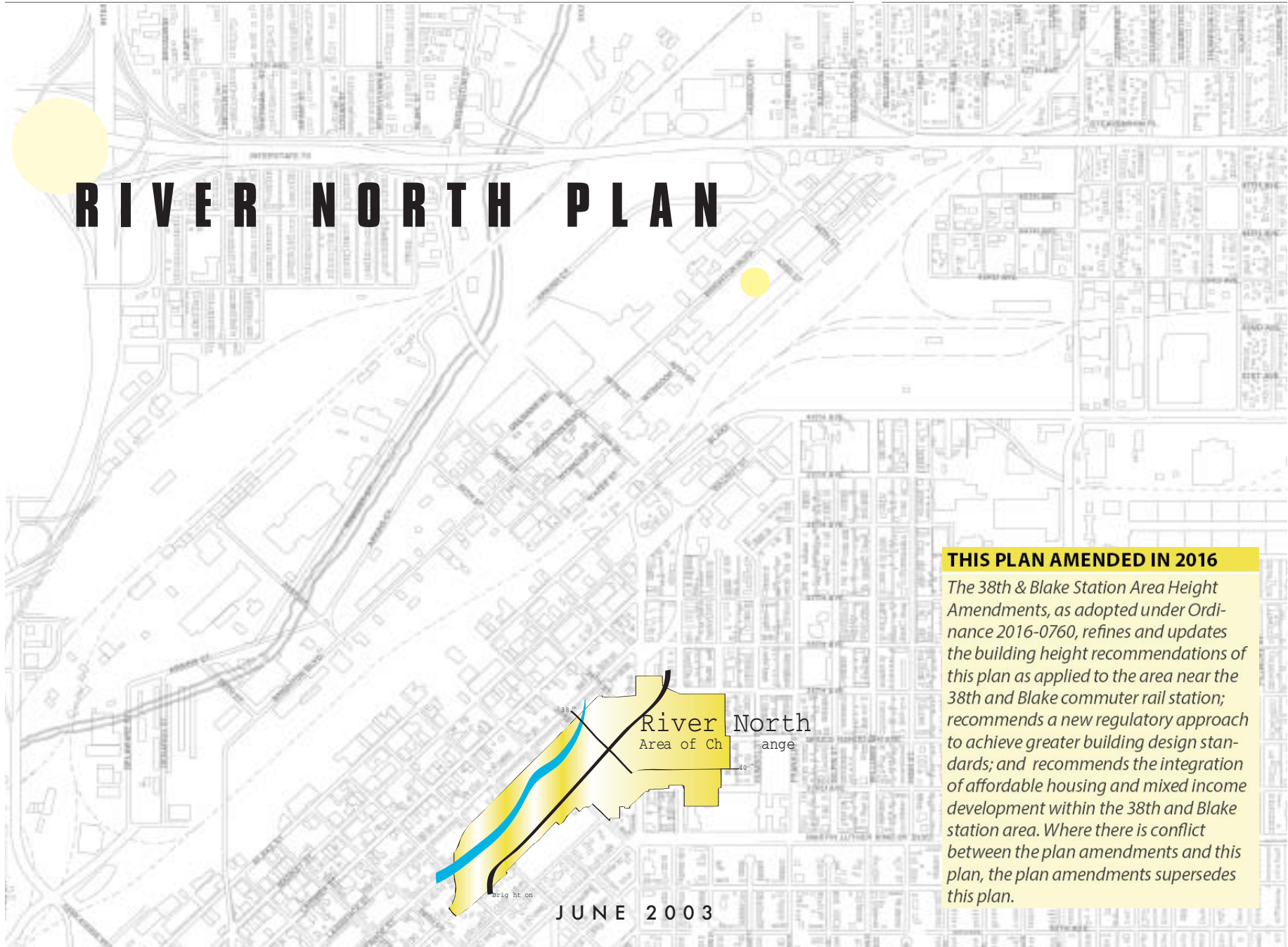


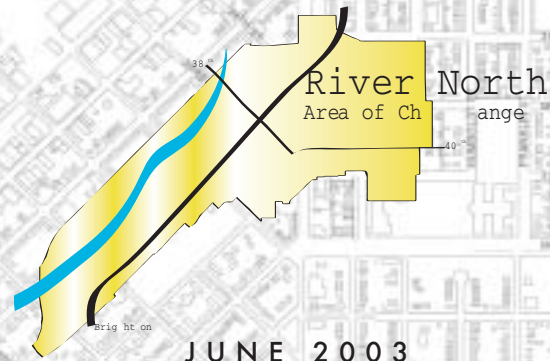


RIVER NORTH PLAN



THIS PLAN AMENDED IN 2016

The 38th & Blake Station Area Height Amendments, as adopted under Ordinance 2016-0760, refines and updates the building height recommendations of this plan as applied to the area near the 38th and Blake commuter rail station; recommends a new regulatory approach to achieve greater building design standards; and recommends the integration of affordable housing and mixed income development within the 38th and Blake station area. Where there is conflict between the plan amendments and this plan, the plan amendments supersedes this plan.



JUNE 2003

ACKNOWLEDGEMENTS

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This Plan could not have been accomplished
without the participation and commitment of
multiple stakeholders. A list of those who
attended public meetings and participated in
the plan process is in the Technical Appendix.



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EXECUTIVE SUMMARY





Brighton connects to downtown via Broadway



Platte River Trail and Globeville Landing Park



Denargo Market as it exists today

The area covered in the River North Plan, or the Plan, is generally located northeast of downtown Denver between Park Avenue West and Interstate 70 (I-70) and its interchange with Brighton Boulevard. This area has enormous potential to create a unique community that will take its position among Denver’s great places. Its past as a mixed-use area provides guidance on how to re-establish a mixture of uses to maximize its potential while continuing to serve as a home to many existing businesses.

The plan framework consists of two north–south corridors and one east–west corridor connecting three districts, four neighborhoods and downtown Denver. The next two paragraphs describe the corridors and the districts.

The recent replacement of the Broadway viaduct on the south end of the corridor and the improvements to the I-70 interchange on the north have improved the connection between I-70 and downtown. The Brighton Boulevard corridor can become an attractive gateway to Downtown Denver from I-70 and the North Denver neighborhoods and is in a position to benefit from and serve the growing downtown market. The South Platte River corridor presents a natural open space area that includes a bicycle trail and Globeville Landing Park. The river corridor has the opportunity to provide a setting for a mile long residential and mixed-use area with river front access. These two corridors connect two major districts and an events district. A third corridor is 38th Street. Given the restricted access from the west to the east created by the two railroad lines that run through the area and the South Platte River, 38th Street is a critical connection. It runs under the railroad tracks and over a bridge that crosses the South Platte River, thereby, connecting the segments of the study area to each other and to Brighton Boulevard.

The Denargo Market district is adjacent to downtown and has access from the Central Business District (CBD) via Broadway but also to the Central Platte Valley via Delgany Street. Its placement along the South Platte River and proximity to downtown provides an opportunity to create an exciting mixed-use area with its own identity. RTD’s FasTracks Vision Plan calls for a rapid transit station in the vicinity of where 40th Avenue and 40th Street come together creating the opportunity to establish a 40th and 40th Transit Oriented Development district. If implemented, the FasTracks Vision Plan calls for rapid transit service between Union Station and Denver International Airport (DIA), to Thornton along the North Metro Line, and to downtown via an extension of the light rail line that runs along Welton Street and that now ends at 30th Street and Downing Street. River North is conveniently located between downtown and DIA and will be connected to both through transit and roads. New employers and new residents will be attracted to convenient access to downtown, Central Park and DIA. The Events District includes the National Western Stock Show, the Denver Coliseum, and the Forney Transportation Museum and attracts visitors from all over the world.

At the same time, River North already is the home to several large employers and to many long-time businesses.

These businesses provide considerable employment and serve local businesses as well as the Rocky Mountain Region. Most of these businesses are an asset to the area and to the city. The retention of some of the unique industrial buildings will assure that the character of River North is maintained and will continue to foster an arts-related community.

Brighton Boulevard is part of the downtown grid and was named Wewatta Street until the late 1920's. It was separated from downtown until Broadway was extended and a viaduct built over the railroad yards. There was a considerable residential community along Brighton Boulevard and in other portions of the area as well as a variety of businesses that served local residents. This demonstrates one of the purposes of the Plan, which is to restore the historic, mixed-use character of the area. This is reinforced by *Blueprint Denver: An Integrated Land Use and Transportation Plan* that characterizes this area as an Area of Change. Areas of Change are areas that can accommodate growth because of the opportunity to create mixed-use development in conjunction with exceptional transportation access. This plan provides a framework and establishes implementation strategies that will direct future growth and redevelopment in a coordinated manner to River North. This plan is intended to promote River North by providing information about the area to existing businesses and landowners and to developers to help facilitate expansion and redevelopment. Whenever possible, this information will be updated annually and made available by updating the technical appendix.

Almost all of the area is zoned either I-1 or I-2 which allows for a wide range of industrial uses. The primary land uses are warehousing and railroads. Other prevalent uses are RTD and bottling and distribution. Nine percent of the land is vacant and a considerable amount of the land is underutilized. There are only 79 residential structures within the Plan's area.

An analysis of demographic and market conditions was undertaken. The results of this analysis led to the identification of potential land uses that could locate in River North. Over a twenty-year time frame, it is conceivable that over 1,500 dwelling units could be added, 350,000 square feet of retail development, 650,000 square feet of industrial development, and 1,800,000 square feet of office space. These conservative estimates of development were used to project future traffic. Traffic moves reasonably well at the present time. Based on a projected general increase in traffic and increases from new development, it is expected that several intersections will be operating at less than optimum levels of service. Intersections that may need attention include 38th Street and Brighton Boulevard, 38th Street and Walnut, and 31st Street and Brighton.

River North was once home to a variety of industrial uses and landfills that have created a variety of environmental problems. The U.S. Environmental Protection Agency (EPA) has agreed to provide funding to test soil conditions



Heading downtown on Brighton Boulevard



Drive Train Industries employs 180 people



Warehousing is the predominant use



This land is currently vacant



38th Street, Walnut and Marion intersection



Many of the streets are in poor condition

and groundwater in several locations within the Plan's Area.

