Wherever possible, expand the median along Chambers Road between 40th Avenue and Albrook Drive and landscape it with trees to contribute to beautification, provide shade, enhance the human scale of the street, and aid with traffic calming.
 - b. Utilize traffic calming techniques to create a walkable community center along Chambers Road.
 - Consider reduced traffic speeds on Chambers Road.
 - Provide crosswalks at all intersections on Chambers Road between 40th Avenue and Albrook Drive.
 - Provide pedestrian refuges at medians.
 - Incorporate different materials, grades, and finishes at crosswalks to signify the importance of these crossings, and to increase their visibility for drivers.

MON-9. Chambers Road and 40th Avenue: community center- urban design.

- 9.1. **Retrofit, improve and repurpose the community center at Chambers Road and 40th Avenue.**
 - a. Provide infill development that is mixed-use and tiered with a variety of small, medium and large-scale retail spaces.
 - b. Mixed use infill should prioritize the ground story for retail, with upper stories reserved for additional retail, offices, live-work units or residences.
 - c. Maximize the existing amenity zone on both sides of Chambers Road, activating the street with storefronts and retail patios.
 - d. Ensure street-facing building frontages at the northeast and northwest corners of Chambers Road and Andrews Drive.
 - e. Establish a minimum building footprint of 1,000sf.
 - f. Articulate facade details by making use of design elements including but not limited to: transparent storefronts, windows, masonry, parapets, cornices, signage, and awnings.
 - g. Provide a public plaza to serve as a focal point and destination for the community center.
- 9.2. **Establish a gateway entrance at the intersection of Chambers Road and 40th Avenue**
- 9.3. **Explore opportunities to provide a shared parking structure.**
 - a. Wrap structured parking at ground level, especially where facing Chambers Road.
 - b. Visible structured parking above the ground floor should be integrated into the overall facade design.
- 9.4. **Building heights and transitions:**
 - a. Establish the maximum height of buildings within the center to 8 stories.
 - b. Reduce building heights to ensure compatibility with adjacent places
 - Step down to a maximum of 3 stories in areas adjacent to low or low-medium residential uses or places.



The existing community center at Chambers Road and 40th Avenue is primarily auto-oriented retail



Proposed connectivity network at the community center on Chambers Road and 40th Avenue



Proposed infill opportunities at the community center on Chambers Road and 40th Avenue



The existing local center at Chambers and GVR Blvd features ample surface parking and a mix of retailers



Proposed connectivity network at the local center at Chambers Road and Green Valley Ranch Boulevard



Proposed infill opportunities at the local center at Chambers Road and Green Valley Ranch Boulevard

3C 3.1.4F - CHAMBERS ROAD AND GREEN VALLEY RANCH BOULEVARD LOCAL CENTER

Recommendations: Chambers and GVR Blvd

If redeveloped as a three-story mixed use local center, the two existing strip malls at Chambers Road and Green Valley Ranch Boulevard/Gateway Avenue have the capacity to support an additional 37,000 square feet of commercial/retail development, 120 new jobs, and 140 multi-family housing units.

MON-10. Chambers Road and Green Valley Ranch Boulevard: local center- streets and connectivity.

- 10.1. Connect the center to local streets from the surrounding community.
- 10.2. Create safe and convenient pedestrian access to the local center from adjacent residential areas.
- 10.3. Explore opportunities to reduce the overall width of Chambers Road, especially at the intersection of Green Valley Ranch Boulevard, to make street crossing easier and more convenient for pedestrians.
 - a. Consider expanding the median along Chambers Road immediately across from the local center and landscape it with trees to contribute to beautification, provide shade, enhance the human scale of the street, and aid with traffic calming.

- 10.4. Create an internal street connection at a midpoint between Green Valley Ranch Boulevard and 52nd Avenue:
 - a. Repurpose existing drive aisles to create the new street.
 - b. Extend the midpoint connection between the two shopping centers.
 - c. Create an additional pedestrian at-grade crossing of Chambers Road at this location.
 - Incorporate traffic calming measures at this crossing to ensure pedestrian safety.
 - Incorporate different materials, grades, and finishes at crosswalks to signify importance of these crossings, and increase their visibility for drivers.
 - Provide a pedestrian refuge at the Chambers Road median.
 - d. Any new infill development should face this new internal shopping street.

MON-11. Chambers Road and Green Valley Ranch Boulevard: local center- urban design.

- 11.1. New infill should front Chambers Road, Green Valley Ranch Boulevard/Gateway Avenue, or new internal corridors.
- a. Maximize the existing amenity zone on both sides of Chambers Road by activating the street with storefronts and retail patios.
 - b. Locate infill buildings at the northeast and northwest corners of Chambers Road and Green Valley Ranch Boulevard/Gateway Avenue to anchor the corner and provide a gateway entrance to the local center.
 - c. Establish a minimum building footprint of 1,000sf.
 - d. Articulate facade details by making use of design elements including but not limited to transparent storefronts, windows, masonry, parapets, cornices, signage, and awnings.

- 11.2. Express the cultural identity of Montbello through design and architecture.
- a. Explore design opportunities to express culture and enhance the public realm with wayfinding signage, interpretive displays, benches, bus stops, or informational signs along existing public streets and buildings.
 - b. Share preferred neighborhood design elements and cultural identity with developers for consideration and voluntary application into private development projects.
 - c. Encourage neighborhood activism to improve the public realm through public art projects and other beautification efforts.
- 11.3. Building heights and transitions:
- a. Establish the maximum height of buildings within the center to 3 stories.



Example of a shopping district at the scale of a local center



Example of a well-articulated strip mall facade



Example of a shopping district at the scale of a local center



TP1 3.1.5A - TRANSFORMATIVE PROJECT: FRESHLO INITIATIVE

What is it?

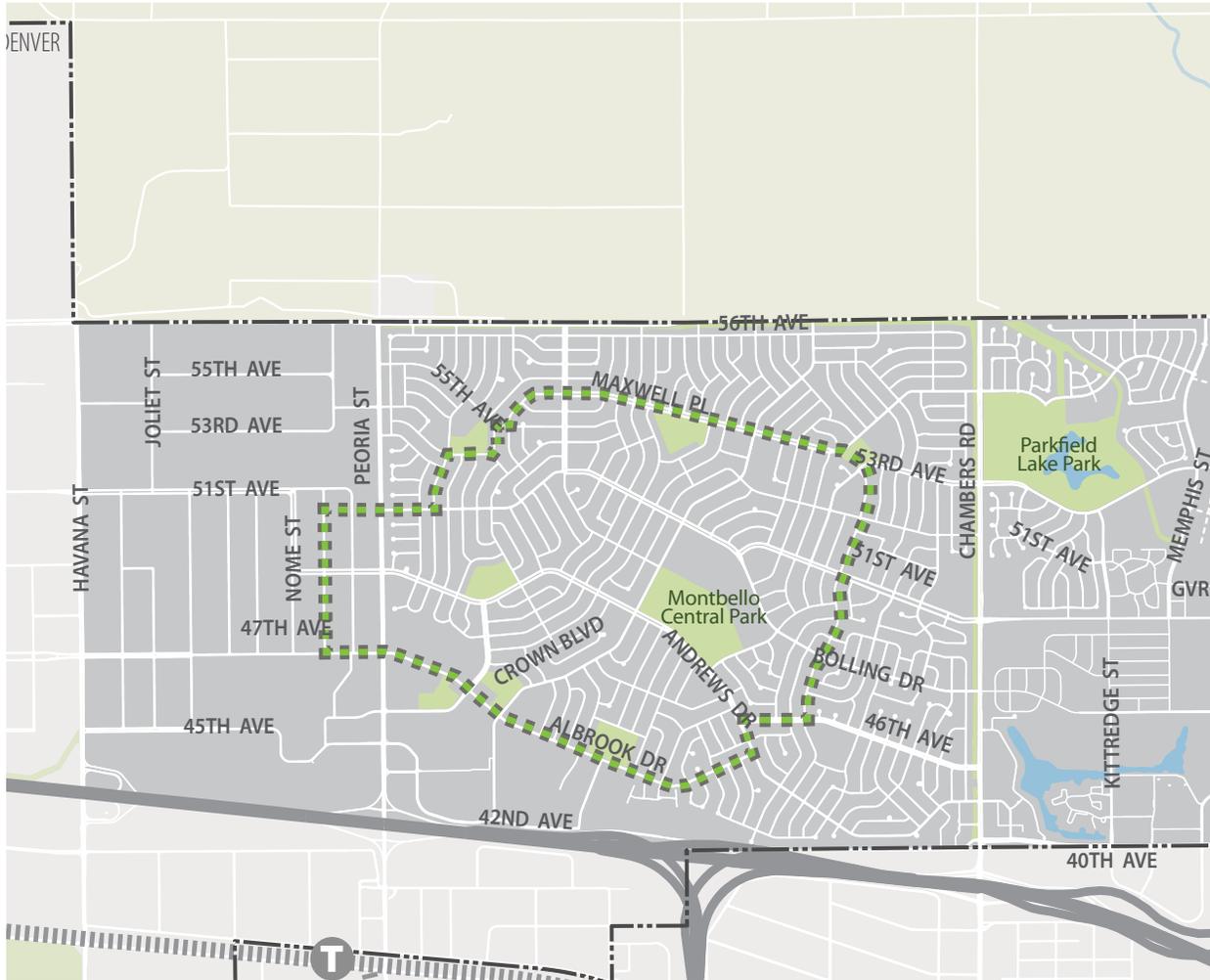
Montbello's FreshLo (Fresh and Local) Initiative is a community-informed and community-led initiative inspired by the Kresge Foundation which works to expand economic development opportunities through grantmaking and social investment. Montbello, through the leadership of Montbello Organizing Committee, has been working on this project for more than three years and has recently received funding and technical assistance from Kresge, Colorado Health Foundation, Denver Foundation, and the Urban Land Institute to integrate creative placemaking and food-oriented development around health, arts, and culture to foster economic development that is equitable and inclusive to all.

The project involves building a \$30 million mixed-use development that will be called the FreshLo Cultural Hub, with a potential location at the former RTD park-and-ride location near the corner of Peoria Street and Albrook Drive. The multi-floor mixed-use development will include a grocery store, office and retail spaces, a cultural center with a community theater and up to 120 affordable housing units. Freshlo has successfully secured funding to purchase a building site and is currently in the process of working with private investors, other foundations, and government agencies in order to continue to create a funding package that will pay for the grocery-anchored cultural hub.

The FreshLo Cultural Hub is also a key feature in the Montbello FreshLo Healthy Living Walkable Loop, which endeavors to link a system of local food production utilizing growing spaces at schools and churches while improving walkability and safety throughout much of the neighborhood. The Walkable Loop is intended to increase physical activity as users enjoy art and better connectivity to parks and urban gardens interwoven throughout Montbello's residential area. Many nonprofit organizations and Montbello schools are working together with City agencies to build out the Walkable Loop.

Why is it important for Montbello?

The Freshlo Cultural Hub will serve as a very important piece of the fabric that makes up the Montbello neighborhood. This initiative will be a destination for residents to be more connected to educational opportunities and have better access to healthy food options, it will be a place for visitors to experience this unique and beautiful neighborhood, all while activating a space that has been underutilized, which in turn produces better connectivity and a more vibrant neighborhood. Ground-breaking is anticipated to begin sometime in the second half of 2019.



FRESHLO WALKING LOOP

- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River
- Proposed FreshLo Walking Loop



Example of a neighborhood market



Seasonally available and locally grown produce



Community-oriented retail space

Montbello Streets with Open Drainage Channels

- » Maxwell Place – between Uvalda Street and Sable Street (4,688 feet)
- » 53rd Avenue – between Durham Ct and Chambers Road (2,000 feet)
- » 51st Avenue – between Uvalda Street and Chambers Road (7,757 feet)
- » 51st Avenue – between Havana Street and Nome Street (3,440 feet)
- » 46th Avenue – between Andrews Drive and Chambers Road (4,232 feet)
- » 47th Avenue – between Havana Street and Kingston Street (1,822 feet)
- » 45th Avenue – between Havana Street and Kingston Street (2,204 feet)
- » Uvalda Street – between 56th Avenue and 51st Avenue (2,473 feet)
- » Andrews Drive – between Nome Street and 46th Avenue (9,029 feet)
- » Nome Street – between 51st and 49th Avenue (1,326 feet)

TP 2 3.1.5B - TRANSFORMATIVE PROJECT: MONTBELLO'S OPEN DRAINAGE CHANNELS

What is it?

Montbello has more than seven miles of open drainage channels running through the neighborhood's commercial, industrial, and residential areas. The channels are co-located within the street network and occupy the space between travel lanes, similar to a median. This system drains not only the Montbello neighborhood, but also conveys water from upstream areas within the larger Irondale Gulch Watershed, including portions of Gateway-Green Valley Ranch and Aurora.

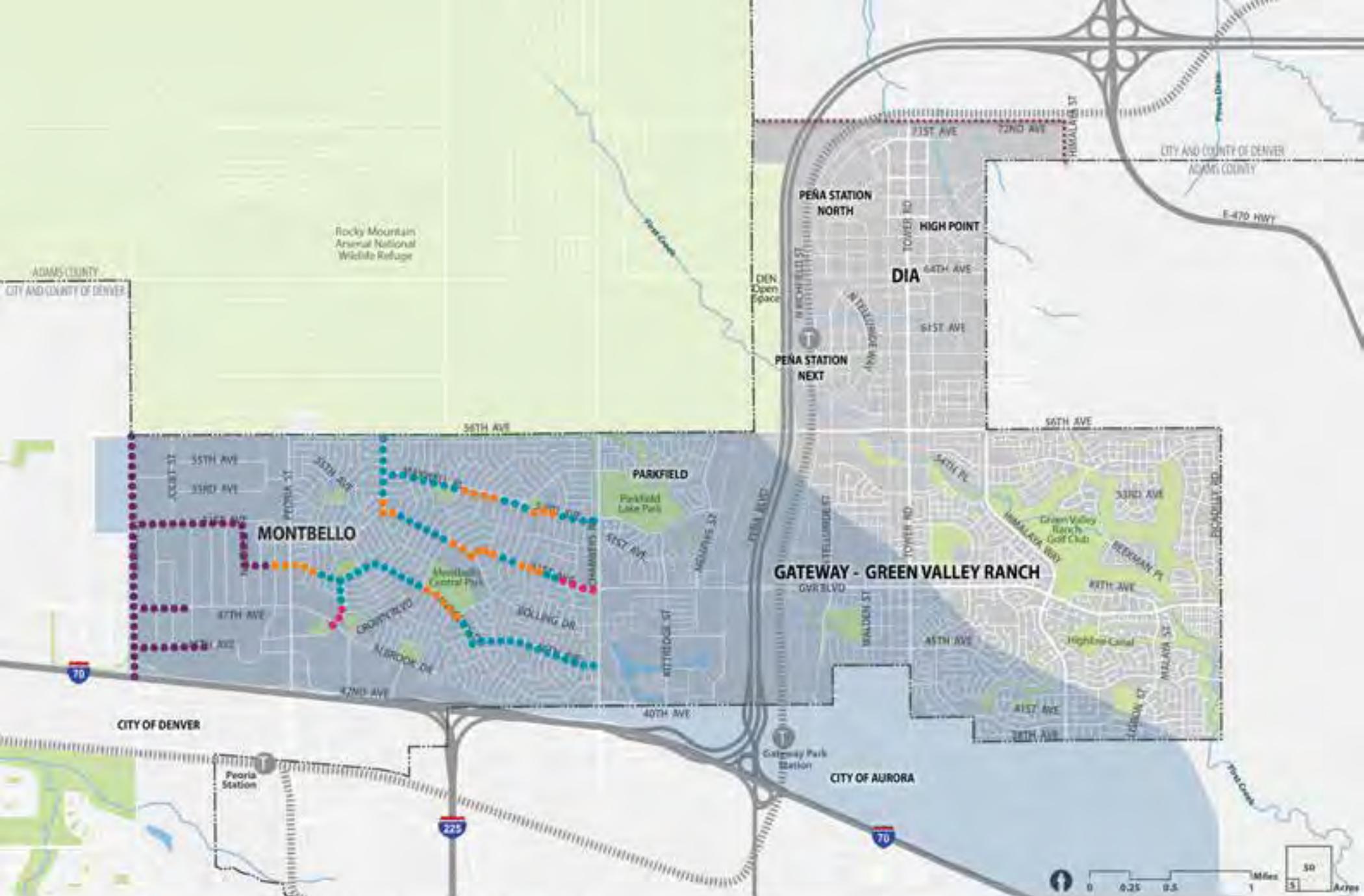
The Urban Drainage and Flood Control District (UDFCD), Aurora, and Denver have initiated an update to the Irondale Gulch Outfall Systems Plan. As of the time of this writing, this study is currently underway and is anticipated to be completed in late 2019. The study will evaluate the current drainage capacity of the stormwater system within the watershed, including the entire Montbello neighborhood. The study will also include an assessment and recommendations for storm drainage infrastructure improvements, including channel restoration, conveyance, detention, and water quality enhancements. A focus of this study will be to evaluate enhancements to the current stormwater system that will best accommodate flood conveyance and reduce potential flood damages, while also providing more natural drainage solutions and amenities within the neighborhoods.

Key tasks for the Outfall Systems Plan include the following:

- » Assessing the condition of the existing major drainage system and major public facilities.
- » Developing hydrology that reflects both the existing and the future land use elements.
- » Identifying existing flooding, conveyance, and water quality issues.
- » Identifying drainage improvements that address the community's current and future needs.
- » Developing conceptual design of the selected improvements.



Existing open drainage channel in Montbello



OPEN DRAINAGE CHANNELS

- City & County of Denver Boundary
- Rocky Mountain Arsenal
- Parks and Open Space
- Lake or Pond
- Streams, Creek or River

- CHANNEL CONTEXT
- Residential Adjacent
 - Institutional Adjacent
 - Commercial Adjacent
 - Industrial Adjacent

Wardsale Gulch Approximate Study Limits





Example of naturalized stormwater channel improvements



Montbello open channel after a heavy rain



Montbello open channel after a heavy rain

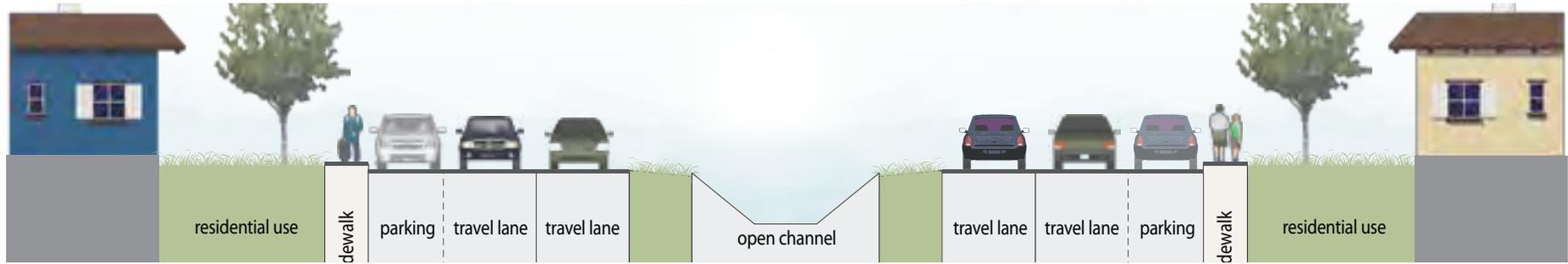
Why is it important for Montbello?

The Irondale Gulch Outfall Systems Plan will help define any needed improvements to the open channel drainage system. Depending on those needs, there may be other opportunities to make improvements within the right-of-way to achieve positive outcomes for the neighborhood such as beautification, additional greenspace, landscaping, or green infrastructure systems to improve water quality. Each of the open channel streets has four travel lanes, which is more capacity than is needed to carry the daily traffic load. If travel lanes were removed, new transportation infrastructure could take its place, such as on-street bike facilities or enhanced transit lanes. The Far Northeast planning process explored these options and received mixed feedback that identified no clear preferences for specific facilities or improvements. However, most participants agreed that it would be appropriate to study options later, after the Outfall Systems Plan has been completed and the needs of the drainage system are known.

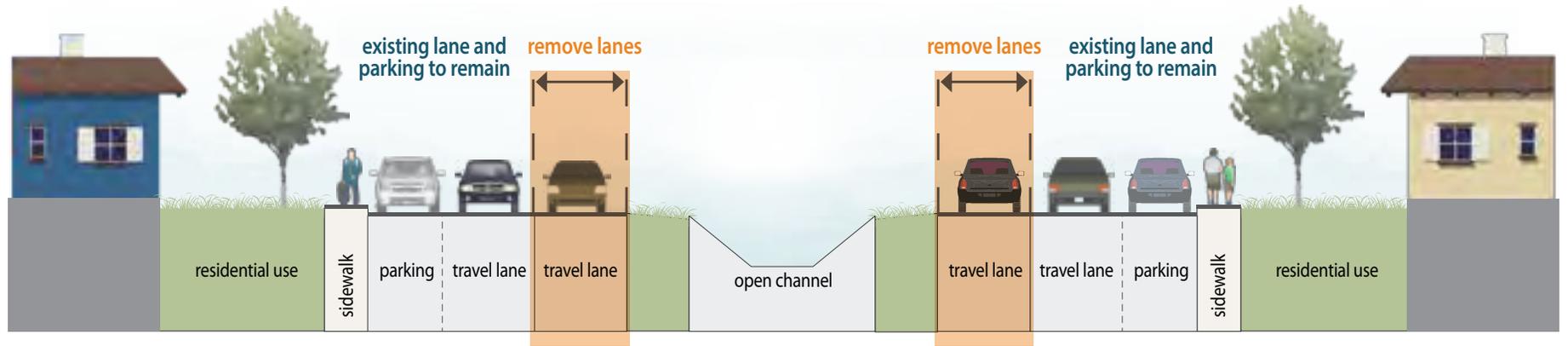
Recommendations:

MON-12. Enhance the potential of Montbello's open channel drainage system to convey stormwater, improve water quality, and provide recreational and transportation amenities.

- 12.1. Manage storm drainage and water quality.
 - a. Complete the Irondale Gulch Outfall Systems Plan and ensure that it defines the future needs of the open channel drainage system.
 - b. Explore opportunities to employ green infrastructure on the open channel drainage system. Balance open space and programming needs with water quality opportunities.
- 12.2. Identify opportunities to enhance open channel corridors with amenities as a component of future storm drainage improvement projects.
 - a. Ensure that any future designs meet storm drainage needs as the top priority.
 - b. Conduct a public process to identify the appropriate amenities for each corridor.
 - c. Incorporate landscaping, trees, bike paths, trails, or other amenities per public feedback and as opportunities allow.
 - d. Consider reducing on-street parking or the overall number of lanes on open channel streets as a means of providing additional channel width, greenspace, multimodal transportation facilities, or other amenities.



Montbello's existing residential collector streets feature two travel lanes in each direction and a parking lane, with the open drainage channel in the middle of the right-of-way.



These existing roadways are wider than they need to be for the amount of traffic they carry. In the future, if additional right-of-way is needed for drainage or other facilities, a travel lane or a parking lane could be removed. In addition to drainage improvements, reclaimed space could be used for a variety of amenities including bike or trail facilities, dedicated transit lanes, or expanded green space. Specific opportunities may vary from one street to the next. By narrowing the roadway, cars may travel at slower speeds, creating a more comfortable environment for pedestrians and bicyclists.