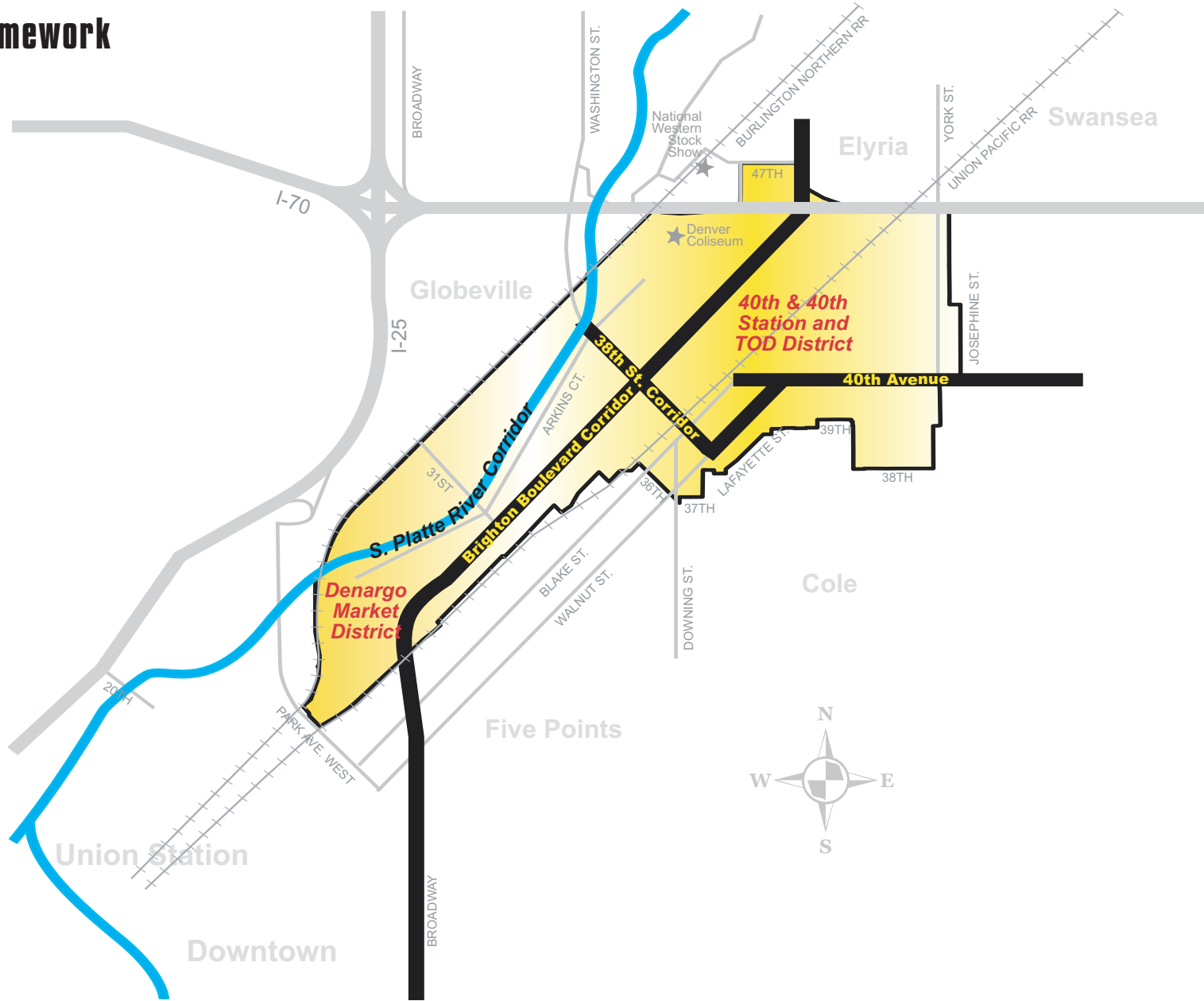
Infrastructure issues include the poor condition of several streets, drainage problems, and above grade utilities. Several storm water basins run through this area and studies are underway for several of these basins.

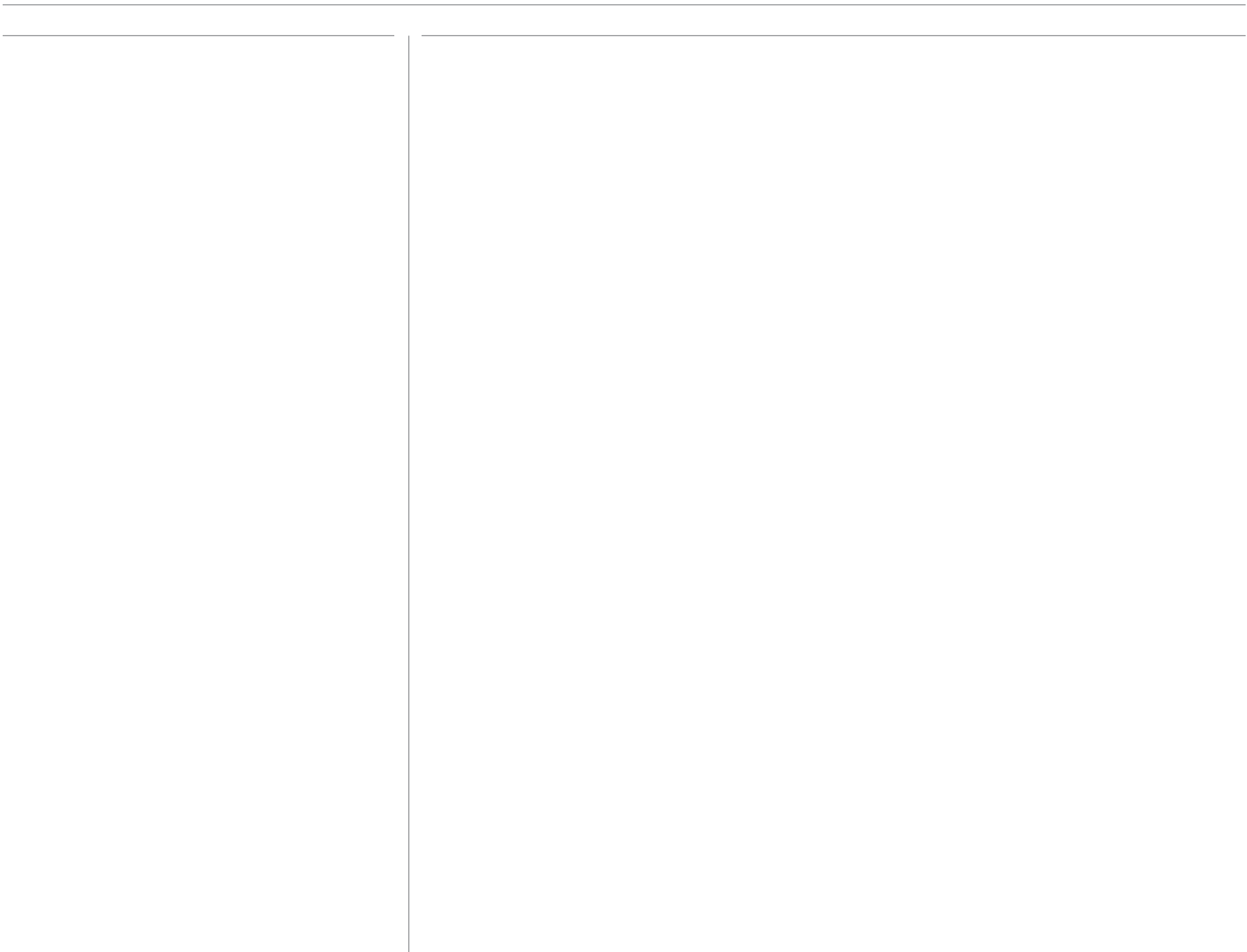
Goals and objectives have been identified for River North as a whole and also for the three corridors and three districts. In addition, actions have been identified that can lead to the implementation of this plan. Some of the primary ones are (1) identifying a cross section for Brighton Boulevard that identifies the characteristics for a rebuilt street, (2) rezoning portions of the area to mixed-use zone districts, (3) addressing the inadequacy of 38th Street for traffic, pedestrians and bicyclists, (4) master planning and establishing General Development Plans for the Denargo Market area and the 40th and 40th Transit Oriented Development area, (5) improving pedestrian and bicycle connections throughout the area, (6) addressing traffic and transit needs and taking advantage of land use opportunities as part of the I-70 East Corridor process, (7) enhancing the South Platte River corridor, (8) promoting economic activity, (9) creating a variety of housing options including affordable housing, and (10) addressing environmental problems.

This plan was developed with considerable public input and with considerable assistance from several city department partners and other agency partners.



Plan Framework





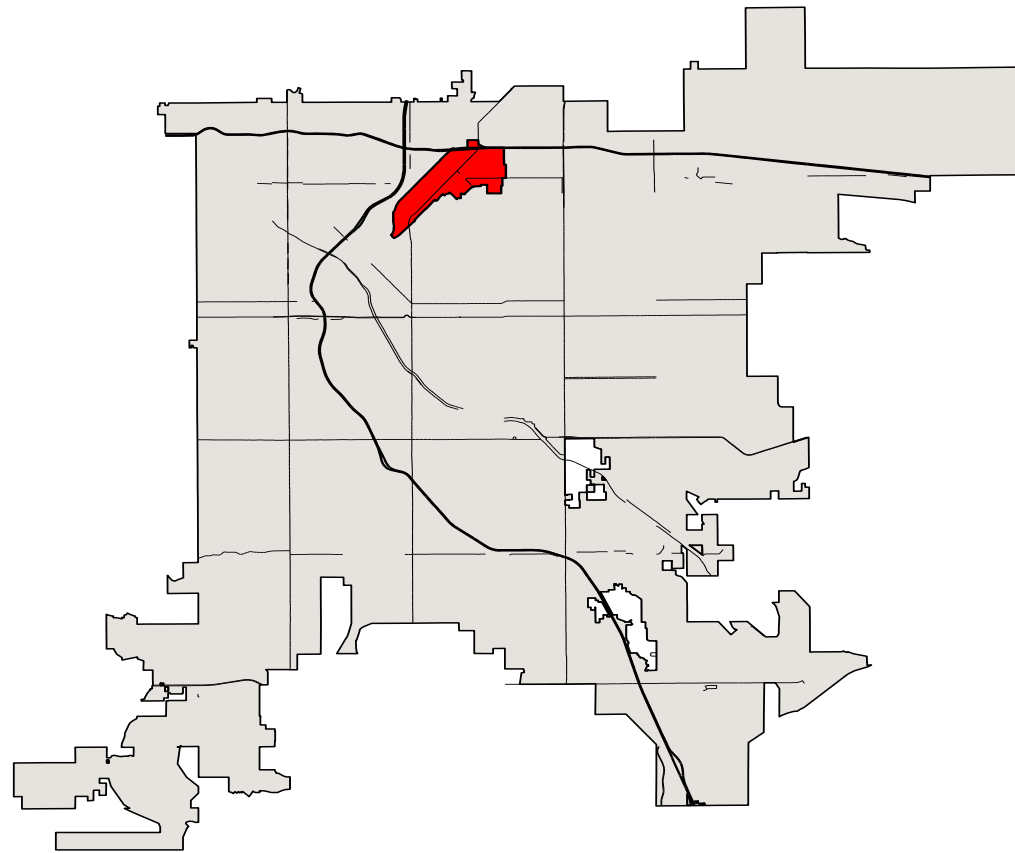


**PLAN PURPOSE AND
PROCESS**



LOCATION

The River North Plan study area is in North Denver — just northeast of downtown. Project boundaries are generally between Park Avenue West on the south and I-70 to the north and between the Burlington Northern tracks on the west and the Union Pacific tracks and York Street on the east.





PURPOSE OF THE PLAN

Most of River North is designated an Area of Change in Blueprint Denver, Denver's land use and transportation plan. Areas of Change are areas that can accommodate growth because of the opportunity to create mixed-use development in conjunction with exceptional transportation. Thus the primary purpose of the River North Plan is to promote the area, identify appropriate locations for growth, establish a multi-modal transportation system and provide a regulatory environment that makes mixed-use development possible. RTD's FasTracks Vision Plan includes a rapid transit station in the vicinity of 40th Avenue and 40th Street. The Plan establishes goals and objectives and implementation steps that will be taken into consideration during the I-70 East Corridor Environmental Impact Statement (EIS) process. The River North Plan identifies two primary districts, the 40th and 40th Transit Oriented Development (TOD) district and the Denargo Market district, and two transportation corridors, Brighton Boulevard and the South Platte River. It addresses how these areas connect and can reinforce each other to create a fantastic place. It also identifies 38th Street as a major connector given that 38th Street not only crosses the South Platte River but also goes under the Burlington Northern and Union Pacific Railroad Tracks.

There are several reasons why the River North Plan should be developed at this time. (1) The southern portion of the Plan's area is immediately adjacent to new development in the Ball Park and Prospect neighborhoods and with the Denargo Market close by, this is a logical location for new development. (2) There are several vacant and underutilized sites on Brighton Boulevard that are on the real estate market. (3) It is important to determine the ultimate cross section for Brighton Boulevard so that potential developers can plan accordingly. The cross section includes lane widths, curb and gutter placement, sidewalks and other amenities. (4) Several new residential projects are in process or being planned including 241 apartments being developed by JPI at 29th Street and Brighton Boulevard, a 75-unit condominium project near 31st Street and Brighton Boulevard, a mixed-use development at the Taxi site on Ringsby Court, and a multi-phase project in the Rock Drill site at 39th Street and Williams Street. In addition, several major improvements have been made to commercial properties as well as to the National Western Stock Show. (5) In addition to private reinvestment, several major public investments have recently been made. The major transportation and access improvements include the replacement of the Broadway viaduct, the Brighton Boulevard and Washington Street interchanges with I-70, and the replacement of the railroad bridge over

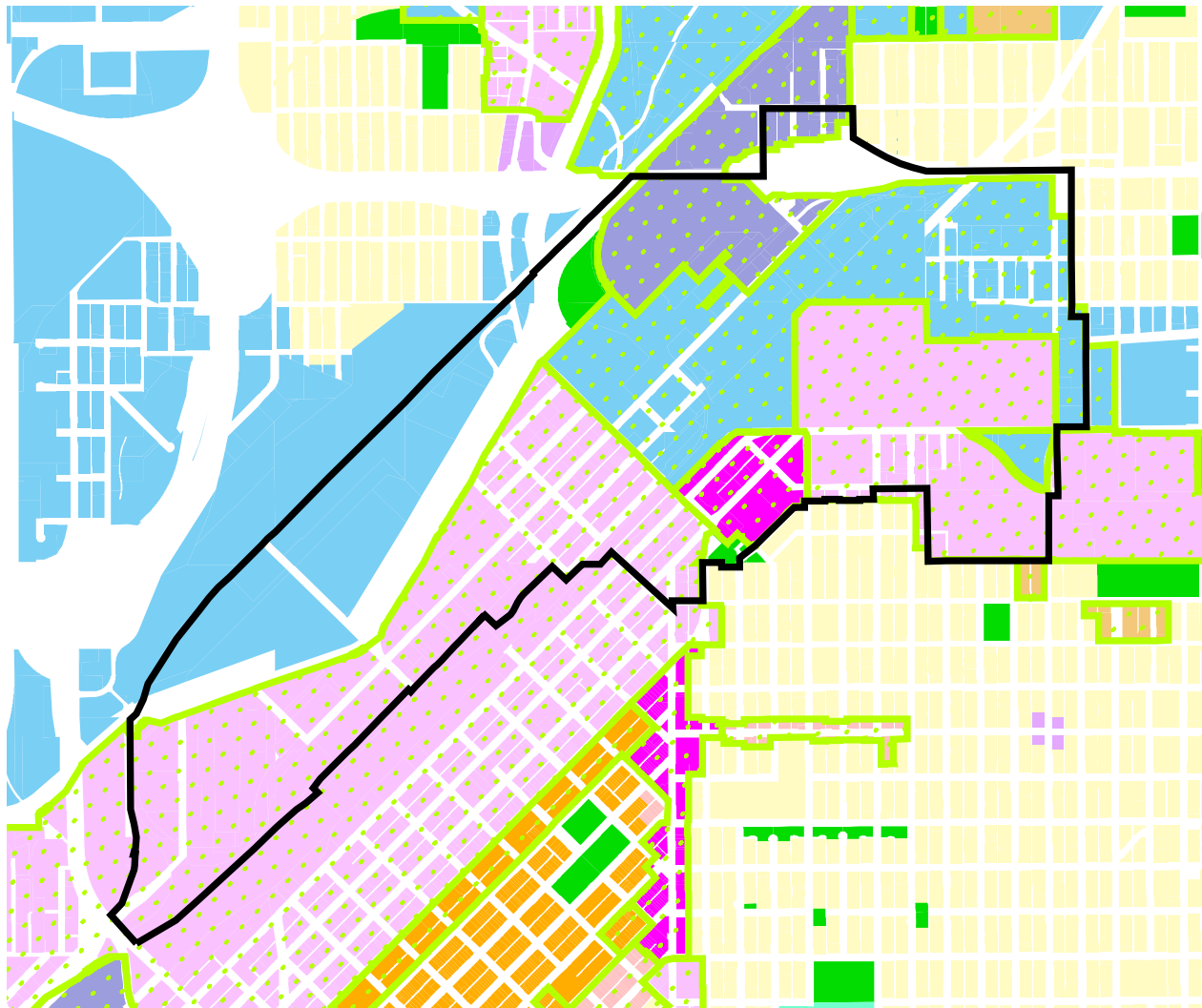


JPI is constructing 241 apartment units along Brighton Boulevard



New housing in Ballpark neighborhood, adjacent to River North's southern boundary

Blueprint Denver Plan Map excerpt



-  Brighton Corridor Plan Boundary
-  Areas of Change
-  Downtown
-  Transit Oriented Development
-  Mixed Use
-  Regional Center
-  Town Center
-  Urban Residential
-  Single Family Duplex
-  Single Family Residential
-  Commercial Corridor
-  Neighborhood Center
-  Pedestrian Shopping District
-  Campus
-  Entertainment, Cultural, Exhibition
-  Park
-  Open Space Limited
-  Employment
-  Industrial
-  DIA
-  Golf Course



Washington Street and widening it to four lanes. The city has recently made significant improvements to the Denver Coliseum and built a new Fire House #9 at 44th Street and Brighton Boulevard.

The River North Plan establishes long-range goals and objectives for the redevelopment of the Brighton Boulevard corridor and TOD area with strong connections to multiple modes of transportation. It provides a framework and establishes implementation strategies that will direct future growth and redevelopment in a coordinated manner. The Plan is primarily a vision for land use, transportation and urban design. The Plan provides a community and city-approved guide to the acceptable future redevelopment in the corridors and districts. It is intended for use by Community Planning and Development, the Department of Public Works, the Department of Parks and Recreation, other city agencies, the Denver Planning Board, the Mayor, City Council, other public agencies such as the Colorado Department of Transportation, the Regional Transportation District, the Denver Regional Council of Government, and quasi-public agencies, neighborhood associations, business people, property owners, residents, and private organizations concerned with planning, development and neighborhood improvement.

The Plan is intended to promote patterns of land use, urban form, circulation and services that contribute to the economic, social and physical health, safety and welfare of the people who live and work in the area. Corridor and district plans address issues and opportunities at a scale that is more refined and more responsive to specific needs than the City's Comprehensive Plan 2000 (Plan 2000) and Blueprint Denver. It provides more specific guidance for the allocation of city resources and for the location and design of private development. This plan serves as a supplement to Plan 2000.

Since this is a plan for Areas of Change, as designated in Blueprint Denver (and as shown in the Blueprint Denver Plan Map excerpt), this plan emphasizes providing adequate direction for potential developers. It also provides, either in the text or extensive appendices, detailed information on existing conditions, future travel demand estimates, and a market analysis of the demand for new development. The availability of this information may foster interest in the area and may expedite redevelopment.

The Plan is not an official zone map, nor does it create or deny any rights. Zone changes that may be proposed as part of any development must be initiated under a separate procedure established under the Revised Municipal Code.