3.2 GATEWAY - GREEN VALLEY RANCH NEIGHBORHOOD

IN THIS SECTION:

3.2.1 - INTRODUCTION TO GATEWAY-GVR

3.2.2 - COMMUNITY PROFILE

3.2.3 - OPPORTUNITY FRAMEWORK

3.2.4 - FOCUS AREAS

3.2.5 - TRANSFORMATIVE PROJECTS



3.2.1 - INTRODUCTION TO GATEWAY-GREEN VALLEY RANCH

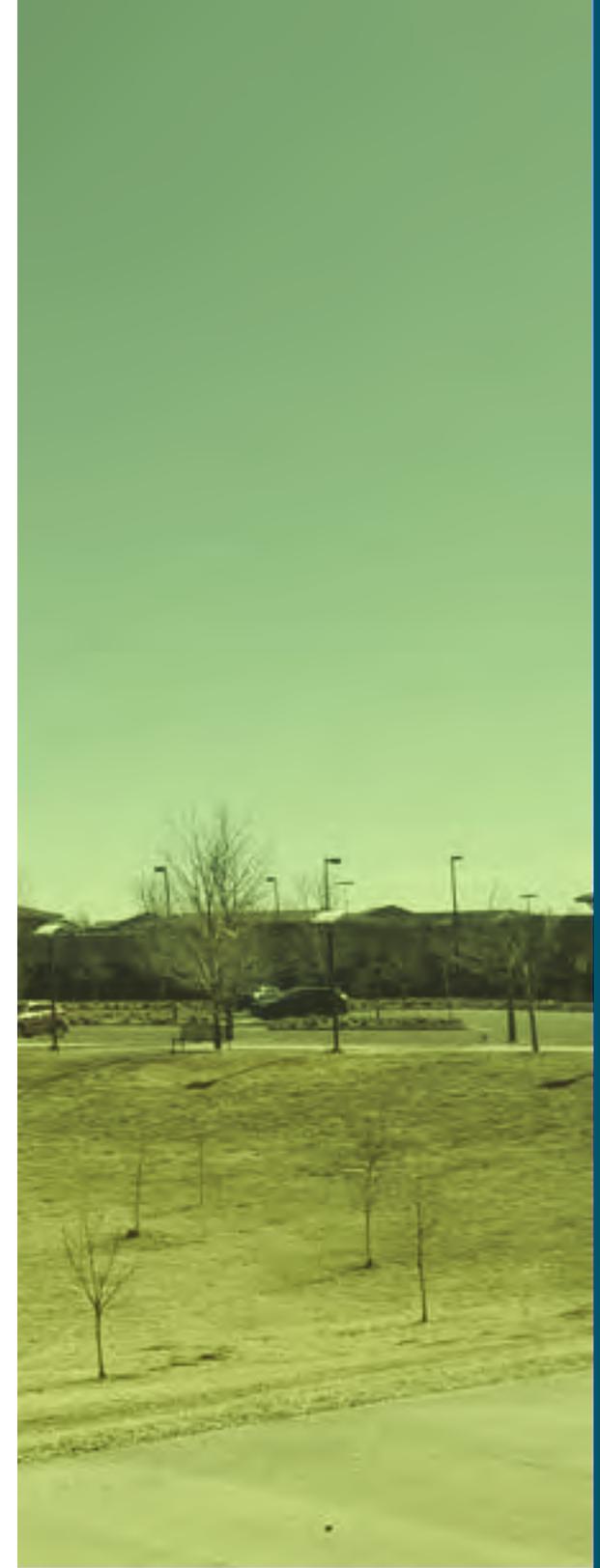
The Gateway-Green Valley Ranch Neighborhood Statistical Area (NSA) is one of the largest neighborhoods in Denver in terms of geographic size. The NSA comprises an area of approximately 7.5 square miles and is generally bounded by Chambers Road, Picadilly Road, 40th and 38th Avenues, and 56th Avenue. The City of Aurora is immediately adjacent to the south and east. Much of the neighborhood was annexed by Denver from Adams County in 1973. Development of the area did not begin until the early 1980s, when master planning occurred and Metro Districts were created to provide infrastructure to the area. Only about 30% of development happened in the neighborhood's first 20 years, with most growth having taken place since 2001. As a result, Green Valley Ranch's suburban development pattern reflects recent trends: streets are curvilinear and are designed more for automobiles than for other users, different land uses are separated into distinct single-use areas, and houses are larger and residential lots are smaller than what is typically found in older suburban neighborhoods like Montbello.

The Gateway-Green Valley Ranch NSA still has more than 1000 acres of undeveloped land, most of which is located in the Gateway area to the east and west of Peña Boulevard. Unlike the Montbello, Parkfield, and Green Valley Ranch communities, the Gateway area has remained largely undeveloped to the present day, but this trend appears to be changing. There has been an increase in development activity in recent years, especially along Tower Road and Green Valley Ranch Boulevard. Additional road infrastructure is needed off of these main arterials in order for much of the remaining land in the Gateway

to be developed. It's important to note that as the Gateway develops, a 1000ft scenic buffer will be maintained on both sides of Peña Boulevard that can't be developed beyond minor facilities such as trail connections.

When envisioning the future as part of the Far Northeast planning process, the Gateway-Green Valley Ranch community expressed the following desired outcomes:

- » Increase retail opportunities, especially basic needs retail such as food and clothing.
- » Maintain the existing character of established residential areas.
- » Encourage denser development to locate in the Gateway area (east and west of the Peña scenic buffer) and along Tower Road.
- » Complete missing connections in the off-street trail network, especially to recreational destinations such as the Rocky Mountain Arsenal National Wildlife Refuge, and across physical barriers such as Tower Road and Green Valley Ranch Boulevard.
- » Increase opportunities for community gatherings, cultural experiences, and special events.
- » Ensure that schools, parks and recreation facilities, and affordable housing are provided concurrent with development of the area's remaining greenfield land.



GREEN VALLEY RANCH



52.7%
OF TOTAL FAR NORTHEAST
POPULATION



5.8%
OF DENVER POPULATION



3.25 PEOPLE
PEOPLE PER HOUSEHOLD
1 MORE THAN DENVER AVERAGE



1830
NEW RESIDENTS
PER YEAR



3.2.2 - GATEWAY-GREEN VALLEY RANCH COMMUNITY PROFILE

Gateway-Green Valley Ranch is a very diverse community. The community is 31 percent Hispanic or Latino, 28 percent African American, and 23 percent white. About 27 percent of the community is foreign-born and approximately a third of the community speaks Spanish. Gateway-Green Valley Ranch is a family-oriented neighborhood with an average household size in 2017 of 3.25 persons per household, much higher than the City of Denver average of 2.25. Nearly a third of Green Valley Ranch's population is under the age of 18. At the same time, incomes in Green Valley Ranch are significantly higher than nearby neighborhoods and Denver as a whole. Homeownership rates are also high, with 68% of houses being owner-occupied.



For nearly two decades, the majority of growth in the Far Northeast has taken place in Gateway-Green Valley Ranch, which accounts for 80 percent of all growth in the Far Northeast since 2000. The area's fastest period of growth was from 2000 to 2010, when Gateway-Green Valley Ranch added just over 20,000 residents, a growth rate of 12.7 percent annually. Growth has slowed somewhat in the years since then (4.6% annual growth since 2010) as residential land east of Tower Road is approaching buildout. While growth has been a key characteristic of Green Valley Ranch east of Tower in the past, this position as a growth driver will continue to slow in the future as growth shifts away from Green Valley Ranch and into nearby undeveloped areas including the Gateway, DIA neighborhood, and Aurora.

\$69,950

GREEN VALLEY RANCH
MEDIAN INCOME



↑27,690

ABOVE DIA'S \$42,260
MEDIAN INCOME

↑21,700

ABOVE MONTBELLO'S
\$48,250
MEDIAN INCOME

↑13,450

ABOVE DENVER'S
\$56,500
MEDIAN INCOME

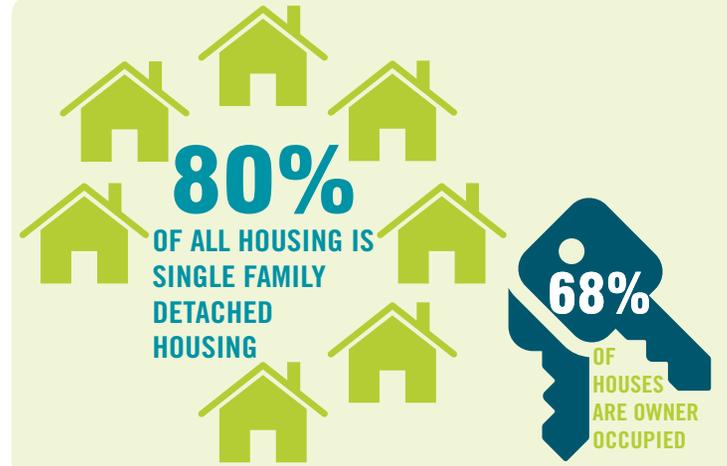


3,800

**JOBS IN
GREEN VALLEY RANCH**
14.9% OF ALL FAR NORTHEAST JOBS



**10.5 RESIDENTS
FOR EVERY
1 JOB**



80%

OF ALL HOUSING IS
SINGLE FAMILY
DETACHED
HOUSING

68%

OF HOUSES
ARE OWNER
OCCUPIED



5.5%
BELOW THE
POVERTY
LINE
GVR

20,600

RESIDENTS OF GVR ARE
EMPLOYED



EMPLOYED IN THE
HEALTHCARE INDUSTRY



10%

TREE CANOPY COVER

13.2% DENVER
AVERAGE



41%

REMAINING
UNDEVELOPED
LAND



3.2.3 - GATEWAY-GREEN VALLEY RANCH OPPORTUNITY FRAMEWORK

This section identifies the character areas (both existing and future) within Gateway-Green Valley Ranch, identifying areas that will maintain their existing character, as well as areas that the community identified for change in the form of future growth, mixed-use development, and increased density.

1 Maintain the Character of Existing Residential Neighborhoods

The existing residential areas within Gateway-Green Valley Ranch should not see significant amounts of new development beyond any remaining undeveloped residential parcels. This includes Green Valley Ranch as well as the Parkfield, Lakecrest, and Denver Connection areas.

2 Create and Enhance Community Centers

2A Green Valley Ranch Town Center- Expand the commercial node at Green Valley Ranch Boulevard and Tower Road to create a mixed-use community center that occupies all four corners of the intersection.

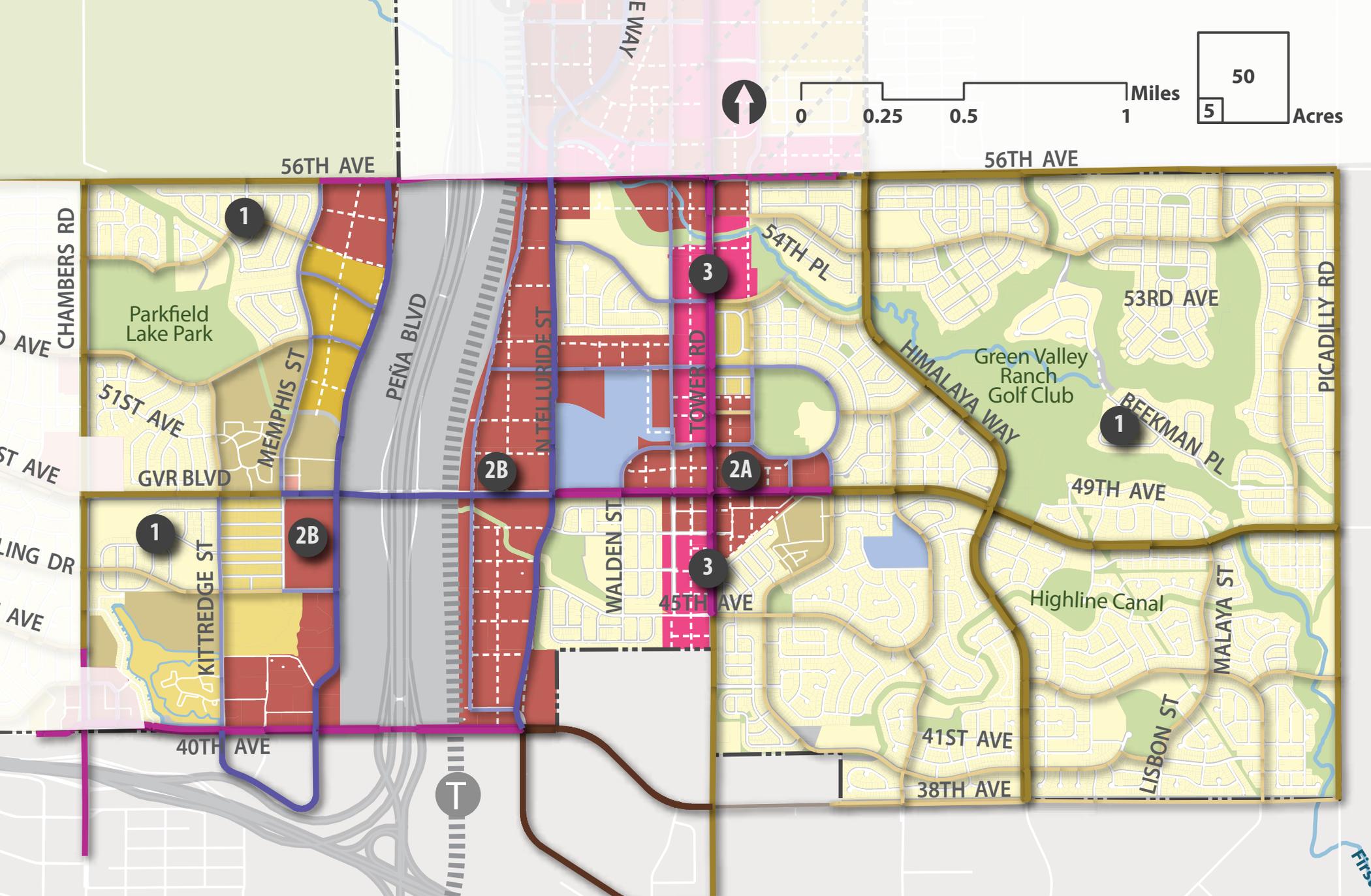
2B Peña Boulevard Area- Create new community centers on undeveloped land in the Gateway on either side of the Peña scenic buffer to maximize remaining opportunities to create destination areas and introduce new retail, jobs, and housing.

3 Create a Community Corridor on Tower Road

Create a community corridor on Tower Road that serves as a primary north-south route for the region and connects other destination areas together. The corridor should evolve into a destination area itself by providing a mix of retail, employment, and multi-unit residential uses.

TP Transformative Project

Gateway Subdivision Rules & Regulations



NEIGHBORHOOD OPPORTUNITIES



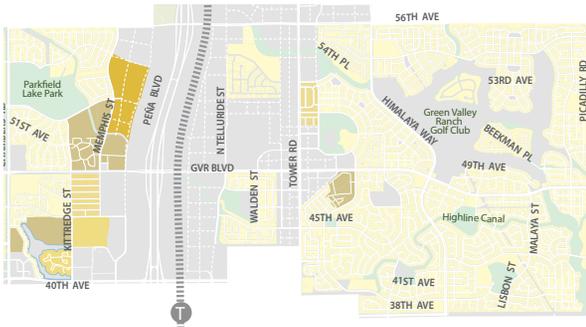
- CENTERS & CORRIDORS**
- Local Center
 - Community Center
 - Regional Center
 - Local Corridor
 - Community Corridor

- RESIDENTIAL AREAS**
- Low: Single Unit
 - Low
 - Low-Medium: Row House
 - Low-Medium
 - High-Medium

- SPECIAL DISTRICTS**
- Innovation/Flex
 - Value Manufacturing
 - Regional Park
 - Campus
 - Airport

- RESIDENTIAL STREETS**
- Collector
 - Arterial
- COMMERCIAL STREETS**
- Collector
 - Arterial

- MIXED-USE STREETS**
- Collector
 - Arterial
- INDUSTRIAL STREETS**
- Collector
 - Arterial



Existing residential areas



Single-family residential home in Green Valley Ranch



Townhomes in the Gateway

1 3.2.4A - MAINTAIN THE CHARACTER OF EXISTING RESIDENTIAL NEIGHBORHOODS

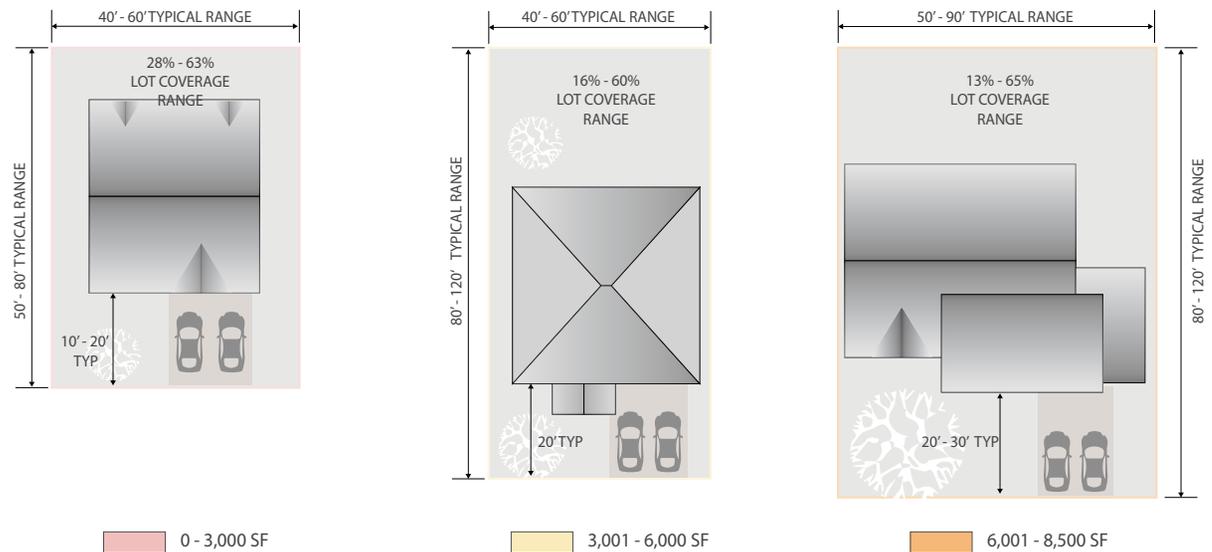
Character Defining Features

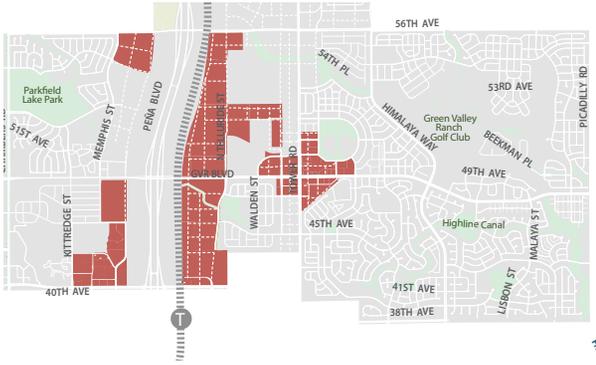
Typical architectural styles in existing residential areas are a mix of traditional and colonial architecture. Many of the single-unit residential communities within Gateway-Green Valley Ranch exhibit conventional suburban development patterns, with wide winding streets, cul-de-sacs, deep driveways and large front lawns. At the same time, there is a significant amount of development pattern diversity within Green Valley Ranch itself, and even more within the larger Gateway-Green Valley Ranch NSA. There is no singular pattern that defines the area, and in fact a diversity of development patterns seems to be the rule, especially in newer areas.

Newer residential developments seem to be experimenting more with suburban development patterns by developing on smaller lots and configuring those lots in unconventional ways. Examples include courtyard and greenway configurations where houses face a greenway, shared courtyard or drive aisle rather

than a public street. These designs typically reduce the amount of public space and right-of-way within a development and increase the amount of developable land. This strategy, combined with smaller lot sizes, has the end-result of increasing the number of units that are attainable on a piece of property, and typically also helps to keep the units more affordable as well.

Participants in the Far Northeast planning process expressed support for the variety of single family residential development patterns that are found within the neighborhood as a whole. At the same time, they expressed a desire to ensure that lot sizes are uniform within individual areas. This can be accomplished by ensuring that zone districts are mapped within the neighborhood that reinforce prevailing lots sizes. Additionally, other development characteristics, such as setbacks, lot coverage, and lot width should also be taken into consideration when identifying the appropriate zone district to maintain the existing character (for more details, see recommendation LU-1).





Community centers



Community-serving retail at the Green Valley Ranch Town Center



Typical strip mall retail pattern with large surface parking lots located between stores and the street

2 3.2.4B - CREATE AND ENHANCE COMMUNITY CENTERS

Character Defining Features

Gateway-Green Valley Ranch was designed to be an auto-oriented community. New commercial developments in greenfield areas continue to develop with auto-oriented patterns. The dominant commercial pattern in Gateway-Green Valley Ranch is a “strip mall” retail pattern, with stores that are set back from the street facing large parking lots.

The Gateway-Green Valley Ranch community voiced support for retrofitting existing commercial areas to offer more density and services with direct pedestrian-oriented connections into surrounding residential communities. The community also expressed desire to see a higher density of uses along Tower Road and Green Valley Ranch Boulevard, with multi-story office and apartment buildings that have ground floor retail.

Strategy Overview

To achieve the desired outcomes, mixed-use development should be emphasized through both infill and intensification of existing commercial areas, as well as in remaining undeveloped/greenfield areas. Within the existing suburban context, infill within large sites (for example, on large underutilized parking lots) can complement new development on vacant land and incorporate a mix of uses and retail scales. Achieving this vision will require making use of urban design strategies as detailed in Section 2.1.7.

- 2A** Green Valley Ranch Town Center- Expand the existing commercial node at Green Valley Ranch Boulevard and Tower Road to create a mixed-use community center that occupies all four corners of the intersection. If redeveloped as a multi-story mixed use center, this opportunity area could provide over 250,000 square feet of additional commercial space, 1800 new housing units, and more than 800 new jobs.
- 2B** Peña Boulevard Area- Create new community centers on undeveloped land in the Gateway on either side of the Peña scenic buffer to maximize remaining opportunities to create destination areas and introduce new retail, jobs, and housing. Greenfield areas to the east and west of Peña Boulevard have the potential to support 543,000 square feet of new commercial development, 4,000 new housing units, and over 1,700 new jobs.



Existing single-unit residential in Gateway - Green Valley Ranch



High-medium residential



Low residential



Mixed use community center



The Green Valley Ranch Town Center consists primarily of auto-oriented retail and undeveloped land



Connect to the surrounding community and break up large blocks with new streets to create safe and convenient access to the community center



Proposed mixed-use infill development areas

2A 3.2.4C - GREEN VALLEY RANCH TOWN CENTER

Strategy Overview

The Green-Valley Ranch Town Center is a strip mall development located at the intersection of Tower Road and Green Valley Ranch Boulevard. The center currently provides options for grocery shopping, banking, dining, fast food establishments, drug stores, liquor stores, coffee shops, shipping, gas stations, and auto mechanics.

The retail market in Green Valley Ranch Town Center is exceptionally strong, with market performance above the City average for both rents and vacancies. Retail rents in 2017 were \$24.42 per square foot, compared to \$21.47 citywide, with retail vacancy at 2.2 percent compared to 2.9 percent across the City. In addition to a strong existing market, this area has 45.5 acres of undeveloped land.

The strong retail market in this area will continue to attract development. The area is currently experiencing an average of 6,700 square feet of new retail development annually (based on development from 2006 to 2017), and the buildout of residential uses in the surrounding area will drive greater market demand.

Specific moves for the Green Valley Ranch Town Center include the following:

- » Expand the town center to include all four corners of the Tower Road and Green Valley Ranch Boulevard intersection.
- » Implement suburban retrofit principles through infill development and site intensification.
- » Encourage mixed-use development at the community scale.
- » Develop/redevelop the area as market momentum allows.

Recommendations

GVR-2. Green Valley Ranch Town Center- land use.

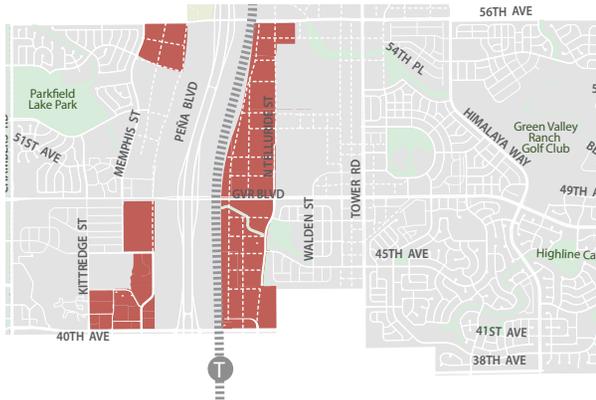
- 2.1. Expand the commercial node at Green Valley Ranch Boulevard and Tower Road to create a mixed-use community center that includes all four corners of the intersection.
- 2.2. Increase opportunities for small scale retailers through retrofit strategies for big box retail and strip malls including, but not limited to the following:
 - a. Allow for multiple new door entrances along the facade wall.
 - b. Extend the ground floor into the parking lot and wrap the facade with smaller retailers.
 - c. Small footprint infill is encouraged to be at least 1,000sf in size.
- 2.3. Work to attract desired retail uses.
 - a. Provide healthy food and beverage retail and other neighborhood-serving uses, co-working spaces, housing, and community facilities.
 - b. Desired community-serving retail uses include but are not limited to: coffee shop, pharmacy, butcher shop, bakery, breweries, bars, farmers market, local restaurants, shipping services, clothing stores, bank, dance studio, dry-cleaners, yoga studio, and after-school youth-oriented services.