The former Rock Drill building has been adaptively re-used for condominiums

PLAN PROCESS

The River North Plan is the result of an aggressive and intensive effort by the City and County of Denver and stakeholders. Blueprint Denver identified several Areas of Change where growth should be directed. Community Planning and Development (CPD) determined that the study area was among the highest priority Areas of Change and initiated a planning process as an outgrowth of Blueprint Denver. The Community Planning and Development staff, consultants and staff from other city agencies facilitated the Planning process, were responsible for reviewing the Plan concepts for consistency with citywide policies, and identified and analyzed the existing conditions in the corridor. These conditions were presented to the public. The public analyzed the Strengths, Weaknesses, Opportunities and Threats (located in the Appendix) within the River North Area, which formed the basis for establishing a vision, formulating goals and objectives, and developing detailed recommendations.

The River North Plan is a combination of a corridor plan and a district plan as opposed to a neighborhood plan, all of which are categorized as Small Area Plans. The River North Area's boundaries include portions of four neighborhoods: Five Points, Globeville, Cole and Elyria-Swansea. However, none of the residentially zoned portions of these neighborhoods are included in the River North Plan boundaries. As a corridor and district plan, the approach has been modified to facilitate a very open and participatory process. Anyone was encouraged to attend any meeting instead of designating a steering committee or other established body. Many stakeholders representing a wide variety of perspectives and a broad range of the community participated in the planning process, providing critical comment and direction. The primary mechanisms for citizen input are described below.

- ▶ As part of Blueprint Denver, a 40th and 40th TOD small area workshop was held in the Spring of 2001 as well as an Elyria-Swansea small area workshop in the fall. In each case thousands of post cards were mailed to residents of these areas. The results of these processes were incorporated as a starting point for the River North Plan. In addition, each person who attended these meetings was placed on the Plan's mailing list.
- ▶ A forum was held for commercial real estate agents, developers and landowners in July, 2002, to confirm and assess the interest to redevelop the River North Area. About 50 people were invited and the 20 who attended and others who expressed an interest were added to the Plan's mailing list.



- D Representatives of all nearby registered neighborhood organizations were added to the mailing list and invited to attend meetings.
- D A series of public meetings were held to undertake a SWOT (strengths, weaknesses, opportunities and threats) analysis, help identify proposed land uses for sub-areas, confirm goals and objectives for sub-areas, refine the vision statement, and create an ideal Brighton Boulevard corridor cross-section. Meetings were held within the River North Plan boundaries. Meetings were advertised by mailings to businesses in the corridor, contacts gathered at a commercial realtors forum, to the Elyria-Swansea Community Economic Development Coalition, to the Elyria-Swansea Business Association mailing list and by walking the corridor and distributing meeting notices by hand.
- D Community Planning and Development staff also conducted many one-on-one meetings with property owners and community activists in the River North Area.
- D An insert was included in the Cross Community Coalition's newsletter in Spanish and English providing an overview of the Planning effort. This newsletter is circulated to 2,700 households.
- D Planning staff attended an Elyria-Swansea Business Association meeting and made a follow-up presentation to the Association with detailed information on zoning and legal nonconforming uses.
- D Given that it can be difficult to get participation from some segments of the community, planning staff attended several regularly scheduled community meetings to inform them of the River North Plan and to obtain input.

In addition to the public participation process, the Plan was also shaped through:

- D Briefings held with city council members.
- D Community Planning and Development staff review and discussions.



River North Plan presentation to Globeville senior lunch



Stakeholders and the project team discuss the Plan at a meeting held at the Coliseum

As a part of City Council’s adoption of the Plan as a supplement to Plan 2000, the Plan document was further refined through:

- ▶ Denver’s Interagency Plan Review Committee standards of completeness, presentation, and consistency with Plan 2000 and Blueprint Denver.
- ▶ Denver Planning Board informational session and public hearing.
- ▶ City Council committee and final action.

The interaction between the multiple city agencies, other public agencies and the general public has been extensive. Many of the Plan implementation strategies and priorities will require continued public involvement and partnerships between property owners, businesses, neighborhoods, city agencies and other public agencies and private individuals and organizations.

Project Partners

Many project partners helped create and validate the River North Plan. The project partners demonstrate a unique commitment of time and resources by many diverse agencies. Several City departments collaborated on the Plan including, Community Planning and Development, Public Works, Parks and Recreation, the Mayor’s Office of Economic Development and International Trade, Environmental Health and the Denver Urban Renewal Authority (DURA). There was also participation from the Regional Transportation District (RTD) and the Colorado Department of Transportation (CDOT). The strong interest and participation by city and other agencies bodes well for implementing the Plan expeditiously. The involvement of property owners, businesses and developers assures both realism and a bold vision of what the area can become.

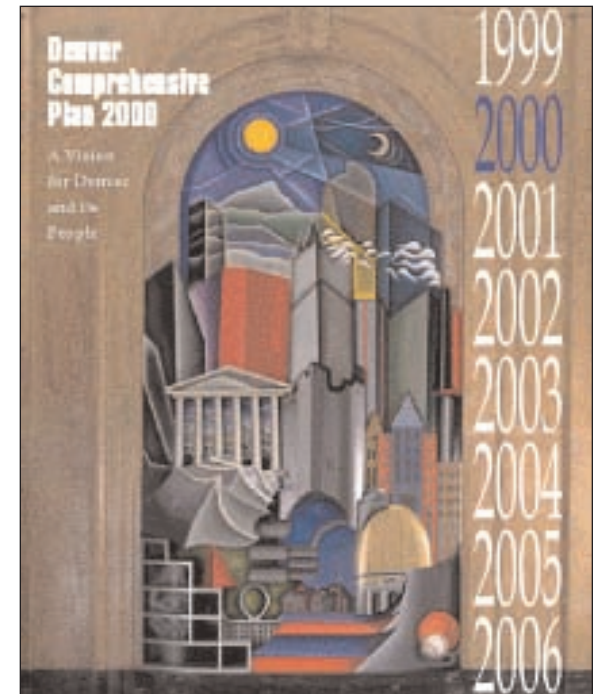


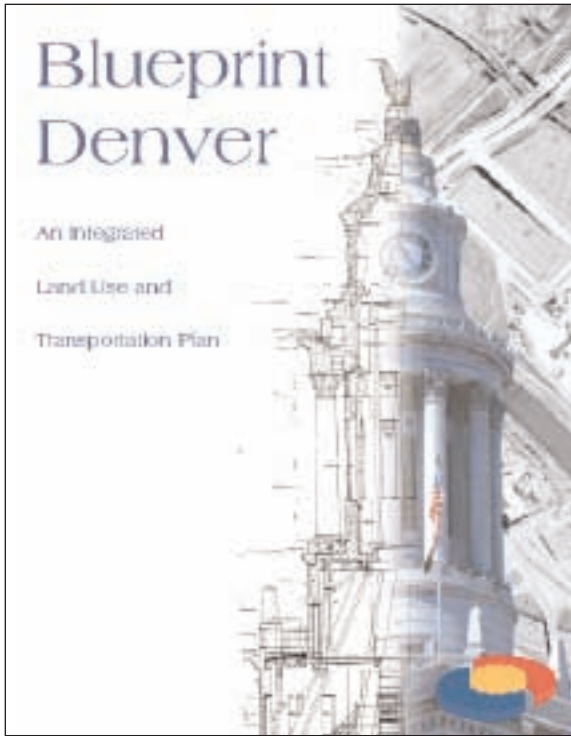
PREVIOUS PLANS AND STUDIES

The land use, transportation and urban design vision is portrayed in this River North Plan. It takes into consideration recommendations from earlier plans. Previously adopted planning documents that are relevant to the River North Area are:

- ▶ Swansea/Elyria Neighborhood Plan, City & County of Denver, 1983
- ▶ Swansea/Elyria Charrette Report, City & County of Denver, 1989
- ▶ Historic Resources Survey Report, Broadway Viaduct Replacement Project, 1995
- ▶ Northeast Downtown Plan, City & County of Denver, 1995
- ▶ East Corridor Major Investment Study, Denver Regional Council of Governments (DRCOG), 1997
- ▶ FasTracks Vision Plan, RTD, 2002
- ▶ Cole Planning Report, City & County of Denver, 1998
- ▶ A Vision for Brighton Corridor, 2000
- ▶ North Metro Transportation Study, RTD, 2001
- ▶ Blueprint Denver: An Integrated Land Use and Transportation Plan, City & County of Denver, 2002
- ▶ 40th Avenue Corridor Infrastructure Improvement Study, City & County of Denver, July 2002
- ▶ Bicycle Master Plan Update, City & County of Denver, 2002
- ▶ Denver Parks and Recreation's Game Plan, City & County of Denver, 2002
- ▶ South Platte River Long Range Framework Management Plan, City & County of Denver, 2000

These documents have been reviewed and relevant material has been taken into consideration in the development of the Plan. In particular, it should be noted that the 1997 East Corridor Major Investment Study (MIS) recommended a commuter rail line between Denver Union Station and DIA with the 40th Avenue and 40th Street station site and 400 structured parking spaces identified. It also recommended an extension of the existing "D" light rail line from the 30th and Downing station to the proposed 40th and 40th TOD site. This recommendation was incorporated into the existing FasTracks Vision Plan that was adopted by the RTD Board of Directors on December 17, 2002. Their adoption was subject to the final results of the I-70 East Corridor Environmental Impact Statement.





Brighton Boulevard is designated an Area of Change in Blueprint Denver

Relationship to Citywide Plans

All neighborhood and small area plans are expected to comply with the citywide policies contained in Denver’s Plan 2000 and *Blueprint Denver: An Integrated Land Use and Transportation Plan*. The River North Plan is the first small area plan pursued since the adoption of *Blueprint Denver*. This Plan implements several policies from these two previous plans. (The relevant policies from Plan 2000 are listed in the Appendix.)

Blueprint Denver

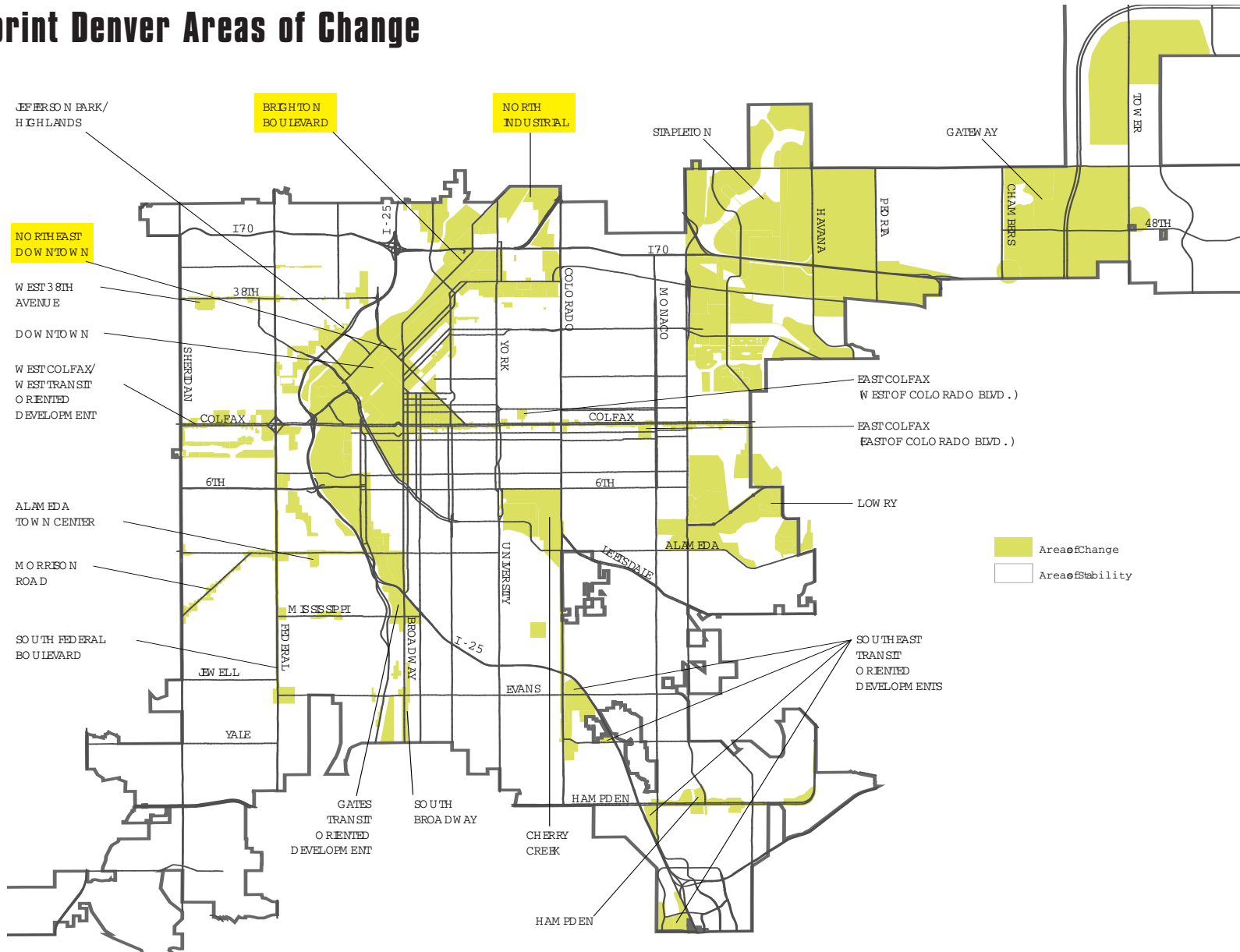
Blueprint Denver is a citywide plan that outlines Denver’s growth management and development strategy. *Blueprint Denver* divides the city into Areas of Change, where reinvestment and redevelopment is desirable, and Areas of Stability, where the existing land use and character should be maintained and enhanced. Mixed-use is a major theme of *Blueprint Denver* and of this plan. It is not a new idea and in fact was the prevalent pattern in River North. Mixed use refers to districts and centers where residential, retail and commercial uses are intertwined. Returning to communities where people can walk or take transit for their daily errands, or drive with shorter and fewer car trips provides choices that have a beneficial impact throughout Denver and the region. *Blueprint Denver* identifies guiding principles for Areas of Change as well as design factors that need to be addressed in mixed-use areas. These are provided in the Appendix.

River North includes three Areas of Change:

- ▶ Brighton Boulevard incorporates one to two blocks on either side of Brighton Boulevard from downtown to I-70. While many of the warehouses will remain for many years, a considerable amount of vacant and underutilized land makes this an area suitable for redevelopment and the creation of a mixed-use area. Brighton Boulevard is a gateway to downtown and offers a great opportunity for services, neighborhood serving retail and a variety of other uses.
- ▶ The proposed 40th and 40th rapid transit station provides an exciting opportunity for transit-oriented development with a mix of high-density housing, retail, office and other employment. This proposed station is contingent upon voter approval of the FasTracks Vision Plan. If the Union Pacific Intermodal facility relocates, the opportunity is greatly increased. The relocation would free up close to fifty acres of land adjacent to the station area, prime for high-density redevelopment.



Blueprint Denver Areas of Change





40th and 40th Area of Change



North Industrial Area of Change

- ▶ The North Industrial Area is adjacent to the River North Plan boundaries and includes much of the industrial portion of the Elyria-Swansea neighborhood and a portion of the Globeville neighborhood.

Neighborhoods on the perimeter of River North such as Cole and Clayton, offer an opportunity for infill development that focuses on residential projects on vacant and underutilized parcels.

Blueprint Denver also places emphasis on linking land use and transportation, reinforcing that cities are combinations of places to live, work and play and the means to get to those places. The Plan reinforces the City’s goal of accommodating a wide variety of transportation options, including cars, transit, walking and biking.

Relationship to Other Plans

Several planning processes are underway that are briefly described below. The relationship to the River North Plan is also described.

I-70 East Corridor Environmental Impact Statement (EIS)

- ▶ The Regional Transportation District (RTD), the Colorado Department of Transportation (CDOT), and the City and County of Denver began an environmental impact statement in 2003 that will look at transportation alternatives for the I-70 East Corridor. The EIS will identify a preferred alternative for the East Corridor. CDOT, RTD, and Denver signed an intergovernmental agreement that specified that the scope of the I-70 East Corridor EIS shall utilize those alternatives identified in the I-70 Major Impact Study (MIS) but that additional reasonable alternatives shall not be foreclosed in the process.
- ▶ The East Corridor MIS (1997) included among other recommendations a station in the vicinity of 40th and 40th to serve a commuter rail line from Union Station to DIA and a light rail extension of the existing “D” line from the 30th and Downing station to the proposed 40th and 40th TOD site.
- ▶ All of the objectives, goals, and recommendations for siting the 40th and 40th station proposal are contingent upon the outcome of the final EIS.



Regional Transportation District, FasTracks Vision Plan

FasTracks is RTD’s plan to build-out the regional rapid transit system. The RTD plan entails an increase to the .6% regional sales tax to execute the FasTracks Plan. Several components of FasTracks affect the River North Plan:

- ▶ A continuation of the existing “D” light rail line along Downing Street to the proposed 40th Avenue and 40th Street rapid transit station.
- ▶ Implementation of the I-70 East Corridor with rapid transit service to DIA from Union Station.
- ▶ Implementation of the North Metro rapid transit line.
- ▶ Enhanced and redeployed bus network.
- ▶ Intelligent Transportation Systems (ITS) solutions.

Denver Union Station Master Plan, EIS and Preliminary Engineering

The Union Station Master Plan entails redeveloping and preserving Denver’s historic Union Station and 18 acres of surrounding land. Union Station will be transformed into a transportation and retail hub serving the needs of residents, tourists and commuters. The Union Station Master Plan process includes some very specific steps, including an environmental impact statement, preliminary engineering and obtaining the necessary land use and zoning permits, and ensuring community involvement.

- ▶ Two rapid transit lines will originate at Union Station and have stops at the 40th and 40th station area — the I-70 East Corridor with service to DIA and the North Metro line that continues to Thornton.

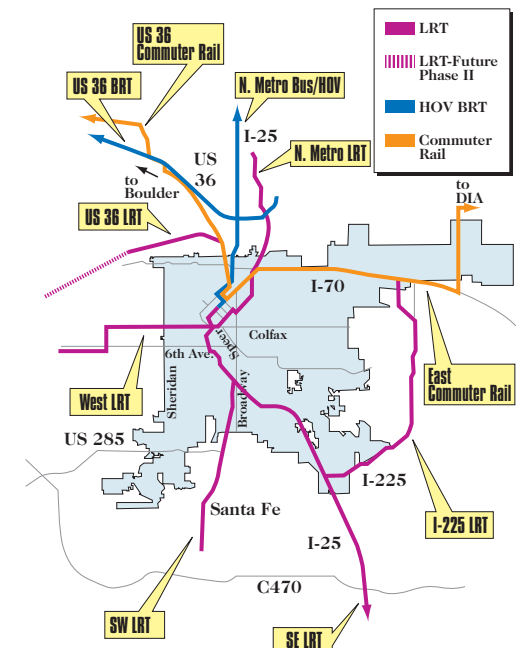
Downtown Multi-modal Access Plan

The Downtown Multi-modal Access Plan (DMAP) is a detailed, comprehensive plan for vehicular, pedestrian, bicycle and rail access into and throughout Downtown Denver over the next 20-25 years. The Plan will consider long-term land use planning, infrastructure improvements, and streetscape elements that are needed to ensure quality connections between Downtown and its adjacent neighborhoods.

- ▶ Multi-modal connections from downtown along Brighton Boulevard will be identified.



I-70, subject of the I-70 East Corridor EIS



FasTracks build-out map

The Pedestrian Master Plan

The Pedestrian Master Plan provides a strategy for improving and maintaining Denver’s pedestrian facilities for the next 20 years. Pedestrian improvements will be selected from both a scoring system developed by the Plan development team and input from area residents and attendees at public meetings. The Plan will also contain new policies to improve Denver’s pedestrian facilities by helping city agencies better coordinate with each other, fostering partnerships with the city and other groups, and identifying steady funding sources for sidewalks, intersections, trails and other facilities.