GVR-3. Green Valley Ranch Town Center- streets and connectivity.

- 3.1. Connect the community center to local streets from the surrounding community.
- 3.2. Explore opportunities to reduce the overall width of Tower Road and Green Valley Ranch Boulevard within the community center, to make crossing easier and more convenient for pedestrians.
 - a. Consider expanding existing medians with landscaping and trees to promote beautification, provide shade, enhance the human scale of the street, and aid with traffic calming.
- 3.3. Improve circulation through the community center by providing new road connections and crossings on Tower Road and Green Valley Ranch Boulevard.
 - a. Consider new intersections with at-grade pedestrian crossings at the following locations:
 - Midpoint of Tower Road between Green Valley Ranch Boulevard and 49th Avenue
 - Tower Road and 47th Avenue
 - Green Valley Ranch Boulevard and Yampa Street, and between Tower Road and Andes Court
 - Midpoint of Green Valley Ranch Boulevard between Tower Road and Andes Court
 - b. Incorporate traffic calming measures at all crossings to ensure pedestrian safety.
 - c. Incorporate different materials, grades, and finishes at crosswalks to signify the importance of these crossings and increase their visibility for drivers.
 - d. Provide pedestrian refuges at medians, where possible.

GVR-4. Green Valley Ranch Town Center- urban design.

- 4.1. Infill should aim to create a stronger street edge that encourages a pedestrian friendly environment.
 - a. Construct mixed-use infill development in underutilized spaces including surface parking lots and the unused spaces between existing buildings.
 - b. Infill should incorporate ground story retail with upper stories for additional retail, offices, live-work units or residences.
 - c. Incorporate plazas and green spaces wherever possible.
 - d. Articulate facade details with windows, signage, human-scale materials such as masonry, architectural details such as parapets, cornices, and awnings.
- 4.2. Create a gateway entrance into the Green Valley Ranch community at the intersection of Tower Road and Green Valley Ranch Boulevard.
 - a. Use placemaking, prominent architectural features, signage, public art, or other strategies that create a sense of arrival.
- 4.3. Explore opportunities to provide shared parking structures.
 - a. Wrap structured parking with active uses at ground level, especially along edges facing Tower Road or Green Valley Ranch Boulevard.
 - b. Visible structured parking above the ground floor should be integrated into the overall facade design.
- 4.4. Building heights and transitions:
 - a. Establish the maximum height of buildings within the center at 8 stories.
 - b. Reduce building heights to ensure compatibility with adjacent places.
 - Step down to a maximum of 3 stories in areas adjacent to low or low-medium residential uses or places.



Peña Boulevard area centers



Example of mixed-use development



Multi-unit residential

2B 3.2.4D - PEÑA BOULEVARD AREA CENTERS

Character Defining Features

In contrast to the infill and redevelopment approach for the Green Valley Ranch Town Center, the development approach for the areas around Peña Boulevard has a greenfield focus, as these areas have a large amount of undeveloped land. This area spans Peña Boulevard from 40th Avenue to 56th Avenue. The Peña scenic buffer runs through the middle of the area and establishes an undevelopable corridor that extends 1000ft from Peña Boulevard on both sides.

Opportunities call for concentrated development at Peña Boulevard and Green Valley Ranch Boulevard, allowing a wide range of uses including office, retail, and residential. Market trends indicate potential for this area to develop as a strong location over time. Similar to the airport, this area is suitable for large scale office and employment development. Recent development—including the decision of Panasonic to open an office facility at Peña Station Next—may prove out the market for similar types of development along this portion of Peña Boulevard.

Strategy Overview:

With approximately 680 acres of vacant land, much of it already zoned for multi-story mixed-use development, there are many opportunities along the Peña corridor to attract corporate headquarters and other similar uses. The challenge along the Peña corridor will be to achieve the vision for greater densities and mixed-use and commercial development in an area where the prevailing development trend has been for lower density residential development and single-story strip retail. In the last few years some typical suburban single-family residential patterns have developed south of Green Valley Ranch Boulevard and west of Tower Road, demonstrating this trend. This threatens the long-term vision because short-term market pressures to develop low density housing may very well limit the long-term potential of this area to supply denser, mixed-use commercial and office development.

Specific moves for this area include the following:

- » Leverage the large amounts of undeveloped land in this area to attract affordable housing, retail, office uses, and jobs.
- » Extend the Denver street grid into this area and ensure that high-priority street connections are made.
- » Continue the strength of the area as an employment center and create opportunities for corporate headquarter locations.
- » Ensure strong urban design and development standards.

Recommendations

GVR-5. Peña Boulevard Area: community centers- streets and connectivity.

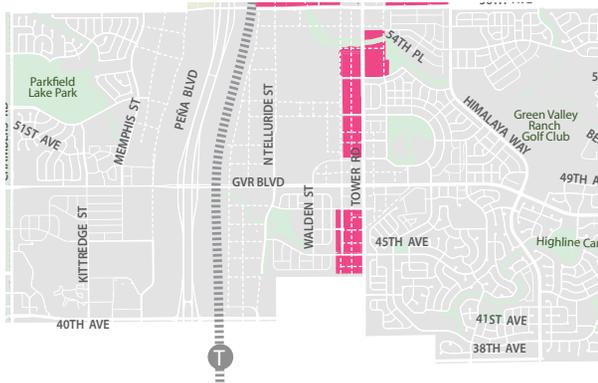
- 5.1. **Extend the existing street grid into greenfield areas.**
 - a. Extend 54th, 52nd, and 51st avenues, west of Tower Road.
 - b. Extend Telluride Street to the north to connect to and across 56th Avenue, and to the south to connect to Salida Street and the 40th & Airport station.
 - c. Provide a network of local streets throughout this area to further subdivide the street grid. Avoid creating superblocks, and promote a pedestrian-oriented network.
 - d. Strive to ensure that maximum block sizes do not exceed 550 feet in length.
 - e. Collaborate with DOTI to ensure sufficient road capacity and hierarchy on the future street network.
 - f. Minimize the use of dead-end streets and cul-de-sacs.
- 5.2. **Use green corridors to connect off-street trails through this area and across Peña Boulevard.**
 - a. Expand upon existing green corridors to connect communities and encourage pedestrian and cycling mobility throughout the Far Northeast.
 - b. Locate parks and community gardens along these trails.
 - c. Connect to the existing trail system in Montbello and Green Valley Ranch.

GVR-6. Peña Boulevard Area: community centers- land use.

- 6.1. **Support a mixture of uses throughout this area including commercial, retail, office, employment, and residential.**
- 6.2. **Leverage the availability of undeveloped land in this area to attract desired uses.**
 - a. Pursue opportunities for corporate headquarters and other job-intensive uses.
 - b. Diversify the housing stock of Gateway-Green Valley Ranch by providing multi-unit residential and affordable housing in this area.
- 6.3. **Consider regulatory tools to achieve the denser development vision for the Gateway.**
 - a. Encourage properties with Former Chapter 59 zoning to rezone into the Denver Zoning Code as a strategy for promoting improved design outcomes.

GVR-7. Peña Boulevard Area: community centers- urban design.

- 7.1. **Building Heights and Transitions:**
 - a. Establish the maximum height of buildings within the center at 8 stories.
 - b. New development should aim to preserve park and mountain views by establishing visual corridors.
 - c. Encourage higher-density development fronting Peña Boulevard, and transition down in intensity as it approaches low and low-medium residential areas to the east and west.
 - d. Transition building heights to ensure compatibility with adjacent places.
 - *Step down to a maximum of 3 stories in areas adjacent to low or low-medium residential uses or places.*



Community corridor on Tower Road



Provide pedestrian-friendly shopping and entertainment uses along Tower Road



Ensure that bike access is extended across Tower Road

3 3.2.4E - CREATE A COMMUNITY CORRIDOR ON TOWER ROAD

Character Defining Features

The southern portion of Tower Road, from 50th to 56th Avenue, has seen increased development activity in recent years. The market context in this area is strong, as exemplified by nearby retail rents at the Green Valley Ranch Town Center. For this opportunity area, proximity to the strong performance of the Green Valley Ranch Town Center along with opportunities for market capture from planned residential development in Aurora create strong potential for new development over the plan horizon. Assuming this market context continues in the years ahead, the Tower Road corridor is likely to build out in the near term as market opportunities allow. With approximately 142 acres of vacant/platted land, opportunity exists in this area to shape the remaining development according to the priorities put forward in this plan.

Strategy Overview

During the planning process there was acknowledgment that higher density development would be appropriate along Tower Road, provided that development incorporated height transitions in response to any adjacent single unit residential neighborhoods. Additionally, achieving the vision for Tower Road will require making use of urban design and retrofit strategies as detailed in Section 2.1.7.

Strategic moves for Tower Road south of 56th include the following:

- » Shape market-driven growth through development policies.
- » Continue the “strong boulevards” approach to public sphere development and enhancements by requiring new development to meet or exceed the design quality standards that exist today in portions of the corridor that have already been developed.
- » Prioritize the public/private interface along the entire length of Tower Road.

Recommendations

GVR-8. Tower Road: community corridor- land use.

- 8.1. Create a community corridor along Tower Road that serves as a primary north-south route for the region and connects other destination areas to each other.
 - a. The corridor itself should have a mix of uses including residential, retail, and other commercial and employment uses.
- 8.2. Ensure that Tower road becomes an integral multi-modal connection throughout Far Northeast with concentrated mixed-use development, especially at the intersection of 56th Avenue and Green Valley Ranch Boulevard.
 - a. Provide pedestrian-friendly shopping and entertainment uses along Tower Road.
 - b. Create an active and defined streetwall through scale and design of building frontages that support an engaging and pedestrian-oriented environment.

GVR-9. Tower Road: community corridor- streets and connectivity.

- 9.1. Extend the street grid into undeveloped areas.
 - a. Ensure that the new street grid is walkable by establishing a maximum block size no larger than 550 feet.
- 9.2. New development along Tower Road between 56th Avenue and Elmendorf Drive should be considerate of the First Creek trail.
 - a. Allow for unobstructed continuation of the First Creek trail across Tower Road.
 - b. Incorporate pedestrian and bicycle paths of the First Creek trail across Tower Road.
- 9.3. Promote the walkability and bikability of the corridor.
 - a. Ensure a minimum width of at least 6 feet for sidewalks along Tower Road.
 - b. Provide an amenity zone with continuous tree canopy to beautify and enhance the pedestrian experience.
 - c. Minimize the use of curb cuts and consolidate them for adjacent uses wherever possible.

GVR-10. Tower Road: community corridor- urban design.

10.1. Parking Strategies:

- a. Surface parking should be located to the sides and rear of buildings so as to limit its visibility from the primary street.
- b. Encourage structured parking wherever feasible.
 - *Wrap the ground floor of all parking structures with active uses, especially where facing Tower Road.*
 - *Upper stories of structured parking should utilize architectural features consistent with adjacent building forms and details.*

10.2. Establish a gateway entrance at the intersection of 56th Avenue and Tower Road.

- a. Consider celebrating corner buildings with traditional or reinterpreted treatments such towers, belvederes, cupolas, awnings, marquees, gables, art and prominent entries.
- b. Incorporate traffic calming techniques at this intersection.

10.3. Building Heights and Transitions:

- a. Establish the maximum height of buildings along the corridor at 8 stories.
- b. New development should be sensitive to existing built context and provide appropriate height transitions adjacent to residential-low or low-medium areas.
 - *Setbacks- Set buildings away from adjacent residential by locating parking or landscaped setbacks between the building and the residential use.*
 - *Stepbacks- Step building heights down to a maximum of 3 stories in areas adjacent to low or low-medium residential uses or places.*



TP 3.2.5 - TRANSFORMATIVE PROJECT - GATEWAY SUBDIVISION RULES & REGULATIONS

What is it?

The Gateway Subdivision Rules and Regulations are intended, in part, to ensure that parks, trails, open space, and schools are provided in the Gateway area concurrent with new development. To accomplish this, the rules and regulations require either a land dedication or a fee-in-lieu for proposed residential development at the time of subdivision. This is intended to guarantee that schools and parks are provided alongside of the new residential communities that will use them. However, in practice the rules and regulations have been difficult to administer and have not been effective in the task of actually providing schools and parks. Specific issues include the following:

- » Calculation Methodology- The calculation for parks and schools is based on residential unit numbers and types, which many developers often do not yet know at the time of subdivision. This makes calculating the requirements very difficult.
- » Valuation- The cash-in-lieu fees are too low and only cover a fraction of the actual land acquisition costs for parks and schools.
- » Process and Administration- The rules and regs require Community Planning and Development to collect the fees for Parks and Recreation and Denver Public Schools. This process triggers City Council approval to then actually get the funds. This extra administrative step could be avoided if the funds were sent directly to the appropriate agency instead of routed through CPD.
- » Decision Making Authority- The existing rules and regs do not make it clear who gets to decide if cash-in-lieu fees are acceptable instead of land.
- » Timing- Cash-in-lieu fees are due at the time of site plan, not subdivision, so tracking and ensuring fees are paid is problematic.
- » Location of Land Dedications- In identifying the specific parcel for a land dedication, DPS and DPR are likely to desire the parcel that best meets their criteria, and landowners are likely to offer the land with the lowest value or development potential. The current rules and regs do not adequately address the process for reconciling these inherent differences of opinion.
- » Equity- The current rules and regs allow some of the dedicated land area for parks to be in a floodplain or detention basin and count for reduced credit. This creates possible equity issues as the dedicated land may have been undevelopable in the first place and therefore less usable for recreation purposes.
- » Flexibility- The current rules and regs address only the land itself and do not have requirement to actually improve the land with park facilities. This creates a situation where future parks are identified and set aside, but the land may sit vacant for many years waiting for sufficient funds to actually create a park. There may be benefits to a more flexible system where the developer creates a park in exchange for dedicating less land.

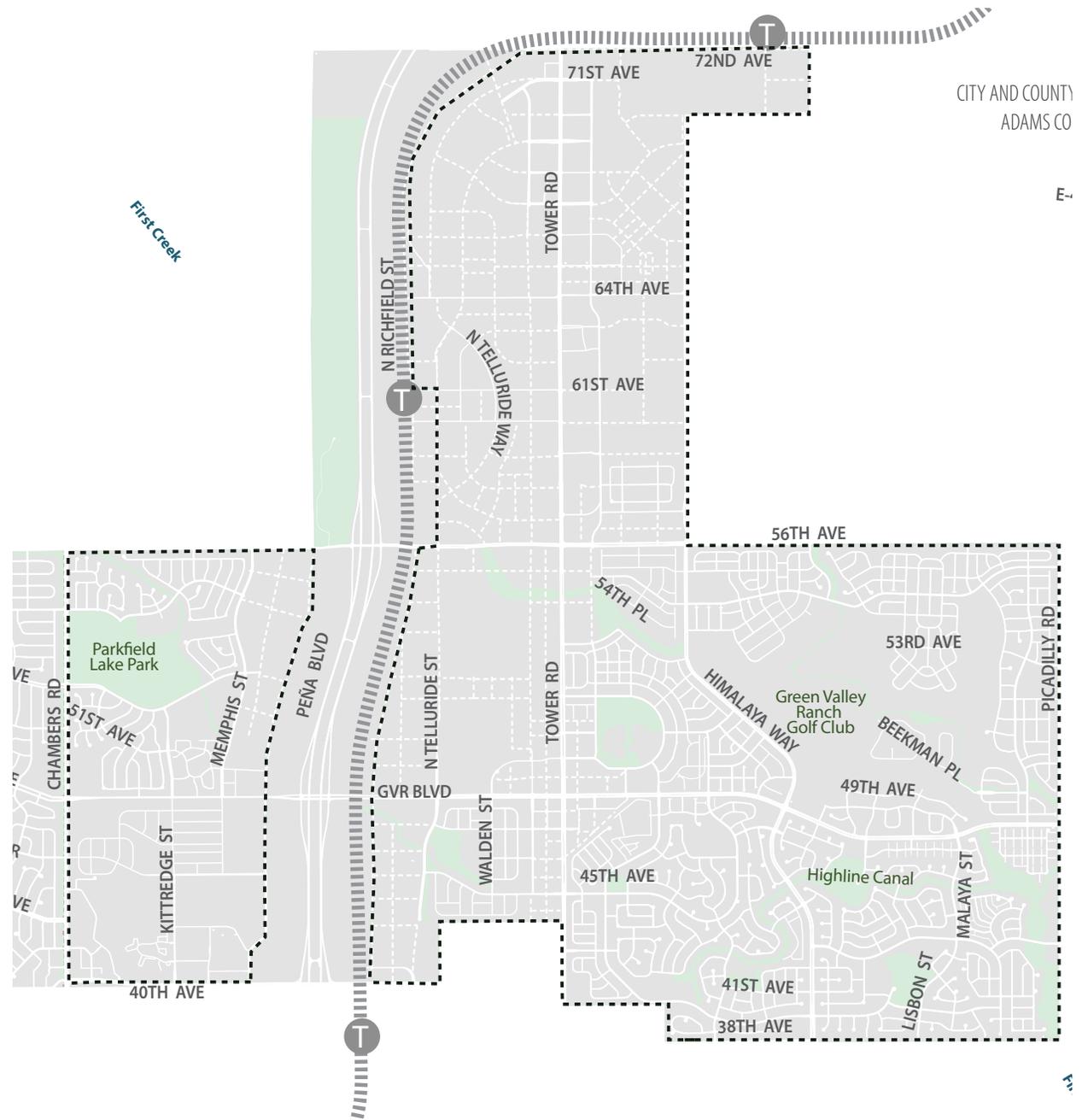
Why is it important for Gateway-Green Valley Ranch?

Addressing the deficiencies of the Gateway Subdivision Rules and Regs will help to ensure that new schools and parks are provided as the area develops and grows. Doing so will avoid the problem of existing facilities becoming overcrowded as new development brings more users to the area. This is a high-priority project for Gateway-Green Valley Ranch that should be addressed in the short term, before the area's remaining greenfield land is developed and the opportunity is lost to provide these facilities concurrent with new development.

Recommendations

GVR-11. Update the Gateway Subdivision Rules and Regulations.

- 11.1. Initiate a CPD-led process to revise or replace the Gateway Subdivision Rules and Regulations to accomplish the following objectives:
- Identify a fee-in-lieu calculation method that reflects current land values and is sufficient for land acquisition for parks and schools.
 - Clarify the roles, responsibilities, and decision-making authority of Community Planning and Development, Denver Parks and Recreation, and Denver Public Schools.
 - Reconcile timing issues so that the fee-in-lieu can be calculated and paid to the appropriate agency in a rational manner.
 - Provide a process for determining acceptable locations for land dedications for parks and schools.
 - Ensure that land dedications are equitable and meet the minimum standards of DPR and DPS.
 - Provide sufficient flexibility in the standards to create positive and timely outcomes for landowners, DPS, DPR, and the general public.
- 11.2. Ensure that the update process for the rules and regulations is coordinated with other regulatory tools affecting this area.
- Coordinate with other regulatory tools, processes, and districts that may be in place within this area including but not limited to: Large Development Review (LDR), Zoning, Planned Unit Developments (PUDs), Design Standards and Guidelines (DSGs), Special Districts, Fee Areas, and General Development Plans (GDPs).



Gateway Subdivision Rules and Regulations designated area

3.3 DENVER INTERNATIONAL AIRPORT NEIGHBORHOOD

IN THIS SECTION:

3.3.1 - INTRODUCTION TO DIA NEIGHBORHOOD

3.3.2 - COMMUNITY PROFILE

3.3.3 - EXISTING REGULATORY LIMITATIONS

3.3.4 - OPPORTUNITY FRAMEWORK

3.3.5 - FOCUS AREAS

3.3.6 - TRANSFORMATIVE PROJECTS



3.3.1 - INTRODUCTION TO THE DIA NEIGHBORHOOD

The neighborhood commonly known as DIA (Denver International Airport neighborhood) includes the area generally located east of Peña Boulevard and north of 56th Avenue. Much of this area was annexed into the city in the 1980s in conjunction with the development of the airport, which opened in 1995 and goes by its airport abbreviation “DEN”. Relocating the airport from **Central Park** to its current location was driven by the need for expansion as well as increasing conflicts between urban encroachment and noise levels inherent to typical airport operations. The airport is now one of the largest in the world and is strategically planning for future expansion. As an important source of revenue, job creation and innovation, the city’s vision for DEN is to maintain its role as a regional economic driver. A priority of that continued success is to protect the community from airport activity by restricting housing in locations susceptible to noise and other aviation impacts.

The name of the DIA neighborhood is confusing to many, as it implies that the land within the NSA is owned and operated by the airport, when in fact most of the land within the NSA boundary south of 72nd Avenue is privately owned. The study area for this plan includes the portion of the DIA neighborhood that is located south of 72nd Avenue, and excludes the portion north of 72nd Avenue. In order to avoid unnecessary confusion, this plan uses the term “DIA” to refer to the Neighborhood Statistical Area, and “DEN” to refer to the airport itself. In the future, this situation could be more effectively addressed by renaming the NSA to something other than “DIA”.

Because DIA is one of the newest neighborhoods in the city, there are still large tracts of vacant land and much of the area has yet to develop. Although the

area has seen minimal development over the past few decades, several factors signal that development in this area will likely take off in the years ahead. These factors include:

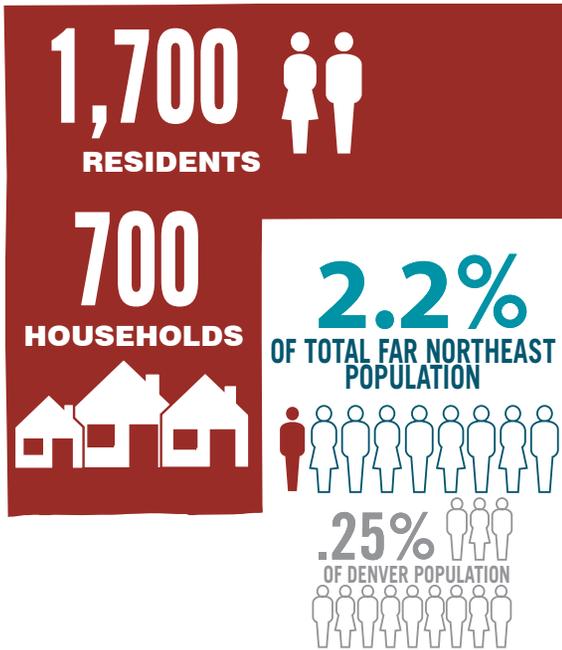
- » The opening of the A-Line in 2016.
- » Increased development activity on Tower Road.
- » Recent high-profile development projects including the Panasonic headquarters and the Gaylord Rockies Resort.
- » The presence of several large development areas and master planned communities in both Denver and Aurora. These include Peña Station Next, High Point, Painted Prairie, and Aurora Highlands.

When envisioning the future as part of the Far Northeast planning process, the community expressed the following desired outcomes for the DIA neighborhood:

- » Create a dense, vibrant mixed use neighborhood with retail, employment, and entertainment uses.
- » Create a community corridor on Tower Road that serves as a primary through-connection to various destination areas located throughout the neighborhood.
- » Ensure that new streets connect to each other and the existing road network in a rational, navigable manner.
- » Build a pedestrian and bike network as the area develops, and complete missing connections in the off-street trail system.
- » Ensure that schools, parks and recreation facilities, and affordable housing are provided concurrent with new development.