DRCOG Metro Vision and Urban Centers

Metro Vision 2020 is a plan developed by the Denver Regional Council of Governments (DRCOG) for the region. Among other core elements, it identifies urban centers as a means to mix uses and increase densities in locations that are well served by transit. In 2002, DROG requested jurisdictions to submit areas that meet criteria being developed to update Metro Vision 2020 to 2030.

- ▶ The Denargo Market area and the 40th and 40th TOD were submitted to test preliminary criteria.
- ▶ The successful implementation of the River North Plan is not only consistent with but will help achieve the goals of Metro Vision 2020.



HISTORY





Ironton School was reused then demolished



Railroad yards and viaduct, circa 1920



Broadway viaduct, circa 1930

The history of the River North Area has been greatly influenced by the South Platte River and the railroads. The maps on the opposite page show that the old river channel and the railroad yards effectively cut off the Plan's area from downtown Denver. Thus the River North Area evolved as its own community with a mixture of uses including a significant residential community, industrial uses that provided jobs to the residents, stores and services that provided for the needs of the residents, and other uses. Establishing a new channel for the river and constructing the Broadway viaduct over the railroad yards created a connection to downtown and contributed to a change in the character of the area over several decades to a largely industrial and commercial area.

Because the area was cutoff from downtown, there was considerable vacant land even by the late 1920's. The Denargo Market area was vacant and parts of it used as a landfill. In 1892, a sewer line was constructed that emptied into the swamp that was present in the Denargo Market area which also explains why this area was vacant. In 1895, the South Platte River channel was improved, the swampy area was filled, and the sewer line was extended to the north. The area west of the South Platte River was vacant. There was a considerable amount of vacant land in the Brighton Corridor until reaching 35th Street where housing was the predominant use to the north. The area north of the Union Pacific Intermodal facility was mostly vacant with a few scattered homes and businesses.

The street known today as Brighton Boulevard was developed on the downtown grid system in the late 1800's, but it was separated from downtown by railroad yards. Brighton Boulevard was once Wewatta Street (and Drive Way even earlier as shown on the historic maps) from the railroad yards north of downtown up to what is now I-70 and then was Gilpin Street up to 49th Avenue. It then followed the Burlington Northern tracks toward Brighton, Colorado, the county seat for Adams County. The name Brighton is an emulation of Brighton, Massachusetts and Brighton, England. Wewatta Street was named Brighton Boulevard after 1924 when Broadway was extended from 20th Street and the Broadway viaduct was built over the railroad yards. The Tramway map from 1933 shows that the area historically has been served by transit.

A study of the Sanborn maps and reverse directories indicates that over time, residential uses have been replaced with industrial uses. Focusing in on Brighton Boulevard itself, a researched directory for 1893 showed 157 people living along it with most living between 34th Street and 40th Street with another concentration on the 4200 block. A 1924 reverse directory still showed primarily residential uses on Wewatta (now Brighton) from 34th Street to 40th Street. By 1931, uses along what was now called Brighton Road or Brighton Boulevard had become much more mixed in nature. For example, the 3400 block had Longero Boiler and Sheet Iron Works and the Banner Iron & Wire Works Company. The 1939 directory showed a continuation of this trend but also showed a thriving Denargo Market. There were twenty-seven businesses listed at the Denargo Market selling or distributing an array of food products. Businesses that supported the residents were common in 1947 such as John Marr Grocery Co., Dale



Platte Changing Shape and Brighton Changing Names



Robinson Atlas - 1887



Northwestern Terminal Railway Co. map - 1915

Tramway Corporation route map - 1933





Gardner Denver, a manufacturing operation



Gardner Denver also called Rock Drill



The Brannan Sand and Gravel Company

Campbell Filling Station, Soda Bar Creamery, Morrison Drugs, and Paul R. Isaacson, physician. There was still a considerable mixture of uses including homes into the 1950's. By 1953, the Pepsi-Cola Bottling Company of Denver had opened at 38th Street and Brighton Boulevard. Today, Brighton Boulevard is regarded as an industrial corridor and as a secret route, known primarily by cab drivers, into Downtown Denver from I-70.

Looking at the Plan's area in its entirety, the primary businesses were mining and railroads with supporting businesses and businesses that took advantage of the numerous rail lines and spurs. Auto related uses such as the Dryfoot Rubber Company that sold tire chains and auto accessories and several gas stations were also prevalent. There were also a variety of residential uses including single family homes, hotels and boarding homes that provided housing for workers and their families. For instance the block from 39th Street to 40th Street and from Wynkoop to Wewatta had 32 homes. The Ironton School was located at 36th Street and Delgany Street. In the area east of the UP lines between 38th Avenue and 40th Avenue there were many homes, hotels, and businesses serving the residents including a barber, a bakery, and a cobbler. The main employer seems to have been the Gardner Denver Company, which manufactured rock drills. The hotels included the Eureka Hotel, the Burleigh Hotel and the Park Hotel and most likely targeted railroad workers.

In terms of industrial uses, some of the earliest industrial uses, which were scattered in the area, included the S.H. Supply Company on 31st and Wynkoop Street, the National Fuse Powder Company on the corner of 38th and Delgany Street, the Railway Steel Spring Company on York Street north of 40th Avenue, and the Omaha-Grant Smelter in the vicinity of the Denver Coliseum parking lot. The buildings used by the Omaha-Grant Smelter were torn down by the early 1900's but its influence lives on as a Superfund site. Other industrial uses were scattered throughout much of the study area. An idea of the nature of the industrial conditions is provided by a description of the S.H. Supply Company which stated that one man lives on the premises, heat is provided by stoves, electric lighting is present, water comes from a well but there is no hose.



VISION



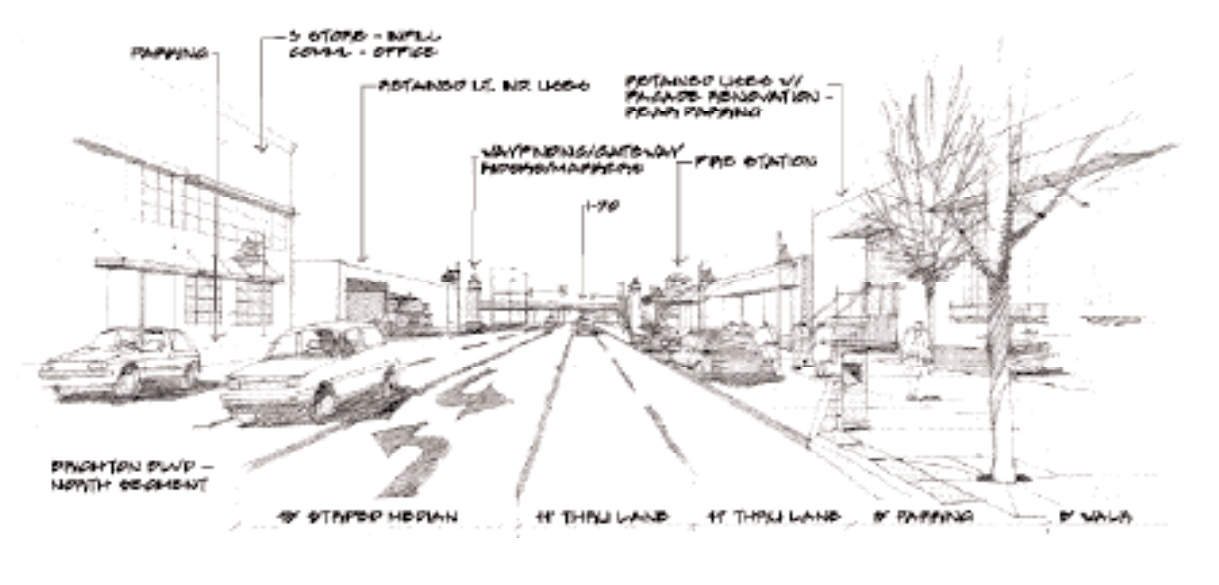


Colorado Diesel Multiple Unite (DMU), a possible rail technology for this corridor

This section is intended to describe what the Plan's area would be like in the future if the River North Plan is implemented. This vision is dependent on the occurrence of several events including implementation of the FasTracks Vision Plan.

River North projects an image of a place with its own unique identity. It has the excitement of LoDo but has a more eclectic mixture of residents and businesses due to its much more affordable prices. It is a thriving area that has successfully merged mixed uses with multiple modes of transportation. Brighton Boulevard is the gateway into Downtown for residents living along the east corridor and for visitors arriving at DIA. Convenient access is provided for vehicles via I-70 to Brighton Boulevard as well as by rapid transit from DIA to Union Station and to downtown. Rail service is available to Thornton via the North Metro Line. Access is also provided for pedestrians and bicyclists along the Platte River trail to downtown and to the regional bike trail system. This green connection has been greatly enhanced and is busy with bicycle and pedestrian activity for recreation and commuting.

Brighton Boulevard is an attractive street that balances the need for access to Downtown Denver at moderate speeds and the needs of a wide array of new and long-standing businesses to access Brighton as well as provide parking for visitors. The addition of sidewalks and street trees has transformed Brighton into a pedestrian friendly and more visually appealing corridor. This access by car, the new access by rapid transit and the improved pedestrian and bicycle access has enhanced the Events Area that is anchored by the National Western Stock Show, the Denver Coliseum, and the Forney Museum.