DIA

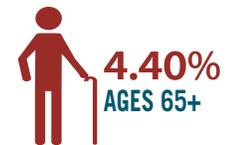


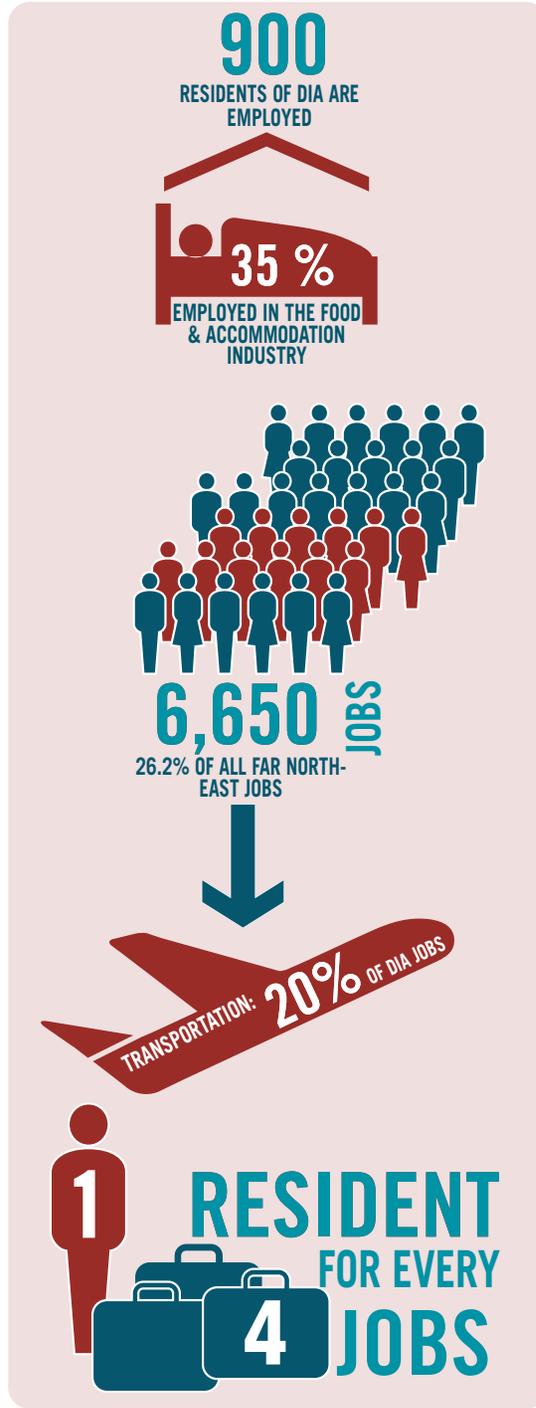
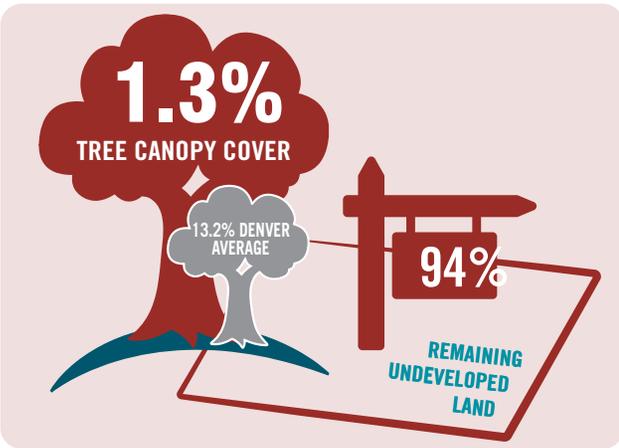
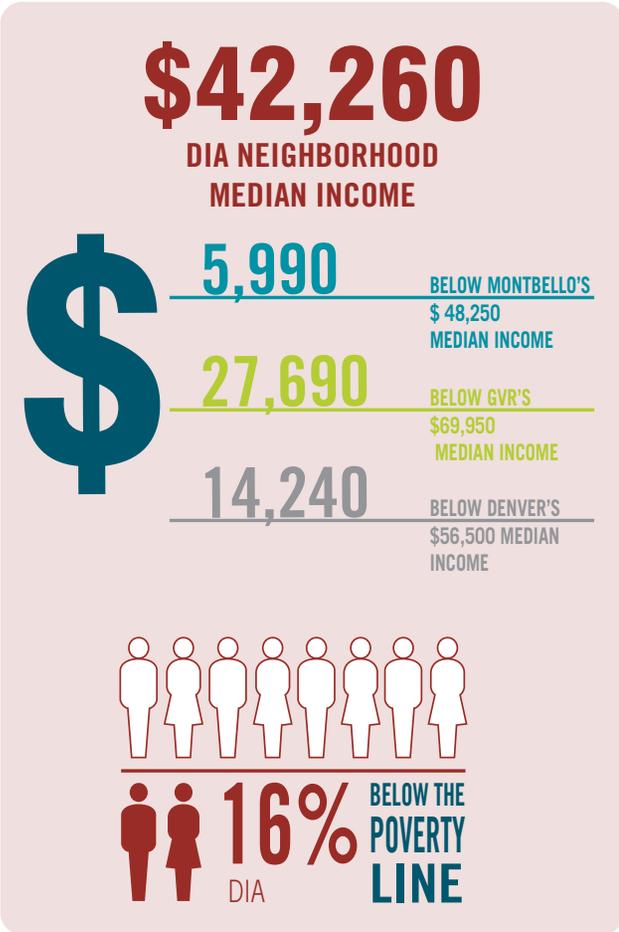
3.3.2 - DIA NEIGHBORHOOD COMMUNITY PROFILE

In 2019 it was estimated that 94% of the DIA neighborhood south of 72nd Avenue is undeveloped greenfield land. The DIA neighborhood's population is a mere 1,700 residents living in 700 households, with 74 percent of homes owner-occupied and an average household size of 2.74. Most of the area's residential growth occurred between 2000 and 2010, and the area's annual average growth rate is 5.5 percent, or about 100 new residents per year. The neighborhood will likely see development rates increase in the future as Gateway-Green Valley Ranch is built out over time and market demand shifts north. When this happens, recent development trends indicate that multifamily housing will likely play a larger role moving forward.

DEN serves more than 64 million passengers annually and is the largest generator of economic impact in the state of Colorado. In 2019, the airport employed 35,000 people and generated more than \$26 billion annually. DEN has the land area available to cost-effectively expand its airfield from the six existing runways to twelve runways at full buildout, with the ultimate ability to serve more than 100 million passengers annually.

The rest of the neighborhood (not including DEN) is an employment hub as well. Although mostly undeveloped, the area has 6,650 jobs, which is about 25% of the total for all of Far Northeast, or more than four jobs for each resident.





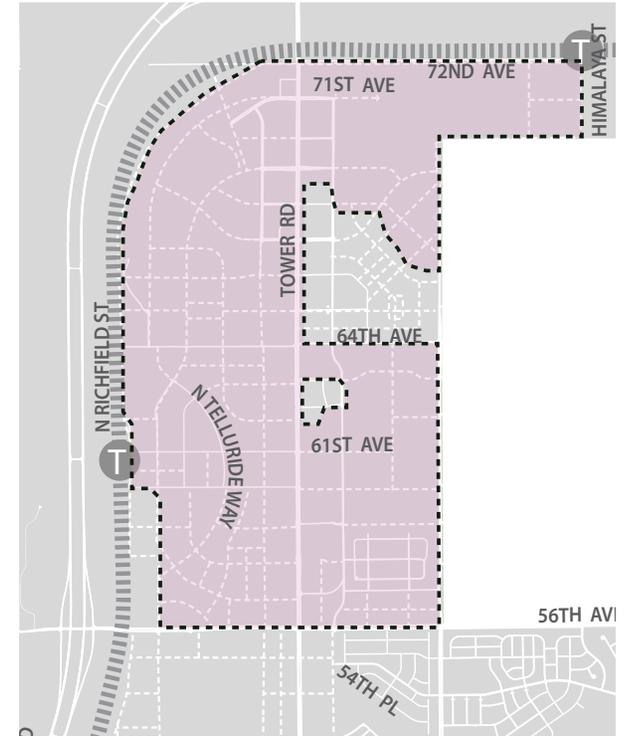


3.3.3 - EXISTING REGULATORY LIMITATIONS FOR NEW DEVELOPMENT

What is it?

Much of the existing zoning in the DIA neighborhood has additional regulations and limitations that apply only to this area. These have the effect of imposing some additional requirements and prohibiting some uses that would otherwise be allowed under existing zoning. The additional regulations are intended to ensure that new development remains compatible with nearby airport operations.

- » DIA Influence Area Overlay Zone (AIO)- This overlay zone district is mapped in most areas north of 56th Avenue and east of Peña Boulevard (see map at right). The AIO is applied to properties within the identified DIA Influence Area when they rezone out of Former Chapter 59 districts and into the Denver Zoning Code. Basic provisions of the AIO include the following:
 - » Single and two-unit residential uses are prohibited throughout the AIO.
 - » Multi-unit residential uses are prohibited north of 64th Avenue.
 - » Aviation easements are required concurrent with rezoning and site development plans throughout the AIO.
- » Former Chapter 59 Zone Districts- Most properties north of 56th Avenue with old code zoning also have waivers and conditions in place that impose limitations and requirements that are comparable to those of the AIO. In most cases the current waivers and conditions have been in place since the early 2000s.

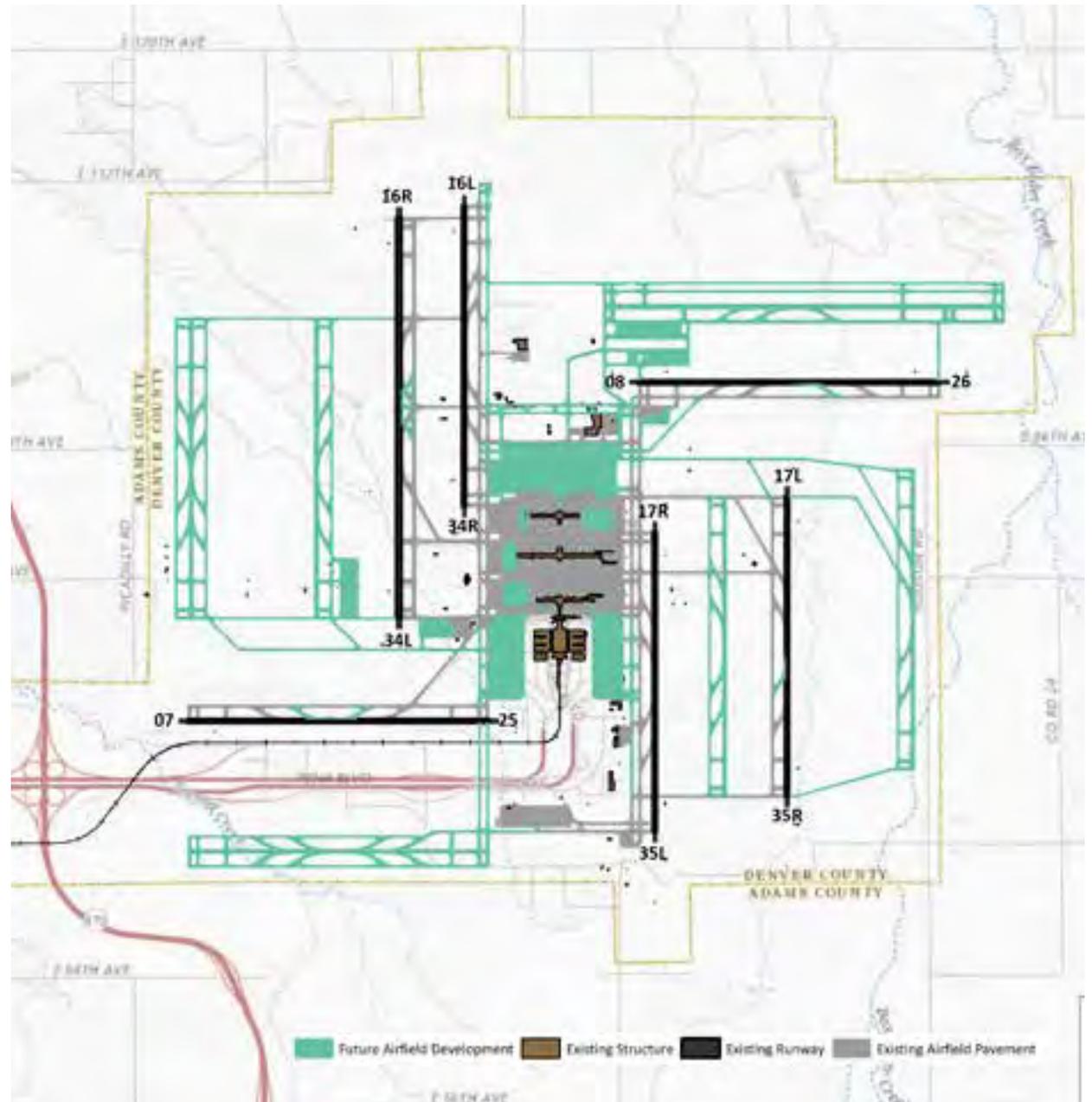


DIA Influence Area Overlay Zone (AIO)

What's the Strategy?

The AIO and Former Chapter 59 waivers and conditions are existing regulations that are currently in effect and have been in place for many years. It is assumed that they will remain in effect for as long as they are needed.

At some future time, if any new regulatory tools are considered for this area, or if any existing limitations are considered for revision, a process led by the City and County of Denver and DEN with public input should occur. Such a process would be needed and recommended regardless of whether the proposed changes would result in more restrictive regulations, or less restrictive regulations. Under such a process, it would be important to ensure broad participation from affected stakeholders including but not limited to: Community Planning and Development (CPD), DEN, City Council District 11, affected landowners, and the general public. If regulatory revisions would have the effect of significantly altering the development potential of the land, especially by changing the boundaries of the DIA Influence Area, or by adding or removing uses, the Far Northeast Plan should be evaluated to determine whether a plan amendment is needed in order to ensure that appropriate guidance is in place for future development.



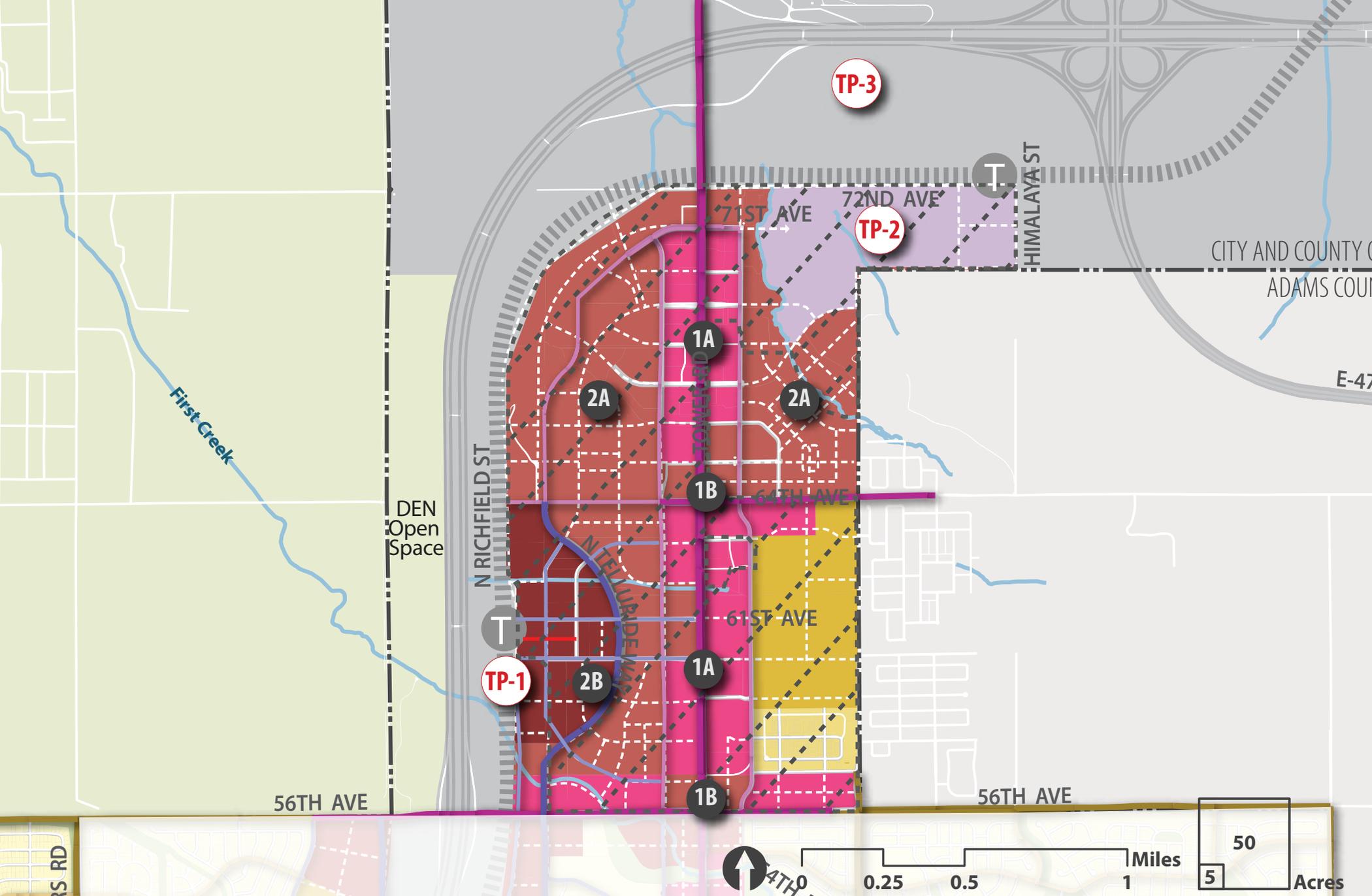
DEN's ultimate buildout plans include 12 runways



3.3.4 - DIA NEIGHBORHOOD OPPORTUNITY FRAMEWORK

This section identifies the various character areas within the DIA neighborhood. Because the vast majority of this area consists of undeveloped land, these character areas are broad and will take shape over the course of many years as the DIA neighborhood develops according to the guidance of this plan. The land use strategy for the area makes use of the same menu of future places that are used in the rest of the city, although it's important to note that some places do not actually have access to the full range of uses due to existing zoning regulations.

- 1 Create community corridors on major through-streets and locate community centers at major intersections:**
 - 1A** Tower Road, 56th Avenue, and 64th Avenue - Create a destination community corridor on Tower Road spanning the neighborhood from north to south. Community corridor opportunities also exist on portions of 56th and 64th Avenues.
 - 1B** Tower/56th, Tower/60th-61st, and Tower/64th Intersections- Where these streets intersect, create nodal destination areas in the form of community centers.
 - 2 Create a variety of centers throughout the DIA neighborhood:**
 - 2A** North of 64th Avenue - Create community centers north of 64th Avenue at Peña Station North, High Point, and the future 72nd and Himalaya Station.
 - 2B** 61st & Peña Station Area - Create a community and regional center west of Tower Road in the 61st & Peña station area.
- TP Transformative Projects**
- TP 1** 61st & Peña Station Area
 - TP 2** Employment Center North of 64th Ave
 - TP 3** DEN Strategic Development Plan



NEIGHBORHOOD OPPORTUNITIES



- CENTERS & CORRIDORS**
- Local Center
 - Community Center
 - Regional Center
 - Local Corridor
 - Community Corridor

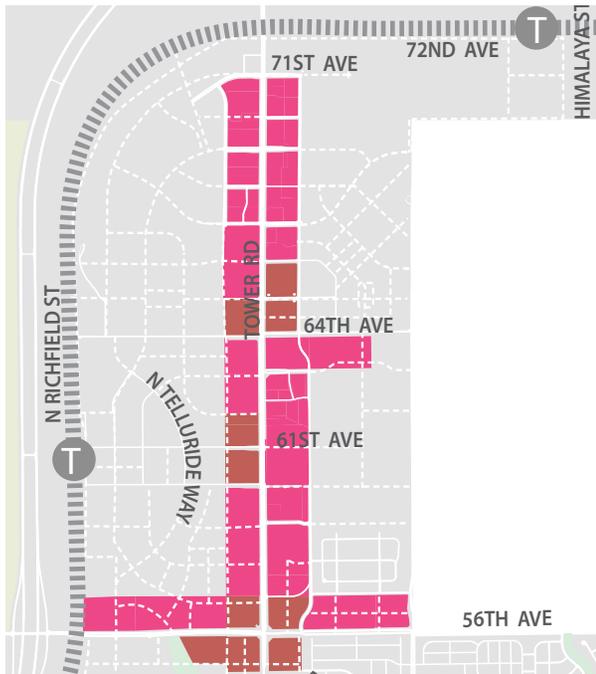
- RESIDENTIAL AREAS**
- Low: Single Unit
 - Low
 - Low-Medium: Row House
 - Low-Medium
 - High-Medium

- SPECIAL DISTRICTS**
- Innovation/Flex
 - Value Manufacturing
 - Regional Park
 - Campus
 - Airport

- RESIDENTIAL STREETS**
- Collector
 - Arterial
- COMMERCIAL STREETS**
- Collector
 - Arterial

- MIXED-USE STREETS**
- Collector
 - Arterial
- INDUSTRIAL STREETS**
- Collector
 - Arterial

- MAIN STREETS**
- Local
- DIA Influence Area
- Land Use and other regulatory restrictions within the DIA Influence Area. Refer to S 3.3.3 for more details



Create community corridors on major through-streets and community centers at major intersections



Example of a community center

1 **3.3.5A - CREATE COMMUNITY CORRIDORS ON MAJOR THROUGH-STREETS AND COMMUNITY CENTERS AT MAJOR INTERSECTIONS**

What is it?

The major through-streets in the DIA neighborhood today are Tower Road, 56th Avenue, and 64th Avenue. This plan envisions creating community corridors on each of these streets. The corridors should be focused on attracting and providing commercial uses including retail, food and beverage, entertainment, hospitality, and office uses. Each of these corridors is expected to see increased development activity in the future. The overall market context in this area is currently strong, as exemplified by retail rents at the nearby Green Valley Ranch Town Center, and will likely get stronger as the surrounding area develops. Of these three corridors, Tower Road will likely see the most investment and development activity in the near future due to its highly-visible location and adjacency to other high-profile development areas. Given this strong context, properties fronting Tower Road are likely to build out in the coming years as market opportunities develop.

Areas where community corridors intersect present an opportunity to create destination areas. These areas, located at the intersections of 56th Avenue and Tower Road, 60th-61st Avenues and Tower Road, and 64th Avenue and Tower Road, are highly visible and well-positioned to capture some of the current market demand for retail as well as future demand that will be generated as a result of new housing development in both Far Northeast and Aurora.

A primary challenge for the corridors and centers on Tower Road and 56th Avenue will be to achieve the vision for commercial development in an area where recent development trends have focused on residential development. In the last few years and as this plan was being written, several large apartment complexes were under construction and additional apartments permitted on both Tower Road and 56th Avenue, demonstrating this trend. Short-term market pressures to develop housing may very well limit the long-term potential of this area to supply denser commercial and office development. In short, commercial uses won't be able to gain traction and establish contiguous corridors if residential uses are developed in these areas first. Where allowed by zoning, residential uses including townhouses and apartment complexes are more appropriate on undeveloped parcels behind each corridor than directly fronting the corridor.

What's the Strategy?

Tower Road and 56th Avenue are major streets that are highly visible to the public because of the traffic volumes they carry. 64th Avenue will be a more prominent arterial in the future connecting to Aurora. This visibility, combined with Far Northeast being underserved by retail and commercial, presents opportunities for higher density development focused on commercial uses along these corridors. During the planning process there was acknowledgment that community-scale development would be appropriate along these corridors, provided that development incorporates height transitions in response to any adjacent residential neighborhoods.

Locating community centers where these corridors intersect, as well as at 60th and 61st Avenues, which are a gateway to Peña Station Next, promotes placemaking and creates an opportunity to create destination nodes along each corridor.

Achieving the vision for these corridors will require making use of urban design and retrofit strategies as detailed in Section 2.1.7.

Specific strategic moves for this area include the following:

- » Shape market-driven growth through development policies.
- » Emphasize Tower Road as a “strong boulevard” with an enhanced streetscape.
- » Prioritize the public/private interface.

Recommendations

DIA-1. Tower Road, 56th, and 64th Avenues: community corridors- land use.

- 1.1. **Create community corridors along Tower Road and identified segments of 56th and 64th Avenues.**
 - a. The corridors should emphasize commercial uses including retail, services, and office/employment.
 - b. Create an active and defined streetwall through scale and design of building frontages that support an engaging and pedestrian-oriented experience.

DIA-2. Tower Road, 56th, and 64th Avenues: community corridors- streets and connectivity.

- 2.1. **Promote the walkability and bikability of each corridor.**
 - a. Provide detached pedestrian sidewalks that are a minimum of 6 feet wide along each corridor.
 - b. Provide an amenity zone with continuous tree canopy to beautify and enhance the pedestrian experience.
 - c. Minimize the use of curb cuts and consolidate them for adjacent uses wherever possible.

DIA-3. Tower Road, 56th, and 64th Avenues: community corridors- urban design.