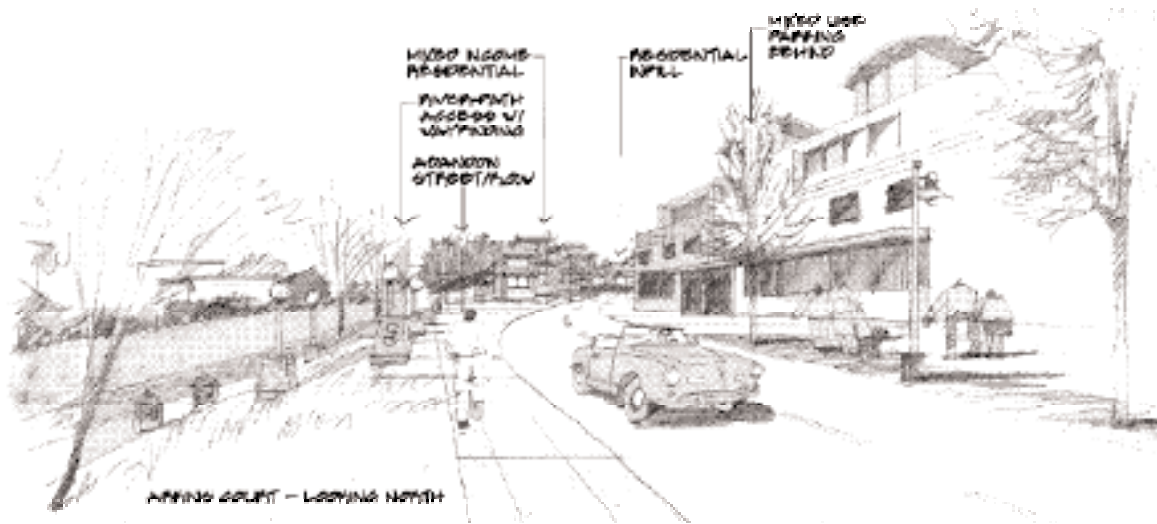




This outstanding access and new and improved multi-modal connections within the area and to surrounding neighborhoods has spawned a wide variety of new development that fits well with many longstanding businesses. A synergy has been created between businesses adding to the appeal of the area. Many entrepreneurs and artists have chosen to locate in this area.

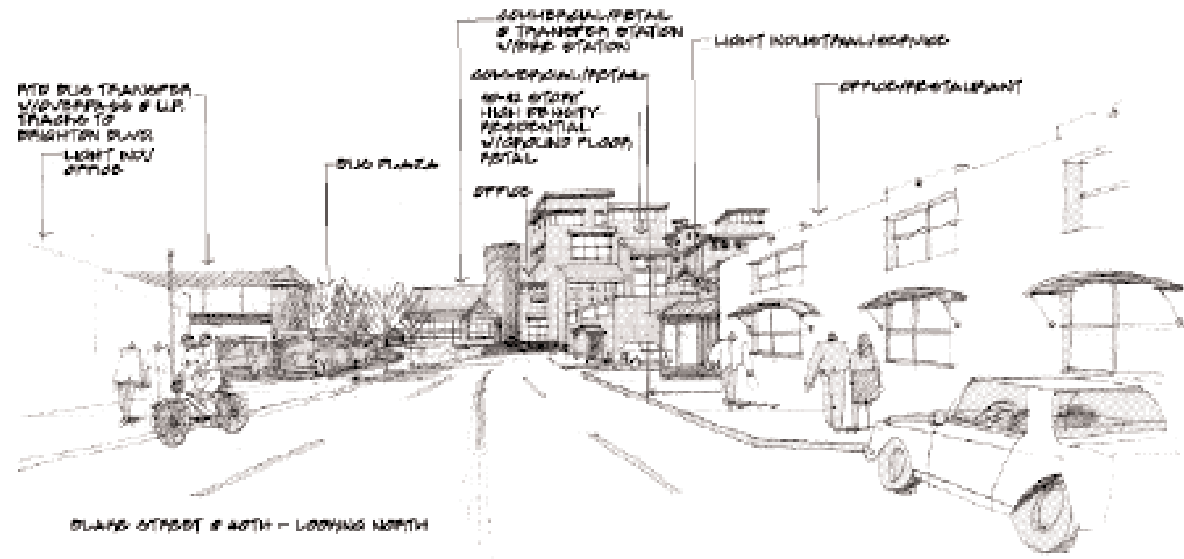
Denargo Market has re-generated itself into a marketplace that includes residential development along the river and a variety of retail and downtown supporting uses.

The South Platte River has become even more of an amenity by restoring its natural environment and adding open space along Arkins Court. Connections to it have been added and improved including along 38th and 31st Streets and by a pedestrian bridge in between. Water quality enhancement has been incorporated into the open space in order to improve the quality of the water flowing into the river. The enhanced river has fostered significant new residential and other development that takes advantage of, and adds to, the environment by creating an attractive edge.



The rapid transit station in the vicinity of 40th Street and 40th Avenue has developed into a vibrant transit oriented area. The most intensive new development has been incorporated into the station and provides services for travelers who are transferring between lines as well as those who are beginning or ending their trips at the station. The station efficiently accommodates bus routes, circulator buses serving the surrounding neighborhoods of Cole, Elyria-Swansea, and Globeville, and cars dropping off passengers. A pedestrian and bicycle friendly

facility connects the areas on both sides of the railroad tracks which enables it to serve development and the Events Area. The development in and near the station includes multi-tenant office buildings, a large housing component, single tenant buildings, and retail that serves not only passengers and the new development but the surrounding neighborhoods as well. Businesses and residents love the convenience of being between downtown and DIA and connected to each by rapid transit. The access to jobs within this area and the improved access to jobs because of the transit has reduced the unemployment rate in north Denver neighborhoods and increased the income of many households.





EXISTING CONDITIONS AND PROJECTIONS





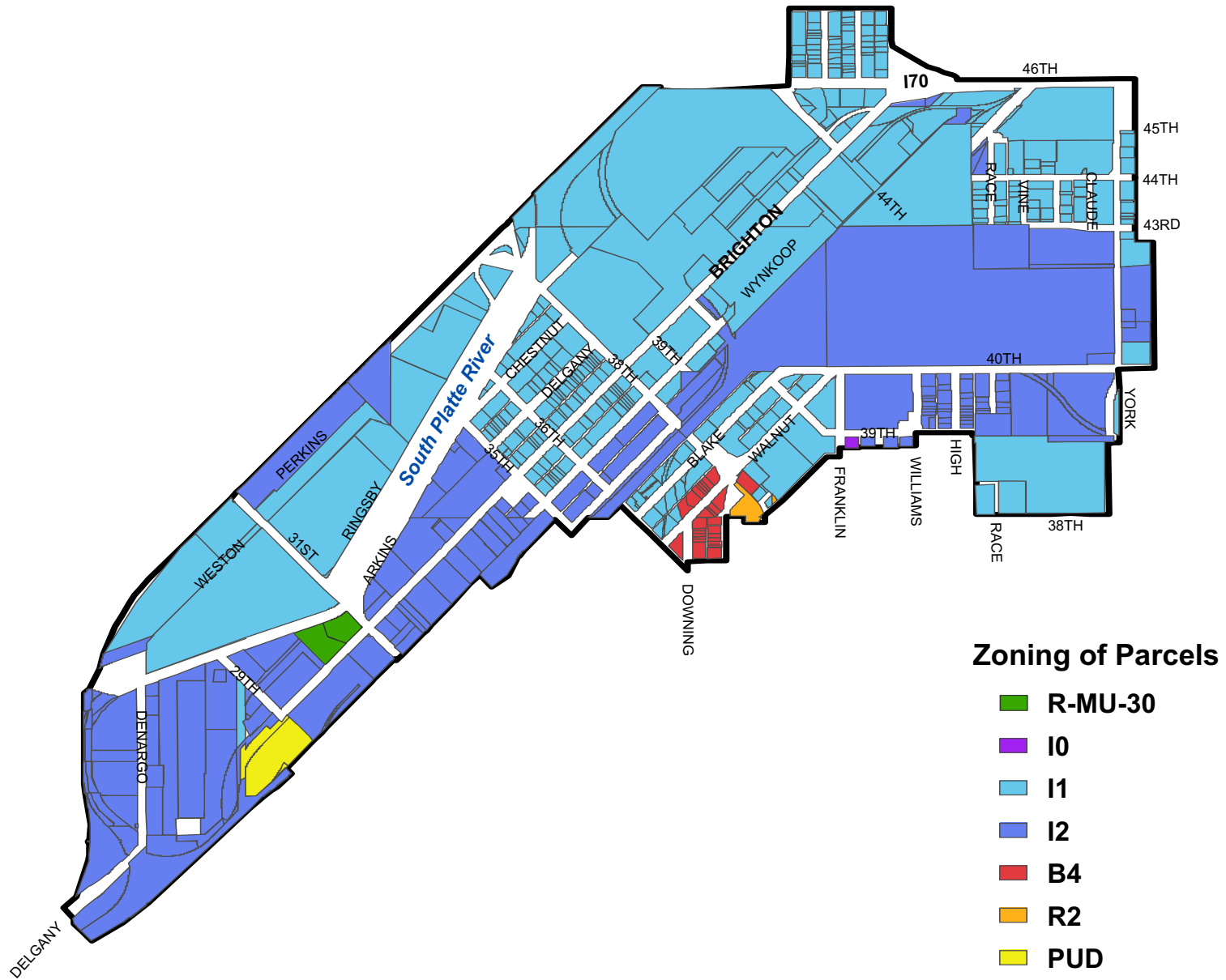
The location of a rezoning from industrial to R-MU-30 along Brighton

ZONING

The current zoning is primarily industrial with 95% of the land zoned either I-1 or I-2. The I-2 land is somewhat less prevalent than the land that is zoned I-1 and is primarily concentrated south of 35th Street between the South Platte River and the Union Pacific (UP) Railroad Tracks and the UP Inter-modal facility which is located between 40th and 43rd Avenue between Franklin Street and York Street. The I-2 zone district allows manufacturing and heavy industrial uses while the I-1 zone district is somewhat more restrictive. Two recent rezonings include a PUD at 29th Street and Brighton Boulevard to make way for 241 apartments and 31st Street and Brighton Boulevard, which was zoned, to R-MU-30. There is also some B-4 zoned land along Downing and Marion Street north of 37th Avenue.



Zoning





Warehousing is about 31% of the Plan's area



RTD facility on Ringsby Court



Globeville Landing Park adjacent to Pepsi

LAND USE

The predominant industrial uses are warehouses, railroad tracks and yards, and factory/food processing. Together these utilize 60% of the land. There is also a significant amount of auto related uses. Other significant facilities are the Denver Coliseum and the RTD facilities. About 9% of the land is vacant.

There are two parks within the Plan boundaries, Globeville Landing Park and St. Charles Place Park. Globeville Landing Park is along the South Platte River Trail and south of the Denver Coliseum parking lot. St. Charles Park is in the Cole neighborhood.