- 3.1. **Parking strategies:**
 - a. Surface parking should be located to the sides and rear of buildings so as to limit its visibility from the primary street.
 - b. Encourage structured parking wherever feasible.
 - *Wrap street-facing ground floors of all parking structures with active uses, especially where facing Tower Road, 56th, 60th, 61st, or 64th Avenues.*
 - *Upper stories of structured parking facilities should utilize architectural features consistent with adjacent building forms and details.*

3.2. Establish a “strong boulevard” design concept on Tower Road

- a. Wherever possible, make use of wide landscaped medians, minimize the use of curb cuts, and provide landscaped amenity zones.
 - *Amenity zones along Tower Road should ideally support large-caliper street trees with a canopy spread greater than 18 feet.*

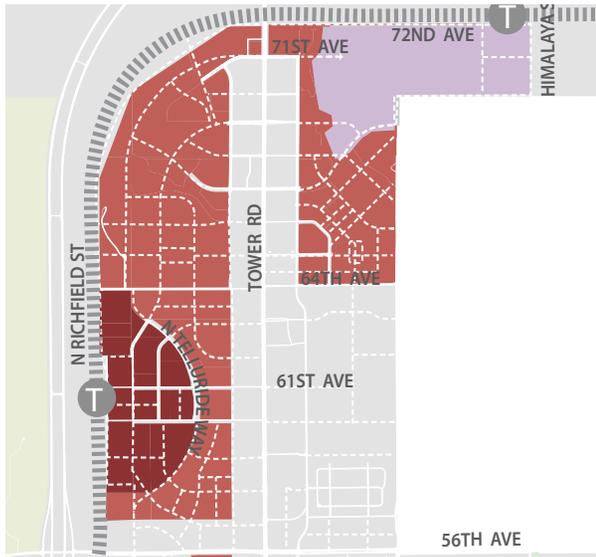
3.3. Building heights and transitions:

- a. Establish the maximum height of buildings along the corridors at 5-8 stories.
- b. New development should be sensitive to existing built context and provide appropriate height transitions adjacent to residential-low and low-medium areas.
 - *Setbacks- Set buildings away from adjacent residential by locating parking or landscaped setbacks between the building and the residential use.*
 - *Stepbacks- Step building heights down to a maximum of 3 stories in areas adjacent to low or low-medium residential uses or places.*

DIA-4. Create destination nodes at key intersections.

4.1. Create community centers at the intersections of 56th Avenue and Tower Road, 60th/61st Avenues and Tower Road, and 64th Avenue and Tower Road.

- a. Provide a mix of uses with an emphasis on retail, service, and entertainment uses.
- b. Consider celebrating corner buildings with traditional or reinterpreted treatments such as towers, belvederes, cupolas, awnings, marquees, gables, art and prominent entries.
- c. Incorporate traffic calming techniques at these intersections.
- d. Provide a range of urban furnishings and street lighting to enhance pedestrian safety and comfort.



Create a variety of centers throughout the DIA neighborhood



In 2016, Denver established a partnership with the electronic corporation Panasonic, which has partnered with other cities and private companies to develop the Smart City Initiative that integrates city planning with technology. With a focus on Peña Station Next, the initiative is taking advantage of smart technologies to provide the community with real time information on city services such as mass transit and available utilities. Also included is the deployment street lighting and energy systems capable of sensing people and responding with necessary services.

2 3.3.5B - CREATE A VARIETY OF CENTERS THROUGHOUT THE DIA NEIGHBORHOOD

What is it?

This area is vast and occupies much of the DIA neighborhood from 56th Avenue to 72nd Avenue. Input received through the planning process indicated that most people supported a denser development vision within the area. The area's close proximity to the A-Line and direct access to the airport gives these centers a locational advantage that can be used to attract desired uses including retail, services, jobs, and entertainment.

DIA neighborhood community and regional centers:

- a. Community Centers, Value Manufacturing and Innovation Flex District North of 64th Avenue - Create community centers and Innovation Flex north of 64th Avenue at Peña Station North (west of Tower Road) and High Point (east of Tower Road). This area has the capacity to support an additional 1,180,000 square feet of commercial and manufacturing development which would generate over 3,800 new jobs.
- b. 61st & Peña Station Area - Create a community and regional center west of Tower Road in the 61st & Peña station area. The area is envisioned to develop as a walkable, mixed use, transit-oriented community. The 61st and Peña station area has the capacity to support 3,800 new housing units, 1,783,000 square feet of commercial, and 660,000 square feet of retail spaces.

What's the Strategy?

Nearly all of the land in this area consists of greenfield (undeveloped) land. Greenfield development is characterized as the development of open or agricultural land on the urban periphery that does not contain water, sewer, communications, or road infrastructure internal to the site. This means that many of the undeveloped areas lack street grids, or have existing streets that dead-end into greenfields.

Under these conditions, utility connections such as mainline water and sewer lines need to be extended into sites, roads and rights-of-way need to be provided, and other infrastructure needs to be developed. Achieving the vision for these areas will require making use of urban design strategies as detailed in Section 2.1.7.

All three of these greenfield areas (61st and Peña, Peña Station North, and High Point) already have General Development Plans (GDPs) in place to guide future growth and development. The Far Northeast Plan assumes that each area will develop according to its adopted GDP. These GDPs informed the Far Northeast Area Plan's recommendations in several ways:

- » This plan incorporated the street grid from each GDP and used it as a starting point for developing the recommended future street network for the entire area.
- » The community and regional center places that are mapped in these areas consider GDPs and existing zoning and allow the approximate range of uses that are currently entitled.
- » Height maximums recommended by this plan would, in most cases, either meet or exceed the floor-area ratios (FARs) that are entitled by current zoning.

Because the existing GDPs were used so extensively to inform the Far Northeast Area Plan's recommendations in this area, if any fundamental conditions or circumstances change it may be necessary to conduct an additional planning exercise such as a GDP amendment, an amendment to this plan, or other planning work as identified by the Large Development Review (LDR) process.

Recommendations

DIA-5. DIA Neighborhood: community and regional centers, value manufacturing, and innovation flex district,- streets and connectivity.

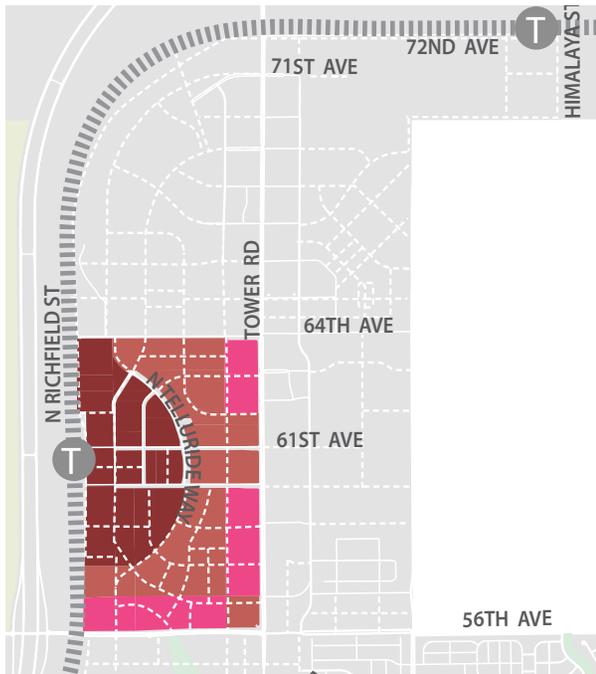
- 5.1. Extend the street grid into greenfield areas as shown on the Future Streets Map (see section 2.2.3).
 - a. Extend new streets in this area east of Tower Road towards Dunkirk Street and west of Tower Road.
 - b. Extend North Richfield Street, North Salida Street, Yampa Street, Argonne Street, Biscay Street, Ceylon Street and Dunkirk Street north towards 69th Avenue, and towards 72nd Avenue as appropriate, and south towards 56th Avenue.
 - c. Where possible, orient the street grid north of 64th Avenue to respond to natural features and address passive solar design.
- 5.2. Further subdivide the street grid to avoid creating superblocks, and promote a pedestrian-oriented street grid at local, community and regional centers.
 - a. Maximum block size should not exceed 550 feet. The desired block size dimension is an average of 400 feet.
 - b. Collaborate with DOTI to ensure sufficient road capacity and hierarchy on the future street network.
 - c. Avoid the use of dead-end streets and cul-de-sacs.
 - d. Allow for large scale employment and manufacturing centers to be accommodated in atypical block sizes at value manufacturing and innovation flex districts, while still maintaining road network connections to adjacent streets and future development sites.

DIA-6. DIA Neighborhood: community and regional centers, value manufacturing, and innovation flex district, - land use.

- 6.1. Leverage the availability of undeveloped land in this area to attract desired uses.
 - a. Pursue opportunities for corporate headquarters and other job-intensive uses.
 - b. Diversify the housing stock of Far Northeast by providing attached and multi-unit residential, where allowed by zoning.
- 6.2. Consider regulatory tools to achieve the development vision for this area.
 - a. Encourage properties with Former Chapter 59 zoning to rezone into the Denver Zoning Code as a strategy for promoting improved design outcomes.
- 6.3. Capitalize on existing or planned future development with complimentary uses.
 - a. Provide entertainment-related uses at the intersection of 64th Avenue and Tower Road as part of a future center that capitalizes on its proximity to the 61st & Peña station and the Gaylord Rockies Resort.
 - b. Support the expansion of modern research and development uses adjacent to Panasonic's Smart City, in undeveloped areas west of Tower Road between 64th Avenue and 72nd Avenue, and in the vicinity of the future transit station at 72nd and Himalaya.
 - c. Consider additional uses and signature developments of regional significance that may include hospitality, health and wellness facilities, manufacturing, and sport venues and facilities.
 - d. Support development of manufacturing centers appropriate for value manufacturing and innovation flex districts north of 64th Avenue without requiring additional review for large manufacturing uses.

DIA-7. DIA Neighborhood: community and regional centers, value manufacturing, and innovation flex district,- urban design.

- 7.1. Build on topography by using natural streams and runoff as areas for green corridors, recreational uses, and trails.
 - a. New development should aim to create a physical connection that integrates the Rocky Mountain Arsenal National Wildlife Refuge trails and adjacent communities in Aurora.
 - b. Connect the east and west sides of Peña Boulevard through green corridors that enhance nature trails with pedestrian and bicycle connections.
 - c. At strategic locations, enhance trails to serve as parks and focal features of residential communities.
 - d. Enhance green corridors where they intersect major roadways to create trailheads or signature gateways into the community.
- 7.2. Building heights and transitions:
 - a. Establish the maximum height of buildings within community centers at 5-8 stories, and regional centers at 8-12 stories as shown on the Recommended Maximum Building Heights Map (section 2.1.5).
 - b. Reduce building heights as needed to ensure compatibility with adjacent uses.
 - c. Step down to a maximum of 3 stories in areas adjacent to low or low-medium residential uses or places.
 - d. New development should aim to preserve park and mountain views by establishing visual corridors.
- 7.3. Apply green infrastructure principles at large scale developments:
 - a. Provide creative and attractive design solutions for stormwater management at large surface parking lots.
 - b. Block the view of large surface parking lots from prominent corridors through landscaping and other creative design solutions.



61st and Peña station area

TP1 3.3.6A - TRANSFORMATIVE PROJECT - 61ST AND PEÑA STATION AREA

What is it?

The 61st and Peña Station Area Plan (2014) set a vision for creating a vibrant, compact, urban center within the regional aerotropolis. The plan identifies the importance of incorporating a strong mix of uses and a blend of building types, with higher-intensity commercial uses immediately adjacent to the station. The plan further addresses many topics and contains recommendations for achieving:

- » A Transit-Oriented Mixed-Use Community
- » Development of Varying Scales
- » Compatible Height Transitions
- » Development of Parks and Recreation Areas
- » Living Streets
- » Economic Development

What's the strategy?

The recommendations contained in the Far Northeast Area Plan are intended to reinforce and build upon the 61st and Peña Station Area Plan. The Far Northeast Plan's recommendations on future places, maximum building heights, mobility, urban design, and other topics were all informed by the station area plan, and in most cases the two plans are consistent. However, because the 61st & Peña Station Area Plan is focused on a relatively small geographic area, it is able to go into a greater level of detail on some topics than the Far Northeast Area Plan. Once adopted, the Far Northeast Area Plan will supercede and replace the 61st and Peña Station Area Plan. Therefore, it's important to include any recommendations from the station area plan that aren't otherwise reflected in the Far Northeast Area Plan to ensure that they are carried forward as part of the specific vision for the station area.

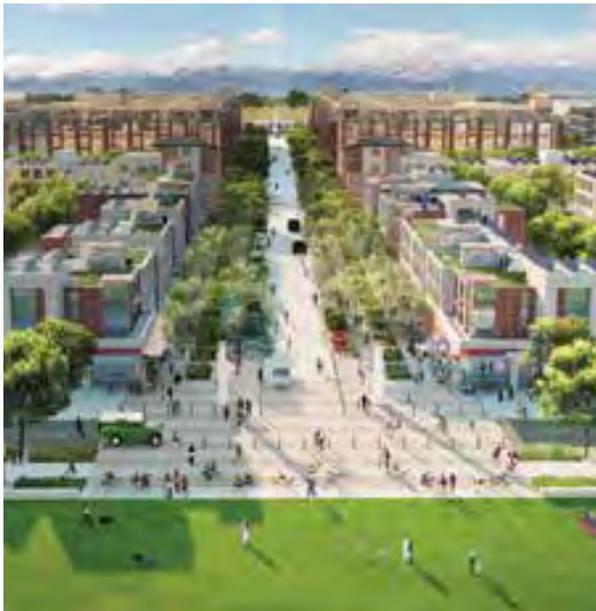
The Vision for the 61st and Peña Station Area

The 61st and Peña Station serves as a vibrant, compact, urban center of the regional aerotropolis, a world-class transit-oriented community, catalyzing development and connecting people.

The 61st and Peña Commuter Rail Station is unique within the City and County of Denver. Its location in the Gateway area near Denver International Airport truly sets it apart from other transit communities throughout Denver - and throughout the metropolitan region. As a site yet to be developed, it provides both tremendous opportunities and some significant challenges.

Development at this particular station is important in shaping the future of the airport and the Far Northeast area. As a greenfield area, the 61st and Peña transit community has the opportunity to showcase the best in transit-oriented development. State-of-the-art treatments for creating mixed-use development, establishing walkable urban patterns, and advancing a lifestyle less reliant on the automobile can literally be developed from the ground up. The proximity to Denver International Airport, which is a significant source of employment, makes this a highly-desirable new community from the outset.

This vision does not happen overnight; rather, the station area evolves over time, starting from a rail station with initial development to an established transit community. The plan reflects those iterations. It speaks to the ultimate build-out of an established transit community, but also addresses the reality that development phases build in intensity as the plan's vision becomes reality. The framework for the station area guides development through these multiple development phases.



Create a special pedestrian street

The 61st and Peña Station Area Plan presents the broad, foundation components for development of a vibrant urban center and compact, transit-oriented community for the Gateway. The four plan principles that establish this framework are:

- » **Transit Community**- The station area is a pedestrian-friendly, transit-oriented community with a rich mix of uses and a variety of building types that promote a strong sense of place. Concepts and recommendations driven by this principle are:
 - » A.1 Mixed-Use Community
 - » A.2 Varying Scales of Development
 - » A.3 Front Range Views
 - » A.4 Transitions
- » **Connected**- The station area optimizes connectivity of the rail station to the entire station area and surrounding neighborhoods through a comprehensive, multi-modal approach to mobility and accessibility.
 - » B.1 Living Streets
 - » B.3 Parking Management
 - » B.2 Connecting to the Gateway and Beyond
 - » B.4 Transit Plaza
- » **Vibrant**- The station area core is a vibrant, walkable, compact, urban center characterized by high quality urban places and interconnected open space accessible to a wide variety of users.
 - » C.1 Urban Design
 - » C.2 Parks and Recreation
 - » C.3 Streetscapes
 - » C.4 Aviation Park

- » **Catalyze**- The station area catalyzes a sustainable development pattern for the regional aerotropolis, promoting economic vitality and housing opportunities, while respecting the unique high plains ecosystem for the betterment of today's residents and future generations.
 - » D.1 Economic Vitality
 - » D.2 Aerotropolis
 - » D.3 High Plains Ecosystem and Natural Open Space
 - » D.4 Jobs and Housing Balance



RTD FASTRACKS PROGRAM AND THE EAGLE P3 PROJECT

The RTD FasTracks program, passed by voters in November 2004, included the East Rail Line, now known as the A-Line, to connect Downtown Denver to Denver International Airport. RTD chose a private partner, Denver Transit Partners, to design, build, partially finance, operate, and maintain the line, as well as the Gold Line and elements of the Northwest Corridor Line as part of the Eagle P3 project. The Eagle P3 was the first public-private partnership of its kind in the United States, with an expected total budget of \$2.1 billion. The A-Line began operating in 2016.



RTD Fastracks program and the Eagle P3 project at the time of the station area plan's adoption in 2014



Example of regional center



Encourage the use of streetscape amenities



Promote high quality urban design

Recommendations

DIA-8. Implement the vision of the 61st & Peña Station Area Plan (2014).

- 8.1. Carry forward the recommendations identified below from the 61st & Peña Station Area Plan.
 - a. Unless otherwise identified, the recommendations apply to the area generally bounded by Peña Boulevard to the west, Tower Road to the east, 56th Avenue to the south, and 64th Avenue to the north.

Transit Community

- 8.2. **A.1 Mixed-Use Community - In the 61st and Peña Station Area, transit-oriented development is envisioned as a compact, mixed-use urban community, in the medium to long term, with the highest densities and commercial uses clustered near the commuter station. This mix of land uses is intended to create a vibrant, compact place that supports transit use, both as an origin and destination, throughout the day. The blocks along Aviation Place are key to this vision and should be held for higher density, transit supportive development.**
 - a. Residential and non-residential uses are within walking distance of one another within the neighborhood. The proportion of residential to commercial uses varies considerable from one area to another. A full range of uses except for traditional forms of industrial is encouraged.
 - b. Land uses in the station area are affected by proximity to Denver International Airport. Existing zoning regulations limit the type and location of residential uses allowed in the station area.
- 8.3. **A.2 - Varying Scales of Development- Promote a wide variety of building heights and forms to establish a diverse neighborhood.**
 - a. Allow taller building forms with higher densities and greater emphasis on pedestrian orientation near the station. As development densities decrease further from the station, allow a wider range of building forms in the mixed-use areas.

- b. Promote varied building heights throughout the station area while capitalizing on the best locations to site prominent buildings with greater intensities.
- c. Taller buildings, especially near the station and along Richfield Street, should have design elements that promote greater opportunities for viewing Front Range vistas, increasing solar access to the pedestrian level, and enhancing the walking experience in the station area. Achieve implementation of these design considerations through zoning, design standards and guidelines, or other applicable land use and building form regulatory tools. Design tools that may be utilized include but are not limited to: Upper story stepbacks; Setbacks; Street frontage heights; Building orientation; Massing variation

8.4. A.3 - Front Range Views- Development should capitalize on this amenity to the fullest extent.

- a. Strategically consider how to maximize full or partial views of the Front Range from as many development sites as possible.
- b. Promote Front Range views from Aviation Place and key locations along natural open space corridors, such as First Creek and Blue Grama Draw.
- c. Utilize public right-of-way as de facto view corridors in a manner that increases viewing opportunities to the Front Range.

8.5. A.4 - Transitions- Locate higher intensity development closer to the transit station with generally decreasing intensities occurring further from the station.

- a. Use design elements, such as upper story stepbacks, as necessary, to structure massing adjacent to predominantly residential areas.
- b. Consider utilizing collector and arterial streets to ease transitions between mixed-use and predominately residential neighborhoods.
- c. Consider utilizing mid-block transitions (e.g., alley ways, walk ways) where more intense mixed-use development is located on the same block as lower intensity residential uses.

- d. Promote the use of building design elements that create a pedestrian scaled environment on streets that traverse between mixed-use and more residential neighborhoods.

Connected

8.6. B.1 - Living Streets- Offer solutions that promote active living, increase mobility, capitalize on infrastructure investments, and stimulate economic development.

- a. Create a street grid in the development area, recognizing limitations due to topography, other natural constraints, and market/economic development opportunities.
- b. Design streets for lower speeds to enhance travel by all users including pedestrians, bicyclists, and motorists.
- c. Aviation Place should serve as a special pedestrian street.
- d. Consider Telluride Street becoming a parkway or boulevard within the station area.
- e. Consider design elements for Tower Road to balance its importance as the major north south commercial arterial in the Gateway area and its role as one of the main routes to the 61st and Peña rail station.
- f. Identify ways to minimize conflicts along Yampa Street for bicyclists while acknowledging the potential for service vehicles utilizing the same space. This could include travel lane design or focused access points.
- g. Consider incorporating green infrastructure into streetscapes such as curb extensions or stormwater planters.

8.7. B.2 - Connecting to the gateway and beyond

- a. Establish strong, effective connections between regional and local bike facilities:
 - 1st Creek at 56th Avenue
 - 1st Creek at Richfield Street
 - Blue Grama at Yampa Street
 - Blue Grama at Richfield Street
- b. Support RTD buses accessing the station via 61st and 60th Avenues.
- c. Evaluate opportunities for enhanced bicycle facilities (cycletracks, protected bike lanes, buffered bike lanes, bicycle boulevards) on the identified on-street bicycle routes and future roadway connections to provide high ease of use bicycle network throughout the area. The station should be accessible via off-street bike paths or bike lanes from all directions.
- d. Incorporate bicycle recommendations from this plan into Denver Moves.
- e. Locate bike lanes on 60th Avenue providing the opportunity to continue to the east of Tower Road.
- f. Locate bike lanes on Yampa Street as the primary north/south bicycle connection in the station area.
- g. Focus regional bicycle traffic onto the First Creek Regional Bicycle Trail.
- h. Determine and provide the appropriate bicycle and pedestrian accommodations within the Richfield Street corridor to access the station.
- i. Examine local shuttle service and regional bus service connecting the station area with nearby residential and commercial areas.
- j. Ensure adequate multi-modal access from the station to the civic amenities such as recreation centers, schools, and public libraries.

8.8. B.3 Parking Management vision of the 61st & Peña Station Area Plan (2014).

- a. Evaluate and identify parking management strategies near the station that ensure a proper balance of supply and demand for different users.

- b. Promote proper use of parking facilities, while providing convenient parking for nearby businesses and residences. Strategies for this area should align with the City's threefold vision for parking management as identified in the Strategic Parking Plan (SPP); (1) manage parking as a valued asset, (2) acknowledge a variety of land use patterns and contexts, (3) encourage an integrated approach to parking management with a commitment to stakeholder outreach. In addition, strategies should be implemented following the SPP's five-step process, which orders management approaches incrementally through demand, location, time, pricing, and supply opportunities. This process coupled with stakeholder involvement will help determine the most effective and incremental parking management strategy for this area as the area grows and changes. Possible strategies to explore include but are not limited to:
 - c. Shared or Accessory parking agreements between future park-n-ride operator, nearby multi-family, commercial, or office uses. This includes opportunities to share off-street or structured parking inventory to reduce development costs. May be subject to zoning approval.
 - d. Explore the opportunity to "Unbundle" parking requirements from individual uses and explore establishing an overall parking requirement/cap for the Transit Community Core.
 - e. On-Street Time Limited Parking Restrictions and/or a combination of on and off street strategies to help manage commuter parking options
 - f. Corridor-wide strategies for commuter and DIA parking
 - g. Transportation Demand Management strategies including employer or community funded transit passes or car sharing
 - h. Locational considerations and format for DIA, commuter, or other higher inventory parking lots as TOD evolves and transitions to an active mix of uses
 - i. Appropriate pricing strategies to manage demand for Transit Community Core and best utilize DIA and commuter lots
 - j. Other creative parking management tools as outlined in the Strategic Parking Plan (SPP).



Example of regional center near Peña Station



Maximize full or partial views of the front range



Create living streets

61st and Peña Station Area Recommendations Continued

- k. Recognize on-street parking as a valuable asset to promote access to both residential and commercial uses while acknowledging that these uses will not be able to rely on the on-street parking to meet all their parking needs.
 - l. Recognize that during early phases of development, surface parking may occur at market-based ratios.
 - m. Environmental documents for the East Commuter Rail Line identified the parking needs at this station for transit users on the opening day of service. This parking will be accommodated within the station area.
 - n. Consider establishing a parking management district or utilize the existing metropolitan district to coordinate multiple strategies to manage the supply and demand for parking in the station area. The district should generally focus on management of off-street parking, but coordinate its efforts with the City regarding management of on-street parking
- 8.9. **B.4 Transit Plaza recommendations from the 61st & Peña Station Area Plan to be carried forward:**
- a. The transit plaza, located at the rail station platform, is the gateway to the 61st and Peña station area community, designed in a manner to meet the needs of residents and visitors alike. Integrating the transit plaza into the overall open space system gives it a place and function within the community, providing connectivity to land uses not immediately adjacent to the commuter rail platform. As the terminus of Aviation Place, the southern portion of the transit plaza is designed as an important civic space.
 - b. Avoid bicycle and pedestrian conflicts at the transit plaza and make appropriate connections to the First Creek Regional Trail.
 - c. Bicycle storage consideration should be given to locations throughout the plaza and not consolidated into one location. Developing a bike station with enclosed storage and other amenities is should be considered when bicycle use in the area merits enhanced facilities.

Vibrant

- 8.10. **C.1. - Design elements to observe within the Transit Community Core (area identified as “regional center” by the Far Northeast Area Plan)**
- a. Active Edges- Urban neighborhoods need buildings that contribute to a safe and vibrant pedestrian environment. Promoting active edges on buildings located along pedestrian priority streets, key intersections, and urban open space adds to the urban experience, increases visual and physical interaction between the public and private realm, and results in more “eyes on the street.” Buildings with active edges may include the following elements:
 - Prominent, street-facing entries
 - Ground floor windows and entrances
 - Pedestrian-oriented design emphasizing pedestrian comfort, safety, scale and amenities
 - Building entrances that meet the sidewalk
 - Entries and active uses in situations where parking is on the ground floor
 - Stoops, raised porches, terraces, and small quasi-public open space in lower density residential areas may be appropriate
 - b. Building Frontages- A fundamental urban design principle is to have continuous building fronts define the vital public realm. This urban design principle is applicable on key streets throughout the station area and is considered vital to the overall pedestrian experience. As the street grid is extended in the station area, continuous building fronts should be considered on key streets. Building frontages may contain the following elements:
 - Building edges within a build-to-zone
 - No surface parking between the primary structure and the street
 - Scaling elements to break up the appearance of tall buildings and continuous street edges

- 8.11. **C.1.B - Design Elements to observe in other Mixed Use Areas (Area east of Peña, west of Tower, north of 56th, and south of 64th and identified as “community center” by the Far Northeast Area Plan. Mixed-use areas located east of Telluride Street recognize the importance of contributing to the overall sense of place in the station area. Designed around a pedestrian friendly, interconnected street network, these areas acknowledge that bringing development to the edges of key streets creates a stronger neighborhood. Development is at a scale that creates a walkable, pedestrian-oriented community.**
- Orient towards primary streets
 - Locate prominent, direct pedestrian entrances off primary streets
 - Provide vehicular access from secondary streets where feasible
 - In employment areas, consider auxiliary ground level uses on primary streets that generate activity outside of typical office work hours such as: employee recreation centers, daycare facilities, business support services such as copying and printing companies, computer services and mailing services, casual restaurants, meeting spaces.
 - In mixed-use residential areas, provide a variety of housing types.
- 8.12. **C.1.C - Block and lot size patterns**
- Establish a block pattern that provides a high level of connectivity to promote walkable neighborhoods and strong placemaking principles while providing flexibility for larger blocks for special development projects.
 - Encourage single-family residential housing to be located on smaller lot sizes to establish quality, compact, urban residential neighborhoods and help support transit use.
 - Encourage the use of private alleys for primarily low-density residential blocks outside of the Transit Community Core.
- Attract office users seeking the synergy gained from being integrated into a well-connected, walkable community that promotes a culture of corporate innovation.
- 8.13. **C.1.D - Design Standards and Guidelines- Design standards and guidelines for the station area will provide guidance for individual development projects, ensuring high-quality design throughout the station area, and can be administered by various mechanisms.**
- 8.14. **C.2. - Parks and Recreation- Parks and recreation areas, sized and located appropriately, provide a variety of users the opportunity to engage in recreational activities in close proximity to their home or place of work.**
- Provide a neighborhood park that provides space comparable to a full-size soccer field for informal active uses such as volleyball, Frisbee, lawn games, pick-up soccer, picnicking and complementary amenities such as a playground and walking trail. Additional active recreational uses to consider include tennis courts, informal play fields, skate facilities, dog parks, and multipurpose courts.
 - Plan active park space in proximity to areas expected to have a higher proportion of residential uses.
 - Pocket parks may be desirable within the station area. Although pocket parks are generally passive places, they can include a limited number of small-scale areas for active uses such as a small playground or another play environment.
 - Organize and design parks and recreational facilities in a way that is easy to understand, provides simple and safe access from residential and other proposed uses within the station area, and connects through various facility types or other green infrastructure components. (Green Streets, Parkways, Urban Trail Corridors)
- 8.15. **C.3 - Streetscapes- Successful streetscape design reinforces the pedestrian scale and character and enhances the quality, identity, physical function, and economic vitality of an area.**
- Encourage the use of streetscape amenities that promote high levels of pedestrian activity, physical comfort and visual interest including pedestrian lighting, seating, landscaping, trash receptacles, bike racks and curb extensions at intersections.
 - Encourage green infrastructure practices such as porous pavers and stormwater planters, designed to treat stormwater and provide environmental and aesthetic benefits.
 - Promote low water landscape between the sidewalk and the street.
 - Establish an ample minimum sidewalk width within the Transit Community Core and along key connections such as 60th and 61st Avenues.
 - Utilize zoning and appropriate design standards and guidelines to allow space for sidewalk cafes along mixed use and special pedestrian streets.



Great urban design helps build vibrant communities



Sustainable design best practices can add value to public urban open space



Parks and open space provide a variety of activities in close proximity to their home or place of work

61st and Peña Station Area Recommendations Continued

Catalyze

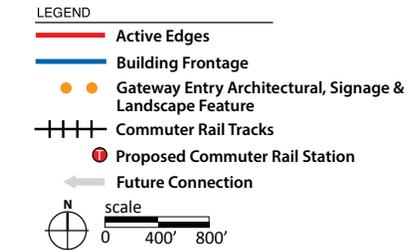
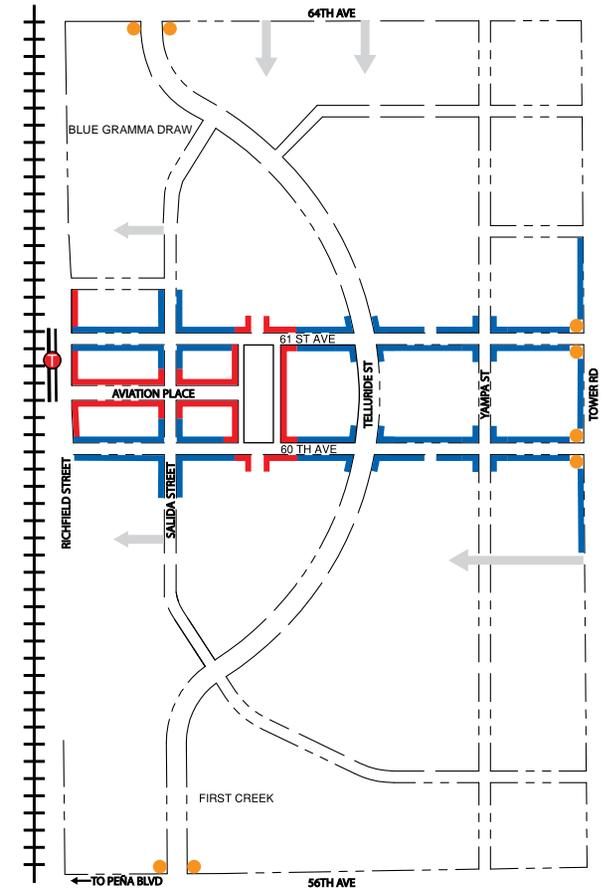
- 8.16. C.4 - Aviation Park- As the central urban open space, Aviation Park is an important focus for the transit-oriented development in the area, serving residents, workers, and visitors. A variety of spaces provide opportunities for programmed events as well as informal activities. The park has great access, both physically and visually, with a mix of experiences for all users.
- 8.17. D.1 - Economic Vitality
- Seek to develop the station area as a regional center with a strong, vibrant mix of office, hotel, retail, entertainment, and residential uses at varied intensities sustainable for generations of residents and visitors.
 - Maintain the ability to react to changing market opportunities throughout the build-out of the station area while encouraging the highest intensity of uses near the station.
 - Encourage high quality development with design elements and materials appropriate and durable for the High Plains environment.
 - Encourage new businesses in the station area to utilize green business practices at the forefront of their culture, encouraging innovative programs and design to reduce resource consumption.
 - Seek a mix of employers that provide jobs at various skill levels suitable for workers with a diverse range of education.
 - Encourage a mix of jobs and housing in this transit community core as a way of supporting the area, both as a destination and as an origin for transit purposes.
 - Support well-designed, pedestrian friendly, and appropriately-scaled development along Tower Road that takes advantage of existing utility infrastructure.
 - Pursue new economy employers attracted to locations with high quality transit service, a walkable environment, and the proximity to DIA.
- 8.18. D.2 - Aerotropolis
- Seek to catalyze development by creating an identity and center for the regional aerotropolis.
 - Seek to attract large regional corporate headquarters looking to take advantage of the close proximity to DIA and easy transit access to downtown Denver and other major employment centers including Anschutz Medical Campus and the Denver Tech Center via the I-225 light rail line.
 - Seek to attract one or more hotels serving business travelers, aviation-related businesses, and corporate meetings.
- 8.19. D.3 - High Plains Ecosystem and Natural Open Areas
- An integrated approach to manage stormwater runoff is needed to protect water quality within our urban watersheds. This requires cooperation among City agencies and help from our regional and development partners. By incorporating stormwater best management practices into urban design and transportation decisions, the opportunity presents itself to not only manage stormwater and treat associated pollutants, but to also create public amenities.
 - Promote sustainable design for transit facilities and all subsequent development appropriate for the local High Plains ecosystem through developing design standards and guidelines and utilizing a review process that includes qualified design professionals.
 - Active land uses should be located adjacent to open space including natural areas such as Blue Grama Draw and First Creek to improve visibility, increase use, and promote safety.
 - Explore the opportunity for healthy food choices by neighborhood residents through urban agriculture and other programs identified by the Sustainable Food Policy Council.

- e. Natural open space should feel public. Design features and programming that achieves this recommendation may include:
 - Orient buildings to acknowledge the open space and avoid buildings that place service uses adjacent to the open space
 - Locate streets parallel to the open space
 - Orient pedestrian paths and promenades to open space
 - Provide frequent access points to multi-use paths within the open space
 - Locate residential uses adjacent to open space when possible
 - Provide appropriate transitions from office or commercial uses to open space
- f. Identify strong connections between natural open space corridors in the station area through on/off street trail connections and defined, safe points of entry from public streets
- g. Encourage buildings in the station area to seek LEED certification or similar green building standards.
- h. Seek to improve access to nearby open space and recreation areas including the Rocky Mountain Arsenal National Wildlife Refuge.
- i. Use sustainable design best practices in designing public urban open space.

8.20. D.4 -Jobs and Housing Balance

- a. Encourage development to achieve a balance between jobs and housing.
- b. Develop affordable and workforce housing strategies.
- c. Encourage the exploration of partnerships with local affordable housing advocates and providers, such as the Urban Land Conservancy, Enterprise Community Partners, Denver Housing Authority, Mile High Transit Opportunity Collaborative, and the Colorado Community Land Trust to facilitate diverse housing opportunities.

- d. Encourage a diversity of housing sizes and types that will attract a mix of family, single residents, single-family households, and empty nesters. Support a diversity of unit sizes, configurations and price points, and include housing opportunities that are priced to attract people who work in the area, at DIA and at other transit-oriented employment destinations.
- e. Provide housing consistent with the City's Inclusionary Housing Ordinance.



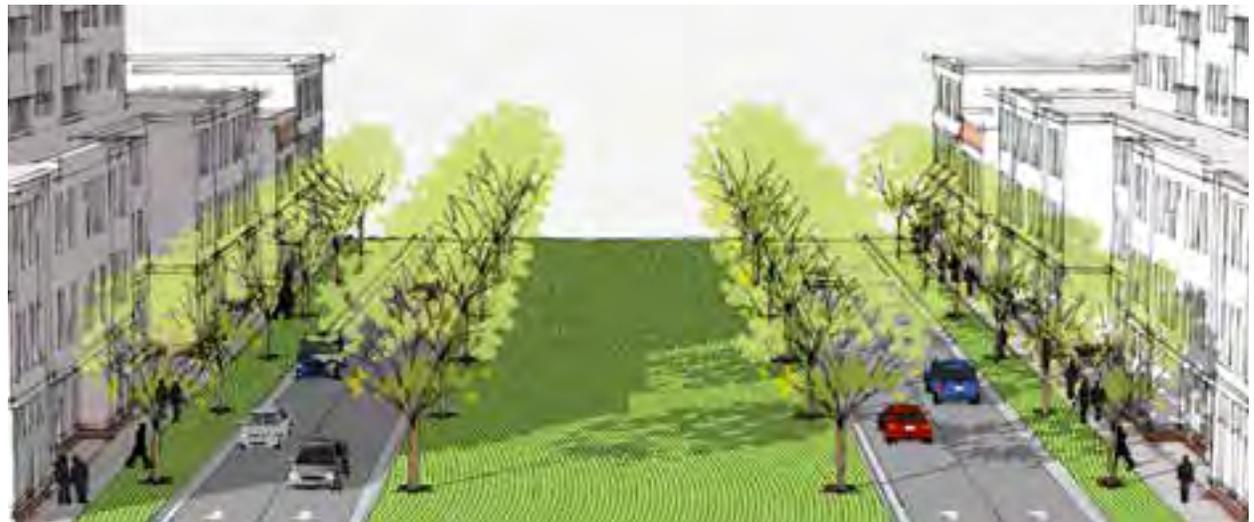
All streets shown in this plan are conceptual and adjustments may need to be made to the final layout and alignment to meet City roadway design criteria.

Street Cross Sections

These street cross sections provide recommendations for the general components - travel lanes, parking, tree lawns, and sidewalks - of key streets in the station area.



Aviation Place is the key local pedestrian priority street in the station area, connecting the transit plaza at the commuter rail station with Aviation Park at the center of the Transit Community Core of the station area. As the key street in the station area, Aviation Place should have the flexibility to serve multiple roles for the community, not only moving people through its space with two vehicular travel lanes and ample pedestrian zones, but also a place to host festivals and other neighborhood events. Buildings along Aviation Place should consider appropriate siting, height, and design elements that promote strong solar access to the street. Aviation Place may be a private street to meet all of its various roles.



Telluride Street serves as a mixed-use arterial in the station area with four vehicular travel lanes and ample pedestrian zones but without on-street parking. The street has a wide parkway-like median with trees and a clear zone to accommodate the Phillips gas pipeline that travels from southwest to northeast through the station area. This cross section generally applies to Telluride north of First Creek and south of Blue Grama Draw.



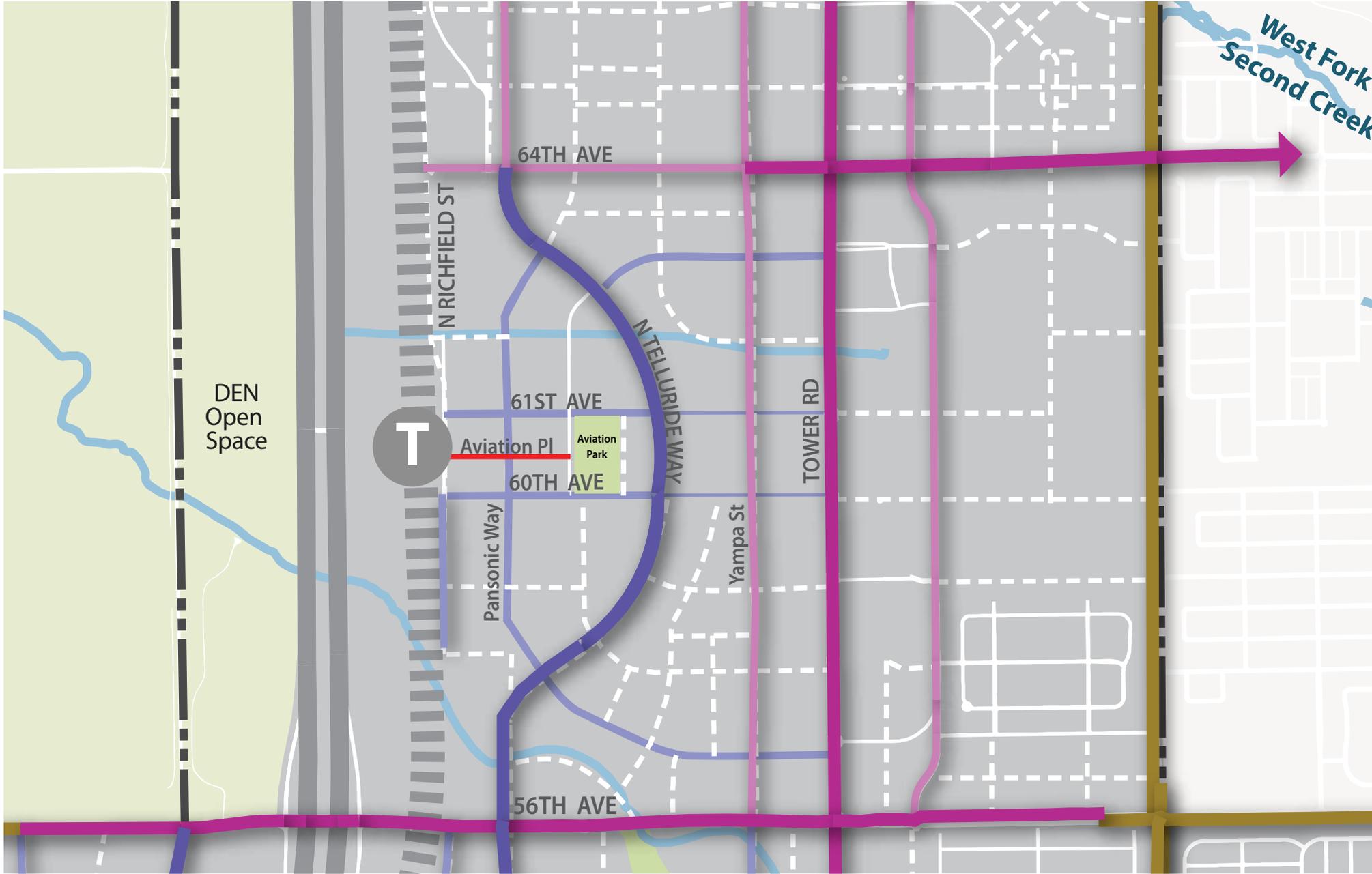
60th Avenue is a mixed use collector street that serves as the key east/west bicycle route to reach the station. The street has two vehicular travel lanes, two on-street bicycle lanes, on-street parking, and ample pedestrian zones.



Salida Street is an example of a mixed-use collector, balancing multiple modes of travel with two vehicular travel lanes, on-street parking, and ample pedestrian zones.

“This is the core of the urban place making approach; to use streets as the primary attributes of a quality neighborhood instead of conventional plans that use streets as merely the primary access for vehicles.

Aviation Station Proposal



FUTURE STREETS

- City & County of Denver Boundary
- Park or Open Space
- Lake or Pond
- Stream, Creek or River
- Existing Street Network
- Proposed Street Network

RESIDENTIAL STREETS

- Collector
- Arterial

COMMERCIAL STREETS

- Collector
- Arterial

MIXED-USE STREETS

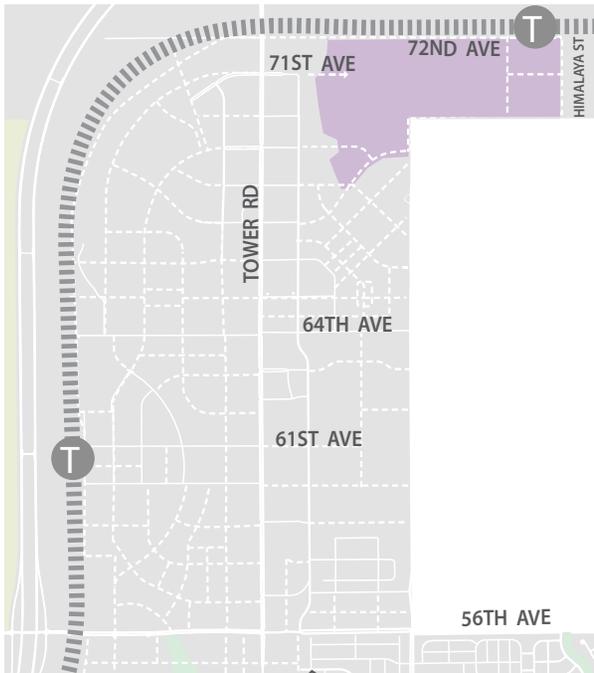
- Collector
- Arterial

INDUSTRIAL STREETS

- Collector
- Arterial

MAIN STREETS

- Local Street



Value Manufacturing place type at 72nd Ave and Himalaya St



Employment Center

TP 2 3.3.6B - TRANSFORMATIVE PROJECT – EMPLOYMENT CENTER NORTH OF 64TH AVE

What is it?

As previously noted, because the AIO precludes the development of residential in most areas north of 64th Avenue, it allows for an opportunity for a variety of commercial, value manufacturing, innovation-flex, industrial, and other mixed uses to flourish in this area. As land-value increases and development patterns change it impacts Denver’s ability to retain industrial and manufacturing jobs, a significant employment sector for the City. The vast greenfield sites north of 64th Avenue provide an opportunity for Denver to retain employment centers that require large footprints for operational needs and ample additional space for expansion.

This transformative project plans for the area nested between Argonne Street, 72nd Avenue, Himalaya and Dunkirk streets respectively, and High Point Boulevard provides an opportunity to support manufacturing and/or innovation-flex. Moreover, growth projected by DEN immediately across 72nd Avenue also resembles this type of development pattern and uses.

Beyond the trajectory of this plan’s 20-year horizon, there’s some anticipation that in the future a light rail stop may be developed around 72nd Avenue and Himalaya Street intersection. Although these streets did not exist at the time of the writing of this plan, if such a station is to be implemented it would tremendously benefit the area, and this plan recommends pursuing a future rail transit station at this location or close by.

- » Given the lack of available land in other areas of the city, industrial development can be expected to locate in the DIA neighborhood, making this area key for Denver’s industrial growth strategy.

- » Facilitation of Large Development Review (LDR) and/or GDP updates may be needed to support the growth of large-scale employment centers between 64th and 72nd Avenues.
- » If a station around 72nd Avenue and Himalaya Street is facilitated within the horizon of this plan, streets and utilities would need to be extended to the station and surrounding parcels to serve new development. When a future station is constructed at 72nd Avenue and Himalaya Street, an evaluation process should be undertaken to determine whether an amendment to this plan or a standalone station area plan is needed in order to sufficiently guide and promote **employment focused** Transit Oriented Development at this location.

Why is it important for the DIA Neighborhood?

The greenfield sites of the DIA neighborhood coupled with the restriction on housing development create an opportunity to support employment centers in this area. Maintaining those jobs in Denver is of top priority and FNE has the competitive advantage of supporting industrial uses by capitalizing on its proximity to DEN, Interstate 70, Pena Blvd, and E-470. The ability to retain those jobs in the DIA neighborhood also creates prospects for employment for Montbello and GVR residents. The market analysis report in 2022 indicates demand and support for industrial and hospitality uses north of 64th Avenue. The degree of support for industrial, and the long-term economic benefits associated with a growing industrial node at this location and surrounding properties, suggests that the value manufacturing place type will generate greater benefit to the community and reinforce a growing market trend for the area.



TP3 3.3.6C - TRANSFORMATIVE PROJECT – DEN STRATEGIC DEVELOPMENT PLAN

What is it?

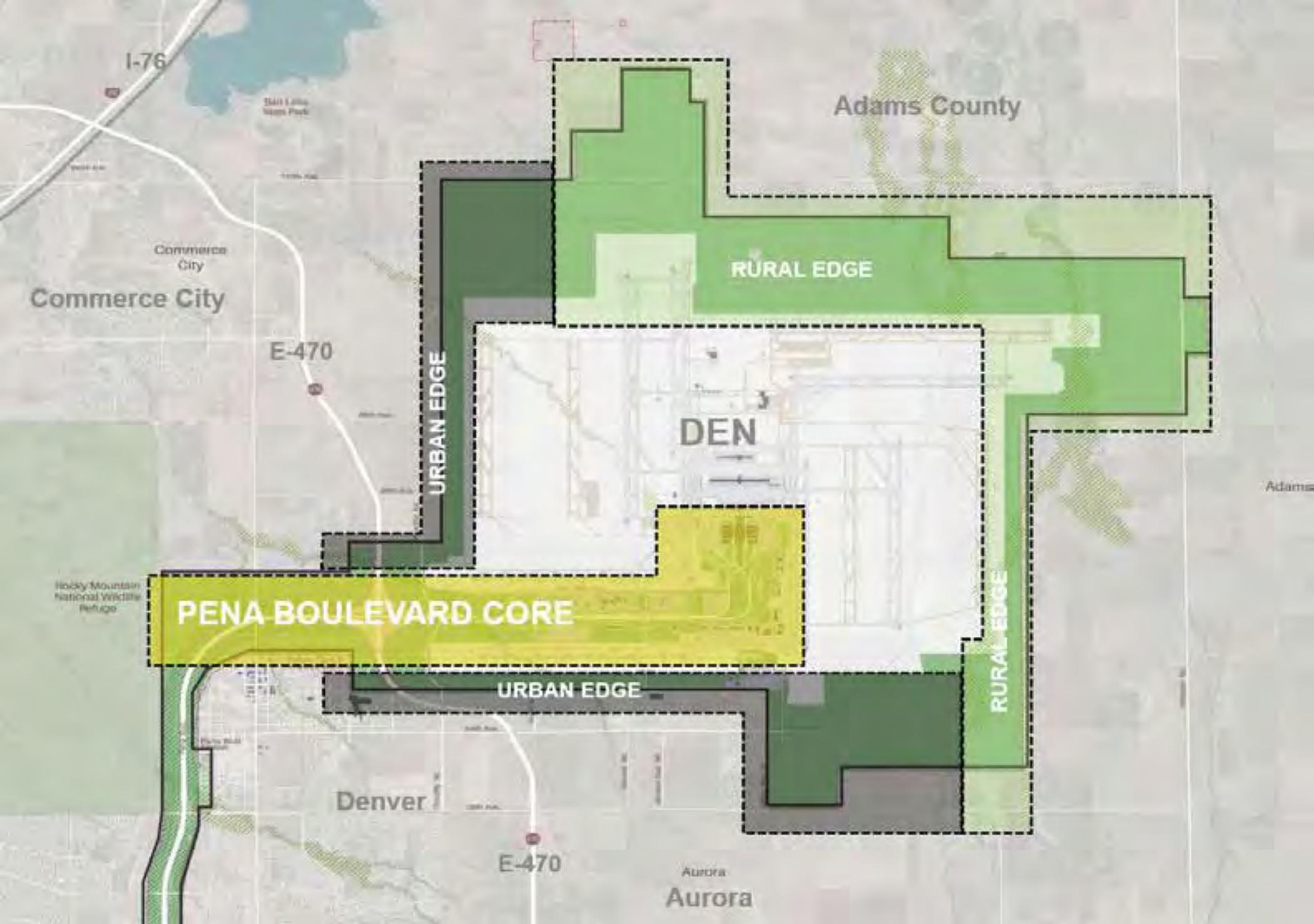
DEN encompasses approximately 53 square miles of land area, the second largest land ownership of any airport in the world. Its size and capacity for growth present an opportunity for innovative, sustainable, and economically beneficial commercial development of the airport's non-aviation land. After full build-out of airport operations, it is estimated that 16,000 acres of non-aviation land will remain available for compatible commercial development.

The DEN Strategic Development Plan (2018) guides the initial development of over 1,000 acres of airport land into a series of districts organized into purposeful urban form. While the individual districts will have a distinct character, they will thrive on connections to the airport as well as each other. Transit, trails and road networks will enhance community access within and through DEN for neighbors, passengers and employees alike.

The Strategic Development Plan conceptually organizes DEN property based on adjacent context as well as location within the property. Near term development is focused in the Peña Boulevard core to densify the corridor with district mixed-use districts. Locating the districts along the airport's main access road and commuter rail line, and the arrangement of their urban form, strategically preserves mountain views and the prairie landscape. In this way, the plan also celebrates Colorado's unique character, siting each district within DEN's front range prairie in a manner that offers expansive open vistas and access to natural resources.

Why is it important for the DIA Neighborhood?

The DEN Strategic Development Plan is a bold vision that accelerates business opportunities across a range of sectors. It aims to strengthen Denver's position as a global city, while driving economic development and job creation for the region. This growth and energy will create new active and interesting places in relatively close proximity to the Far Northeast planning area. Two of the districts, Peña Station Next and 72nd & Himalaya, are especially relevant due to their location within and adjacent to the Far Northeast planning area, respectively.



The Strategic Development Plan conceptually organizes DEN's property into three categories: Peña Boulevard Corridor, Urban Edge, and Rural Edge





Chapter 4
IMPLEMENTATION

IN THIS CHAPTER:

4.1 IMPLEMENTATION FRAMEWORK

4.1 IMPLEMENTATION FRAMEWORK

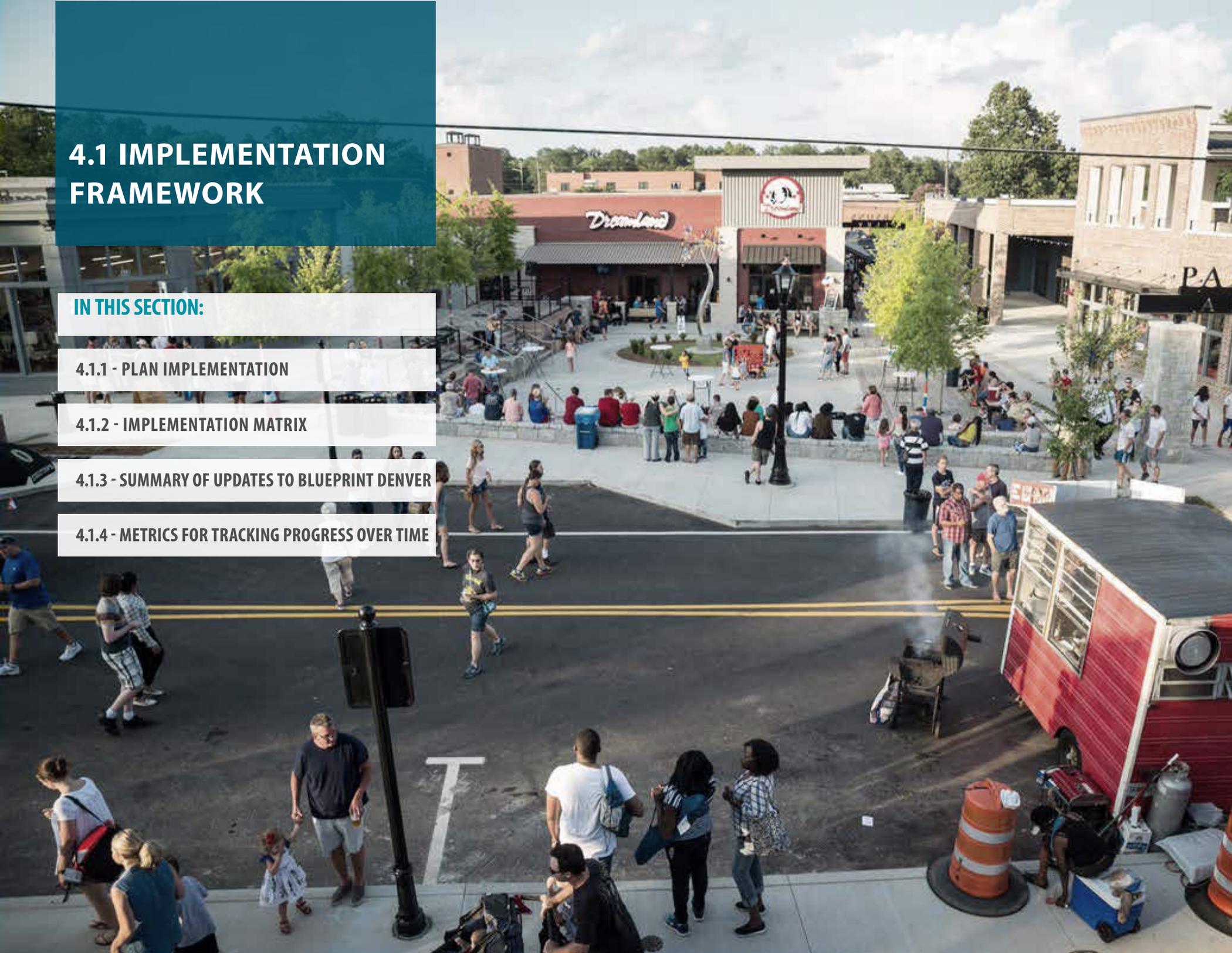
IN THIS SECTION:

4.1.1 - PLAN IMPLEMENTATION

4.1.2 - IMPLEMENTATION MATRIX

4.1.3 - SUMMARY OF UPDATES TO BLUEPRINT DENVER

4.1.4 - METRICS FOR TRACKING PROGRESS OVER TIME



4.1.1 - PLAN IMPLEMENTATION

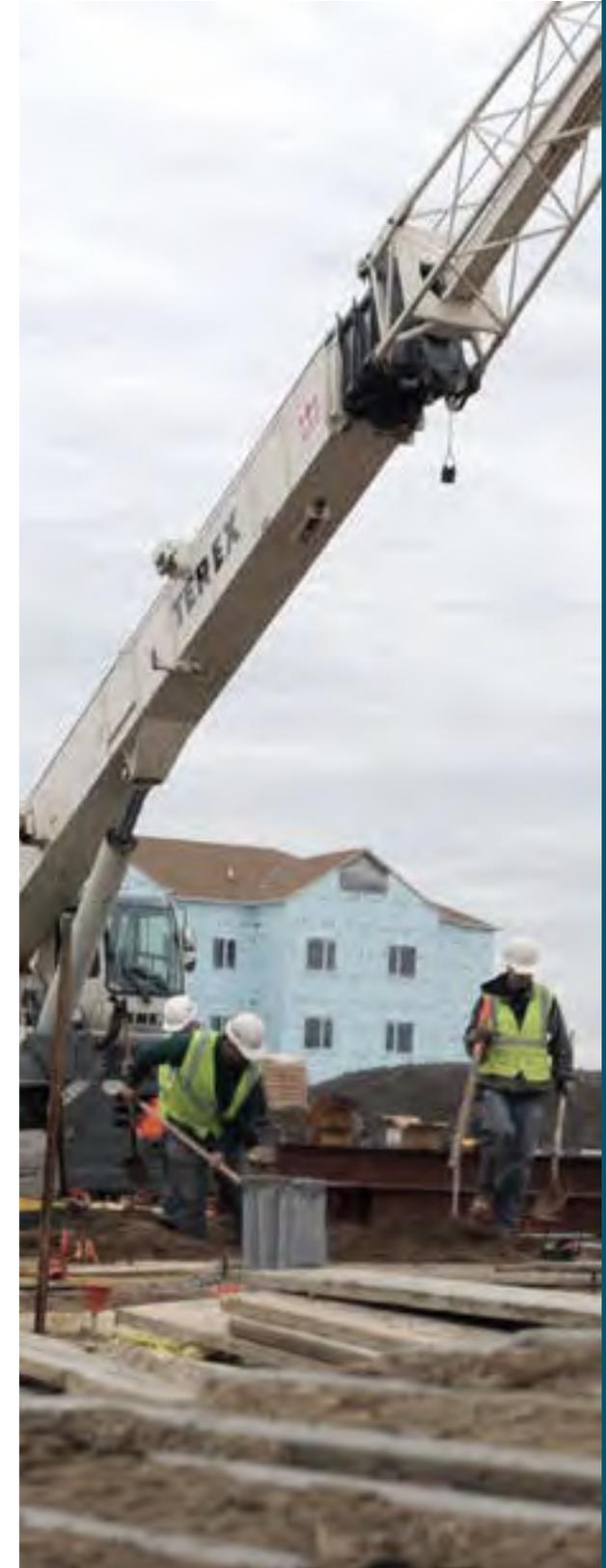
Plan Implementation

This plan sets forth a vision for the future of the Far Northeast neighborhoods and contains numerous recommendations aimed at achieving that vision. It's understood that the future will bring unforeseen opportunities and challenges. The recommendations in this plan are intended to provide guidance for future decisions and actions to help achieve the plan vision.

As a policy document, this plan directs updates to zoning and other regulations that will shape the area, and it also informs future conversations about infrastructure investment. Plan implementation takes place over the course of many years, and for large undeveloped areas, may take shape in multiple phases. Plan implementation is also the result of large and small actions by the public sector and the private sector, sometimes in partnership.

Realizing the Vision

The Far Northeast Area Plan identifies the vision, recommendations, and implementation strategies for the community. This plan proposes new infrastructure and other projects in many areas, as well as several transformative projects that, if implemented, would have a positive, catalytic, and transformative effect on the surrounding neighborhoods. The plan sets forth a comprehensive, holistic approach that will help to create complete neighborhoods within Far Northeast. It will take a concerted and collaborative alignment of resources for the Far Northeast to attain its vision. The City and County of Denver, relevant local and state government agencies, non-profit stakeholders, residents, business and property owners, and other key parties must all be strong partners in moving the neighborhoods forward.



Types of Implementation Activities

Plan recommendations typically focus on public sector actions, many of which aim to create a positive environment that enables actions by other groups, such as property owners, developers, neighborhood organizations, districts or homeowners. However, while public actions can help set the stage, in many cases it is private actions (such as constructing new buildings, opening new businesses, and attracting new residents) that are the most critical elements to achieving a plan's vision. Implementation activities for the Far Northeast Area Plan have been sorted into three categories: regulatory/policy, public infrastructure, and partnerships.

Regulatory and Policy Strategies

Regulatory and policy strategies change city codes or regulations to affect desired outcomes. These changes may affect rules, requirements, procedures, fees, or laws. Typical examples include Denver Zoning Code text and map amendments, DOTI requirements for infrastructure improvements associated with development projects, and Parks and Recreation requirements regarding the provision of publicly-accessible parks and open space. Regulatory and policy implementation priorities for Far Northeast include the following:

- » Take steps to address the concentration of Former Chapter 59 zoning and custom zone districts in Far Northeast (LU-16).
- » Update the Gateway Subdivision Rules and Regulations to ensure that sufficient new parks and schools are provided as the area grows (GVR-10).
- » Address food access issues to create a complete community food environment in Far Northeast (Section 2.3.4)
- » Make use of regulatory tools that address involuntary displacement, promote affordable housing, and increase access to housing (Section 2.1.10).

Public Infrastructure Strategies

Public infrastructure strategies are those involving an investment in a publicly-owned facility or asset. Examples include public investment in 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 Partnership Strategies, on this page). 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 infrastructure implementation priorities for Far Northeast include the following:

- » Conduct a follow-up Next Steps Transportation Study to evaluate and refine the mobility recommendations of this plan (MOB-2).
- » Pursue implementation of new street connections in undeveloped areas (Section 2.2.3).
- » Address traffic operations, roadway, and intersection improvements where identified to improve functionality for all modes (Section 2.2.8).
- » Prioritize connections that complete gaps in the bike, pedestrian, and trail networks (Sections 2.2.6 and 2.2.7).
- » Improve and expand the Parks and Recreation system (Section 2.3.5).

Partnership Strategies

Partnership strategies represent the most diverse category of implementation activities. They encourage a variety of ways to implement projects through public-private partnerships (PPP or P3). These can be public subsidies for private development projects, shared cost of infrastructure funding, or funding for improvements to public uses and facilities. P3 activity has expanded greatly in recent years and has gone well beyond its roots of public subsidies of private development projects. Increasingly, public-private partnerships are being used to fund infrastructure projects.

- » Partner with the development community and business owners to attract additional retail and grocery to Far Northeast (Sections 2.1.9, 2.3.4, and 3.1.5A)
- » Work with the development community to create mixed-use centers and corridors that meet the community's employment, retail, and urban design objectives (Section 2.1.7)
- » Work with the Denver Economic Development and Opportunity and developers to explore opportunities for new affordable and mixed income housing (Section 2.1.10).
- » Partner with grassroots organizations to build social capital, promote wellbeing, and increase community engagement (Sections 2.3.9, 2.3.10, and 2.3.11)

4.1.2 - IMPLEMENTATION MATRIX

The Implementation Matrix provides additional detail for each recommendation in the Far Northeast Area Plan, using the following categories:

- » Policy recommendations (“Action”) that can be found throughout the main body of the document.
- » Vision Elements that are addressed by each policy recommendation action.
- » Timeline for each action: Immediate, Short-Term (1-3 years), Mid-Term (4-6 years), Long-Term (7+ years)
- » Action Type identified by the three main categories of implementation activities: Regulatory, Infrastructure, or Partnerships
- » City Agencies to be involved in realizing the recommendation. Lead agencies are in **bold**.
- » Partners that may be involved with realizing the recommended action(s), including the private sector, public agencies, and non-profit groups.

Land Use and Built Form

	Action	Equitable Affordable & Inclusive	Strong & Authentic Neigh- borhoods	Connected Safe & Accessible Places	Economically Diverse & Vibrant	Environmentally Resilient	Healthy & Active	Timeline	Action Type	City Agencies	Action Partner(s)
LU-1	Maintain the uses, development patterns and character of established residential areas.	X	X	X				IMMEDIATE	REGULATORY	CPD DPW	PRIVATE SECTOR DEVELOPMENT
LU-2	Maintain and expand light industrial uses in areas identified as value manufacturing.	X	X	X				IMMEDIATE	REGULATORY	CPD DPW DEDO	PRIVATE SECTOR DEVELOPMENT
LU-3	Infill and intensify existing commercial areas by attracting more retail, services, and residential to create mixed-use centers and corridors.	X	X	X	X			IMMEDIATE	PARTNERSHIPS	CPD DEDO DPW	PRIVATE SECTOR DEVELOPMENT
LU-4	Create new community and regional centers in large undeveloped areas.	X	X	X	X	X		LONG-TERM	PARTNERSHIPS	CPD DPW DEDO	PRIVATE SECTOR DEVELOPMENT
LU-5	Create quality streetscapes that contribute to the neighborhood character and sense of place.	X	X	X	X	X		IMMEDIATE	INFRASTRUCTURE	CPD DPW DEDO	PRIVATE SECTOR DEVELOPMENT
LU-6	Develop a proportionate sense of street enclosure in centers and along corridors.	X	X	X		X		IMMEDIATE	INFRASTRUCTURE	CPD DPW FORESTRY	PRIVATE SECTOR DEVELOPMENT
LU-7	New development should be of good design and quality construction.	X	X		X			IMMEDIATE	REGULATORY	CPD DPW	PRIVATE SECTOR DEVELOPMENT
LU-8	Enhance the experience and comfort level for pedestrians and bicyclists.	X	X	X	X	X	X	SHORT-TERM	INFRASTRUCTURE	DPW CPD	PRIVATE SECTOR DEVELOPMENT BICYCLE COLORADO

Land Use and Built Form Continued

	Action	Equitable Affordable & Inclusive	Strong & Authentic Neigh- borhoods	Connected SAFE & Accessible Places	Economically Diverse & Vibrant	Environmentally Resilient	Healthy & Active	Timeline	Action Type	City Agencies	Action Partner(s)
LU-9	Prioritize providing shared structured parking wherever possible.		X		X	X		IMMEDIATE	REGULATORY INFRASTRUCTURE	DPW CPD	PRIVATE SECTOR DEVELOPMENT
LU-10	Meet the parking demand at centers and corridors.	X	X	X				IMMEDIATE	INFRASTRUCTURE PARTNERSHIPS	DPW CPD	PRIVATE SECTOR DEVELOPMENT
LU-11	Provide street trees in public rights-of-way.			X			X	IMMEDIATE	INFRASTRUCTURE	DPW FORESTRY	PRIVATE SECTOR DEVELOPMENT
LU-12	Provide Streetscape Furnishings.		X	X	X			IMMEDIATE	INFRASTRUCTURE	CPD	PRIVATE SECTOR DEVELOPMENT
LU-13	Ensure that Surface Parking contributes positively to a sustainable environment.		X	X	X	X		IMMEDIATE	REGULATORY	CPD DOTI	PRIVATE SECTOR DEVELOPMENT
LU-14	Ensure safety and comfort through street lighting.		X	X	X	X		SHORT- TERM	INFRASTRUCTURE	DPW DDPHE	XCEL ENERGY PRIVATE SECTOR DEVELOPMENT
LU-15	Minimize light pollution at large employment centers, community and regional centers and corridors, and value manufacturing and innovation flex districts.							IMMEDIATE	REGULATORY	CPD DOTI	PRIVATE SECTOR DEVELOPMENT
LU-16	Create street networks in undeveloped greenfields.		X	X	X			IMMEDIATE	INFRASTRUCTURE	DPW CPD	PRIVATE SECTOR DEVELOPMENT
LU-17	Retrofit existing centers and corridors to incorporate urban design best practices.		X		X	X	X	MID-TERM	REGULATORY	CPD	PRIVATE SECTOR DEVELOPMENT
LU-18	Rezone Former Chapter 59 properties into the Denver Zoning Code.		X	X	X		X	SHORT- TERM	REGULATORY	CPD DEDO	PRIVATE SECTOR DEVELOPMENT
LU-19	Support employment growth in Far Northeast.		X	X	X			IMMEDIATE	PARTNERSHIPS	DEDO	PRIVATE SECTOR EMPLOYERS
LU-20	Cater economic development strategies to the unique opportunities of specific areas.	X	X	X	X			MID-TERM	REGULATORY PARTNERSHIPS	DEDO CPD	PRIVATE SECTOR DEVELOPMENT
LU-21	Support housing strategies in the Far Northeast that seek to minimize involuntary displacement.	X	X	X	X			IMMEDIATE	REGULATORY PARTNERSHIPS	DEDO CPD	PRIVATE SECTOR DEVELOPMENT PRIVATE NON-PROFITS
LU-22	Promote citywide affordable housing programs in the Far Northeast.	X	X	X	X			IMMEDIATE	REGULATORY PARTNERSHIPS	DEDO	PRIVATE SECTOR DEVELOPMENT PRIVATE NON-PROFITS
LU-23	Encourage affordable housing in mixed-income developments that appeal to households of various sizes and income levels.	X	X	X	X			IMMEDIATE	REGULATORY PARTNERSHIPS	DEDO CPD	PRIVATE SECTOR DEVELOPMENT PRIVATE NON-PROFITS
LU-24	Promote residential building forms, types and sizes that create housing diversity and choice, including Accessory Dwelling Units.	X	X	X	X			IMMEDIATE	REGULATORY	CPD	PRIVATE SECTOR DEVELOPMENT
LU-25	Promote first-time buyer, money management and financial literacy programs to help households access and maintain housing.	X	X		X			IMMEDIATE	REGULATORY PARTNERSHIPS	DEDO	PRIVATE SECTOR DEVELOPMENT PRIVATE NON-PROFITS

Mobility

		Equitable Affordable & Inclusive	Strong & Authentic Neigh- borhoods	Connected SAFE & Accessible Places	Economically Diverse & Vibrant	Environmentally Resilient	Healthy & Active				
	Action							Timeline	Action Type	City Agencies	Action Partner(s)
MOB-1	Develop speed and reliability corridors.			X		X		MID-TERM	INFRASTRUCTURE	DPW	DRCOG RTD
MOB-2	Secure funding for a transit study, analysis and implementation plan.	X		X				MID-TERM	REGULATORY	DPW CPD	DRCOG RTD
MOB-3	Develop capital investment corridors.	X		X	X	X		MID-TERM	INFRASTRUCTURE	DPW CPD	RTD PRIVATE SECTOR SERVICE PROVIDERS
MOB-4	Introduce new transit services and operational enhancements.	X		X		X		SHORT- TERM	INFRASTRUCTURE PARTNERSHIPS	DPW CPD	DRCOG RTD
MOB-5	Build bicycle infrastructure and conduct more planning and develop- ment for future routes.	X		X	X	X	X	IMMEDIATE	INFRASTRUCTURE REGULATORY	DPW CPD DDPHE	BICYCLE COLORADO ACTIVE TRANSPORT NON-PROFITS DENVER PUBLIC SCHOOLS
MOB-6	Develop partnerships and educational programs.	X	X	X	X	X	X	SHORT- TERM	PARTNERSHIPS	DPW DDPHE	BICYCLE COLORADO ACTIVE TRANSPORT NON-PROFITS DENVER PUBLIC SCHOOLS
MOB-7	Complete pedestrian infrastructure networks.	X	X	X			X	IMMEDIATE	INFRASTRUCTURE	DPW DEDO DDPHE CITY COUN- CIL	PRIVATE SECTOR DEVELOPMENT
MOB-8	Make public right-of-way pedestrian infrastructure repairs and promote citywide maintenance programs.	X	X	X			X	IMMEDIATE	INFRASTRUCTURE	DPW CPD DEDO DDPHE	PRIVATE SECTOR DEVELOPMENT
MOB-9	Require comprehensive pedestrian infrastructure design standards found in the Denver Moves Pedestrians and Trails Plan, or other future design standards and guidelines.	X	X	X		X	X	MID-TERM	REGULATORY INFRASTRUCTURE	DPW CPD	PRIVATE SECTOR DEVELOPMENT
MOB-10	Complete identified roadway designs and engineering projects.		X	X				SHORT- TERM	INFRASTRUCTURE	DPW CPD	PRIVATE SECTOR DEVELOPMENT
MOB-11	Identify lane reconfiguration opportunities for new community benefits.		X	X			X	SHORT- TERM	INFRASTRUCTURE	DPW	URBAN DRAINAGE
MOB-12	Increase enforcement of traffic laws.		X	X			X	IMMEDIATE	PARTNERSHIPS	DPD NIS	COMMUNITY ORGANIZATIONS COMMUNITY RESIDENTS
MOB-13	Use traffic calming measures in street designs.		X	X			X	IMMEDIATE	REGULATORY INFRASTRUCTURE	DPW CPD	PRIVATE SECTOR DEVELOPMENT

Mobility Continued

	Action	Equitable Affordable & Inclusive	Strong & Authentic Neigh- borhoods	Connected SAFE & Accessible Places	Economically Diverse & Vibrant	Environmentally Resilient	Healthy & Active	Timeline	Action Type	City Agencies	Action Partner(s)
MOB-14	Enforce existing policies and regulations for freight movement.		X	X	X			SHORT- TERM	REGULATORY	DPD NIS	COMMUNITY ORGANIZATIONS COMMUNITY RESIDENTS
MOB-15	Develop a freight network and infrastructure master plan.			X	X		X	SHORT- TERM	REGULATORY	DPW CPD DEDO	PRIVATE SECTOR SHIPPING AND FREIGHT COMPANIES DRCOG

Quality-of-Life

		Equitable Affordable & Inclusive	Strong & Authentic Neighborhoods	Connected SAFE & Accessible Places	Economically Diverse & Vibrant	Environmentally Resilient	Healthy & Active	Timeline	Action Type	City Agencies	Action Partner(s)
QOL-1	Prioritize areas around neighborhood schools for infrastructure improvements to create safe routes to school.	X	X	X			X	IMMEDIATE	INFRASTRUCTURE	DDPHE DPW	WALK DENVER
QOL-2	Empower and support organizations that promote physical activity in the Far Northeast.	X	X				X	SHORT-TERM	PARTNERSHIPS	DDPHE DEDO CPD	COMMUNITY NON-PROFITS
QOL-3	Increase fresh food access, availability and affordability.	X	X			X	X	IMMEDIATE	REGULATORY	DDPHE DEDO CPD	COMMUNITY NON-PROFITS
QOL-4	Build a better, healthier and complete community food environment.	X	X		X	X	X	IMMEDIATE	REGULATORY PARTNERSHIPS	DDPHE DEDO CPD	COMMUNITY NON-PROFITS
QOL-5	Address the over-saturation of fast food in Far Northeast.	X	X				X	SHORT-TERM	REGULATORY	DDPHE DEDO	PRIVATE SECTOR DEVELOPMENT
QOL-6	Adapt parks to the changing climate.		X			X	X	MID-TERM	INFRASTRUCTURE	DPR DPW DDPHE	URBAN DRAINAGE
QOL-7	Grow parks and recreation access and diversify services and programs.	X	X	X		X	X	IMMEDIATE	INFRASTRUCTURE	DPR DEDO CPD	PRIVATE SECTOR DEVELOPMENT
QOL-8	Reinvest in Denver Parks and Recreation resources.	X	X			X	X	SHORT-TERM	INFRASTRUCTURE	DPR	PRIVATE SECTOR DEVELOPMENT PUBLIC NON-PROFITS
QOL-9	Protect and enhance existing wildlife corridors.			X		X	X	MID-TERM	MID-TERM	DPR DPW	URBAN DRAINAGE
QOL-10	Connect people to nature and culture.	X	X	X			X	SHORT-TERM	REGULATORY PARTNERSHIPS	DPR DPW DDPHE	HEALTHCARE PROVIDERS HEALTHCARE NON-PROFITS
QOL-11	Support the implementation of green infrastructure.	X	X			X	X	MID-TERM	INFRASTRUCTURE	DPW DPR	PRIVATE SECTOR DEVELOPMENT
QOL-12	Increase the tree canopy in key public areas.	X	X			X	X	LONG-TERM	INFRASTRUCTURE	FORESTRY DPR DPW	PRIVATE SECTOR DEVELOPMENT

Quality-of-Life Continued

	Action	Equitable Affordable & Inclusive	Strong & Authentic Neigh- borhoods	Connected SAFE & Accessible Places	Economically Diverse & Vibrant	Environmentally Resilient	Healthy & Active	Timeline	Action Type	City Agencies	Action Partner(s)
QOL-13	Improve lighting as a strategy for increasing overall safety and security in the Far Northeast.	X	X	X			X	IMMEDIATE	INFRASTRUCTURE	DPR DPW	PRIVATE SECTOR DEVELOPMENT XCEL ENERGY
QOL-14	Improve overall safety and security through implementing a series of coordinated strategies.	X	X					SHORT- TERM	REGULATORY	DPD DPW DDPHE	PRIVATE SECTOR DEVELOPMENT PRIVATE PROPERTY OWNERS
QOL-15	Provide continued City support for Denver Animal Protection’s “Pets for Life” program to continue targeted services in Montbello.	X	X				X	SHORT- TERM	REGULATORY PARTNERSHIPS	DAP NIS	HUMANE SOCIETY
QOL-16	Improve mental well-being by increasing social capital and public art in Far Northeast.		X				X	SHORT- TERM	PARTNERSHIPS	DAP NIS	HUMANE SOCIETY

Montbello Neighborhood

		Equitable Affordable & Inclusive	Strong & Authentic Neigh- borhoods	Connected safe & Accessible Places	Economically Diverse & Vibrant	Environmentally Resilient	Healthy & Active				
	Action							Timeline	Action Type	City Agencies	Action Partner(s)
MON-1	Preserve Montbello's existing value manufacturing district.				X			IMMEDIATE	REGULATORY	CPD DEDO	PRIVATE SECTOR DEVELOPMENT AND EMPLOYMENT
MON-2	Create an innovation flex district along the western edge of Peoria Street between 47th and 56th Avenues.				X	X		SHORT- TERM	REGULATORY INFRASTRUCTURE	DEDO CPD DPW	PRIVATE SECTOR DEVELOPMENT AND EMPLOYMENT
MON-3	Improve the transition between light industrial and residential uses.	X	X		X			MID-TERM	REGULATORY	CPD	PRIVATE PROPERTY OWNERS REGISTERED NEIGHBORHOOD ORGANI- ZATIONS
MON-4	Promote Peoria Street between 47th and 56th Avenues as a pedestrian-friendly destination area.		X	X	X		X	SHORT- TERM	REGULATORY	DPW CPD DEDO	PRIVATE SECTOR DEVELOPMENT
MON-5	Peoria Street: community center- land use		X		X			SHORT- TERM	REGULATORY PARTNERSHIPS	CPD DEDO	PRIVATE SECTOR DEVELOPMENT
MON-6	Peoria Street: community center- streets and connectivity.			X	X			IMMEDIATE	INFRASTRUCTURE	DPW CPD	PRIVATE SECTOR DEVELOPMENT
MON-7	Peoria Street: community center- urban design.		X	X	X	X		MID-TERM	REGULATORY INFRASTRUCTURE	CPD DPW DEDO	PRIVATE SECTOR DEVELOPMENT
MON-8	Chambers Road and 40th Avenue: community center - streets and connectivity.			X	X			IMMEDIATE	INFRASTRUCTURE	DPW CPD	PRIVATE SECTOR DEVELOPMENT
MON-9	Chambers Road and 40th Avenue: community center - urban design.		X	X	X	X		SHORT- TERM	REGULATORY INFRASTRUCTURE	CPD DPW	PRIVATE SECTOR DEVELOPMENT
MON-10	Chambers Road and Green Valley Ranch Boulevard: local center - streets and connectivity.			X	X			SHORT- TERM	INFRASTRUCTURE	CPD DPW	PRIVATE SECTOR DEVELOPMENT
MON-11	Chambers Road and Green Valley Ranch Boulevard: local center - urban design.		X	X	X	X		SHORT- TERM	REGULATORY INFRASTRUCTURE	CPD DPW	PRIVATE SECTOR DEVELOPMENT
MON-12	Enhance the potential of Montbello's open channel drainage system to convey stormwater, improve water quality, and provide recreational and transportation amenities.	X	X	X		X	X	SHORT- TERM	INFRASTRUCTURE	DPW CPD	URBAN DRAINAGE

Gateway - Green Valley Ranch Neighborhood

	Action	Equitable Affordable & Inclusive	Strong & Authentic Neigh- borhoods	Connected SAFE & Accessible Places	Economically Diverse & Vibrant	Environmentally Resilient	Healthy & Active	Timeline	Action Type	City Agencies	Action Partner(s)
GVR-1	Green Valley Ranch Town Center- land use.	X	X		X			IMMEDIATE	REGULATORY PARTNERSHIPS	CPD DPW DEDO	PRIVATE SECTOR DEVELOPMENT
GVR-2	Green Valley Ranch Town Center- streets and connectivity.		X	X			X	IMMEDIATE	INFRASTRUCTURE	DPW CPD DEDO	PRIVATE SECTOR DEVELOPMENT
GVR-3	Green Valley Ranch Town Center- urban design.		X	X	X		X	SHORT-TERM	REGULATORY INFRASTRUCTURE	CPD DPW	PRIVATE SECTOR DEVELOPMENT
GVR-4	Peña Boulevard Area: community centers- streets and connectivity.		X	X	X		X	MID-TERM	INFRASTRUCTURE	DPW CPD	PRIVATE SECTOR DEVELOPMENT
GVR-5	Peña Boulevard Area: community centers- land use.	X	X		X	X		IMMEDIATE	REGULATORY PARTNERSHIPS	CPD DEDO DPW	PRIVATE SECTOR DEVELOPMENT
GVR-6	Peña Boulevard Area: community centers- urban design.	X	X					SHORT-TERM	REGULATORY INFRASTRUCTURE	CPD DEDO	PRIVATE SECTOR DEVELOPMENT
GVR-7	Tower Road: community corridor- land use.		X	X	X			SHORT-TERM	REGULATORY PARTNERSHIPS	CPD DPW	PRIVATE SECTOR DEVELOPMENT
GVR-8	Tower Road: community corridor- streets and connectivity.		X	X				MID-TERM	INFRASTRUCTURE	DPW CPD DEDO	PRIVATE SECTOR DEVELOPMENT
GVR-9	Tower Road: community corridor- urban design.		X	X	X			MID-TERM	REGULATORY INFRASTRUCTURE	CPD DPW	PRIVATE SECTOR DEVELOPMENT
GVR-10	Update the Gateway Subdivision Rules and Regulations.	X	X	X	X			IMMEDIATE	REGULATORY	CPD DPR FINANCE	PRIVATE PROPERTY OWNERS DENVER PUBLIC SCHOOLS

DIA Neighborhood

		Equitable Affordable & Inclusive	Strong & Authentic Neigh- borhoods	Connected Safe & Accessible Places	Economically Diverse & Vibrant	Environmentally Resilient	Healthy & Active				
	Action							Timeline	Action Type	City Agencies	Action Partner(s)
DIA-1	Tower Road, 56th, and 64th Avenues: community corridors - land use.	X	X	X	X			MID-TERM	REGULATORY PARTNERSHIPS	CPD DPW DEN	PRIVATE SECTOR DEVELOPMENT
DIA-2	Tower Road, 56th, and 64th Avenues: community corridors - streets and connectivity.		X	X		X	X	SHORT-TERM	INFRASTRUCTURE	DPW CPD DEN	PRIVATE SECTOR DEVELOPMENT
DIA-3	Tower Road, 56th, and 64th Avenues: community corridors - urban design.	X	X	X	X	X	X	LONG-TERM	REGULATORY INFRASTRUCTURE	CPD DPW DPR FORESTRY	PRIVATE SECTOR DEVELOPMENT METRO AND SPECIAL IMPROVEMENT DISTRICTS
DIA-4	Create destination nodes at key intersections.	X	X		X			LONG-TERM	INFRASTRUCTURE	CPD DPW DEDO DEN	PRIVATE SECTOR DEVELOPMENT METRO AND SPECIAL IMPROVEMENT DISTRICTS
DIA-5	DIA Neighborhood: community and regional centers, value manufacturing, and innovation flex district,- streets and connectivity.		X	X	X			MID-TERM	INFRASTRUCTURE	CPD DPW DEN	PRIVATE SECTOR DEVELOPMENT METRO AND SPECIAL IMPROVEMENT DISTRICTS
DIA-6	DIA Neighborhood: community and regional centers, value manufacturing, and innovation flex district, - land use.	X	X	X	X			LONG-TERM	REGULATORY PARTNERSHIPS	CPD DEDO DEN DPW	PRIVATE SECTOR DEVELOPMENT METRO AND SPECIAL IMPROVEMENT DISTRICTS
DIA-7	DIA Neighborhood: community and regional centers, value manufacturing, and innovation flex district,- urban design.	X	X	X	X			LONG-TERM	REGULATORY INFRASTRUCTURE	CPD DEDO DEN DPW	PRIVATE SECTOR DEVELOPMENT METRO AND SPECIAL IMPROVEMENT DISTRICTS
DIA-8	Implement the vision of the 61st & Peña Station Area Plan (2014).	X	X	X	X	X	X	LONG-TERMS	REGULATORY INFRASTRUCTURE	CPD DEN DPW	PRIVATE SECTOR DEVELOPMENT METRO AND SPECIAL IMPROVEMENT DISTRICTS

Blueprint Denver

A BLUEPRINT FOR AN
INCLUSIVE CITY

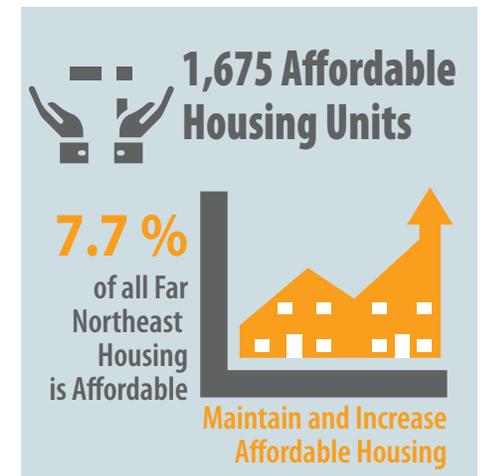
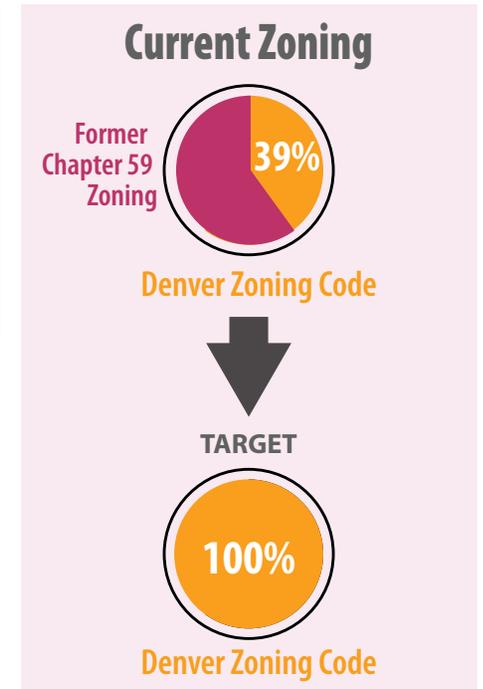
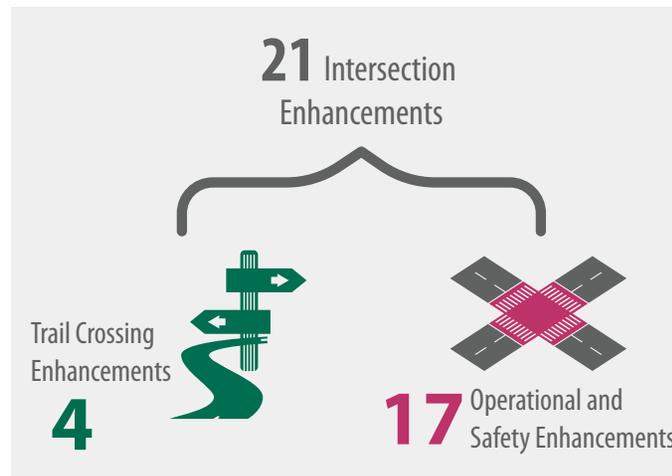
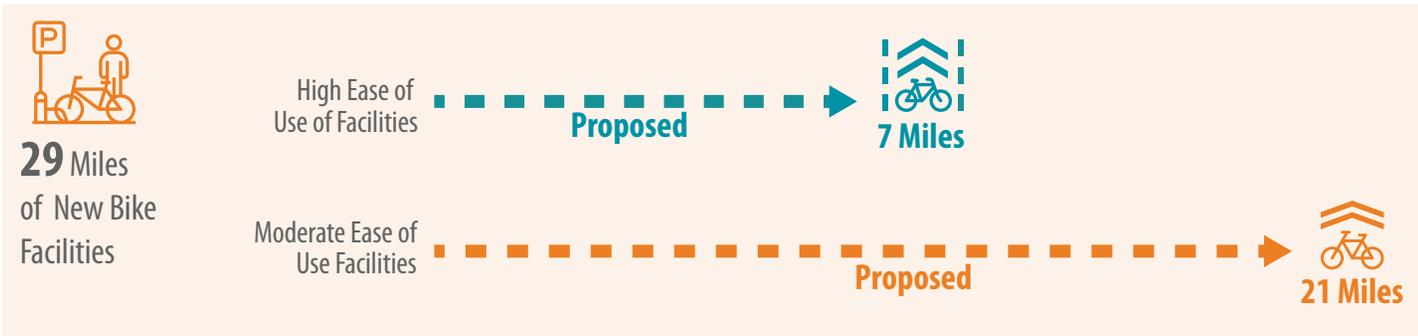
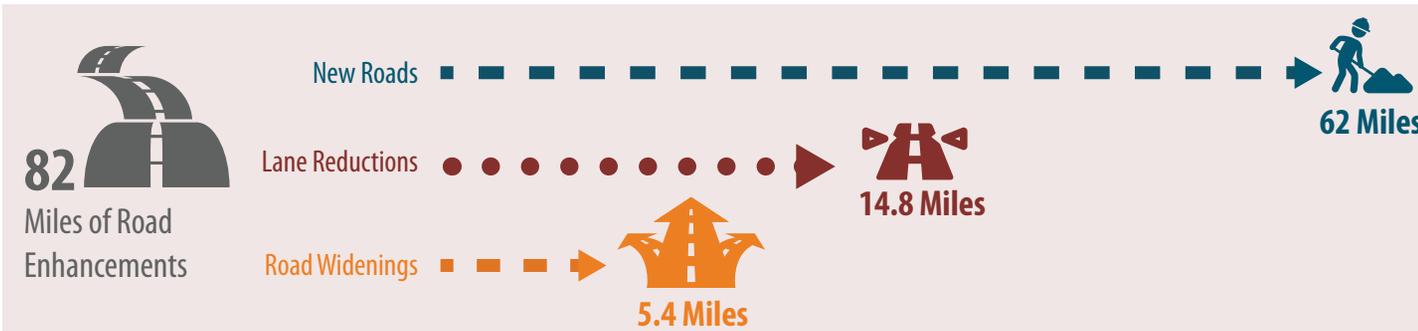
4.1.3 - SUMMARY OF UPDATES TO BLUEPRINT DENVER

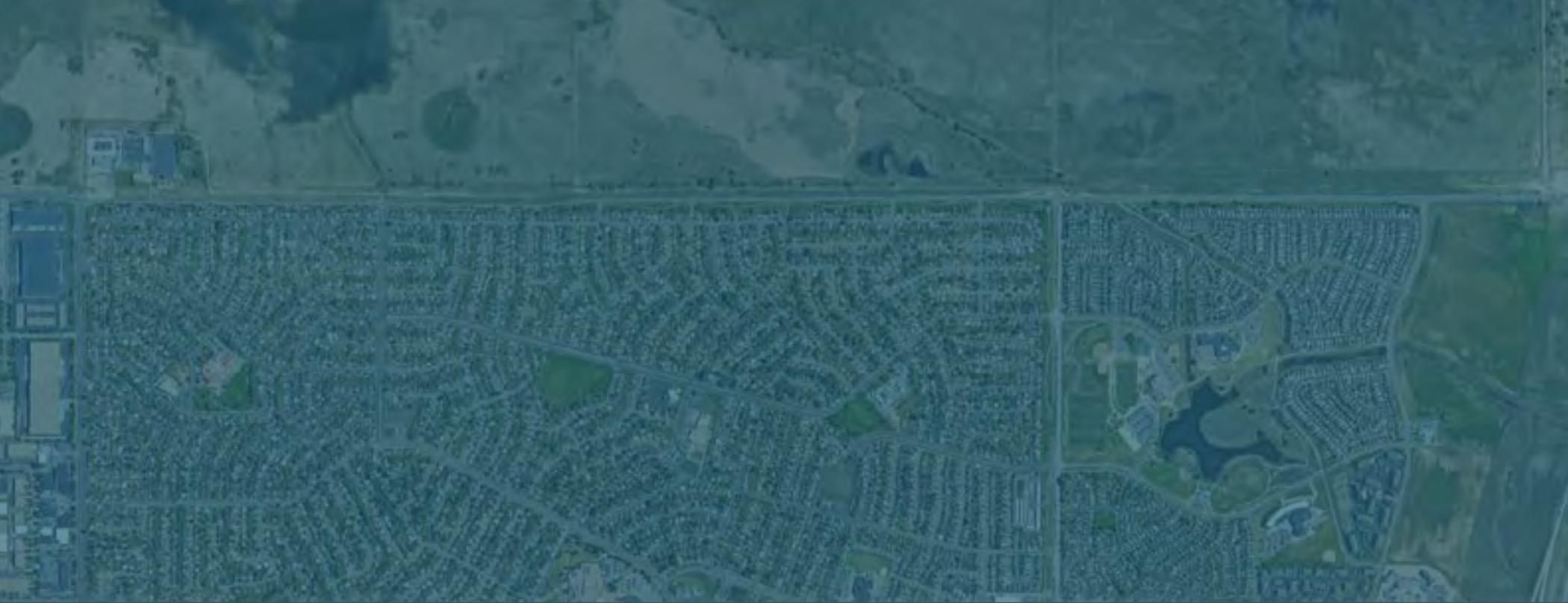
The Far Northeast Area Plan is adopted as a supplement to Comprehensive Plan 2040 and updates Blueprint Denver. This plan takes a closer and more detailed look at Far Northeast, and is intended to refine Blueprint Denver's guidance for this part of the city. In producing this plan, special care was taken to coordinate with Blueprint Denver and ensure consistency with Blueprint's overall approach including topics, maps, legend categories, and system hierarchies. Where this plan addresses topics also addressed by Blueprint, Blueprint's maps should be updated to be consistent with this plan, including the following maps in the framework section of this plan:

- » Neighborhood Context (Section 2.1.3)
- » Future Places (Section 2.1.4)
- » Growth Strategy (Section 2.1.6)
- » Street Types (Section 2.2.4)
- » Modal Priority (Section 2.2.10)

4.1.4 - METRICS FOR TRACKING PROGRESS OVER TIME

Metrics provide a way of quantifying future progress toward achieving a plan's recommendations. Many of the topics addressed by the Far Northeast Area Plan, such as creating quality places, promoting equity, and improving health and wellbeing, can be difficult to quantify. However, creating metrics for many other recommendations, especially those relating to specific infrastructure improvements that are mapped by this plan, is a relatively straightforward process. For these topics, metrics provide a useful way to look at the Far Northeast Area Plan by the numbers. The metrics presented here are specific to Far Northeast and have been calibrated to match the recommendations in this plan.





FAR NORTHEAST AREA PLAN

CITY COUNCIL REVIEW DRAFT FOR AMENDMENT