Much of the land is underutilized. An examination of the ratio of the Assessor's market improvements value to the land value shows that over 25% of the parcels have a ratio of less than 1.0 indicating that the land is worth more than the buildings. In addition, the average floor area ratio, the ratio between the building square footage and the land square footage, is only 0.25, a further indication of underutilization.

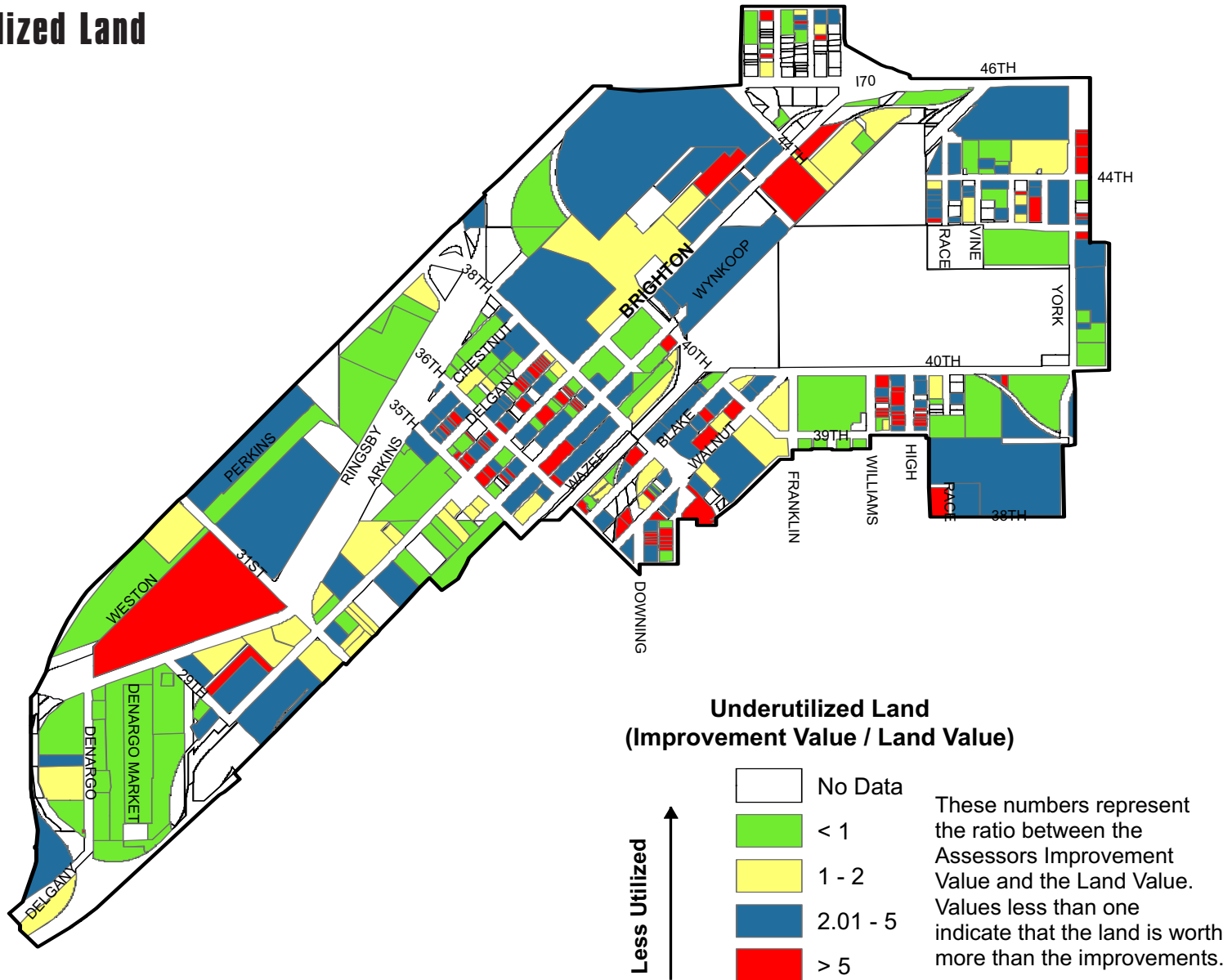
Land Use	Parcels	Acres	Percent
Railroad Property	51	131.95	21.4%
Misc. Warehouse	109	131.82	21.4%
RTD	6	59.19	9.6%
Vacant	154	55.36	9.0%
Bottling & Distribution	8	50.39	8.2%
Factory	24	48.26	7.8%
Auto Service	37	35.05	5.7%
Theater	1	30.40	4.9%
Surfacing	43	21.35	3.5%
Other/in transition	20	15.47	2.5%
Office	14	13.33	2.2%
Residential	78	9.40	1.5%
Food Processing	6	7.06	1.1%
Restaurant/Retail	13	3.93	0.6%
Misc. Civic	4	2.71	0.4%
TOTAL	568	615.69	100.0%



Land Use



Underutilized Land





HOUSING

There are 74 single-family structures and five other residential structures within River North none of which are zoned for residential use. Some of the residential structures appear to be utilized for commercial purposes. Most of these were constructed before 1900 and preceded the city zoning ordinance. Thus, these dwelling units are nonconforming uses. Under the current zoning, these homes cannot be expanded. Historically, there were many more residential structures but through the years most of them have been replaced with industrial or commercial structures as a result of the industrial zoning.



One of 79 residential structures in River North



Construction is nearing completion on the I-70/Brighton intersection, an "event" that is likely to stimulate development

ECONOMIC ACTIVITY

An analysis of demographic and market characteristics has been undertaken for River North. The analysis provides an indication of overall trends and economic health that may affect future development and redevelopment efforts. The results of this analysis identifies potential land uses which could locate within the study area, as well as establishes a context for parallel and future planning efforts. Estimates of development demand by land use and location within the study area provide the foundation from which traffic estimates have been prepared. The estimates point toward the need for infrastructure improvements.

The following discussion presents: an explanation of the methodology used to quantify demand; the impact of select events on the forecasts; a summary of future growth by land use; and a distribution scenario for uses and products within the study area. A more detailed version that principally includes more information on the methodology can be found in the Appendix. A full economic report can be found in the Technical Appendix.

Methodology

Looking to the experience of similar markets within the Denver metropolitan area which have revitalized over the past decade, as well as the vision for Brighton Boulevard expressed in Blueprint Denver, principle future land uses identified for analysis included: housing; commercial retail space; industrial flex and research and development; and commercial office space.

In order to quantify estimates of demand by land use, trade areas were defined based on a consideration of several factors. Within each trade area, baseline estimates were prepared and later adjusted based on consideration of potential events. See the Appendix for more information on the methodology.

Events Matrix

Critical to interpreting the study area's future competitive position for development growth is an



understanding of potential “events” which could impact the character and quantity of select land uses as reflected in absorption activity and project values. Events, which were considered, include: (1) completion or introduction of major improvement projects (infrastructure); (2) new development and redevelopment projects (development); and, (3) completion of land use and capital planning documents (planning).

For the purpose of this analysis, infrastructure events were considered to have an impact when money had been committed or construction had begun. Development events were considered to have a significant impact as they essentially served to “prove-up” the market. Planning events were not considered to have any immediate impact in and of itself. Finally, it was assumed that regulatory changes would be made to accommodate the vision of the Plan. The discussion, which follows, presents the demand estimates prepared for each land use category and adjusted to reflect the potential impact of the identified events at select intervals over a twenty-year period.

Demand by Land Use

Residential Demand

There is market support for nearly 900 single family attached units and 675 multifamily units to the year 2022. While the study area does not have available land zoned to accommodate this level of development, the assumption is new development, redevelopment, mixed-use and adaptive reuse projects would occur throughout the study area within a supportive regulatory environment. Residential products in the River North Area will offer a more affordable housing alternative to lower downtown and the Central Platte Valley. Future projects will benefit from improvements to the South Platte River corridor and integration into the existing neighborhood framework. The South Platte River frontage is a valuable amenity for residential development on both sides of the river.

Retail Demand

There is market support for approximately 300,000 to 400,000 square feet of new retail space in the study area to the year 2022. Retail market opportunities, or niches, which will emerge in the study area over the next twenty years include: service retail in mixed-use developments (such as the transit-oriented development sub area); neighborhood-serving centers in residential areas; adaptive reuse of older industrial facilities transitioning to meet changing markets; and, events products in support of mass attraction destination facilities including the Denver Coliseum and the National Western Stock Show.

Office Demand

There is market support for more than 1.7 million square feet of new office space in the study area through the year



JPI is a major new residential development, an “event” that is also likely to stimulate additional development



A high tech firm along Brighton Boulevard

2022. Office market opportunities will include both Class A and Class B, as well as corporate owner/user space. Class A and corporate opportunities will likely occur within the influence area of the potential future rail station and residential mixed-use sub area located adjacent to downtown. Opportunities for Class B local service office space will likely occur throughout the study area as freestanding products or within a mixed environment. Office space will gradually replace industrial space as the dominant employment product.

Industrial Demand

There is market support for approximately 500,000 to 750,000 square feet of new (and replacement) industrial space in the study area to the year 2022. Industrial market opportunities, or niches, which the study area will be well positioned to take advantage of include: development of flex, research and development space; and owner-occupied facilities who consider access to the region through multiple modes of transportation an asset for which they are willing to pay a premium. Therefore, while industrial land uses will continue to have a presence in the study area, warehouse and distribution products will shift toward higher value flex space, research and development and owner-occupied products.

	2003-07	2008-12	2013-17	2018-22
Residential Ownership (units)	130	185	270	305
Residential Rental (units)	185	175	160	155
Retail (square feet)	56,000	77,000	105,000	117,500
Industrial Flex/R&D (square feet)	132,500	104,500	35,500	0
Industrial Owner-Occupied (square feet)	199,000	156,600	53,000	0
Office (square feet)	65,000	243,500	580,000	970,000

Source: Leland Consulting Group and City & County of Denver.

Note: 1 – Figures rounded.

The figures presented above represent conservative estimates of demand by land use within the area over a 20-year period.

Geographical Land Use Distribution

As described in a subsequent section, there are portions of the study area, which offer unique conditions supportive of select land uses. For the City and County of Denver and River North stakeholders to successfully capitalize on



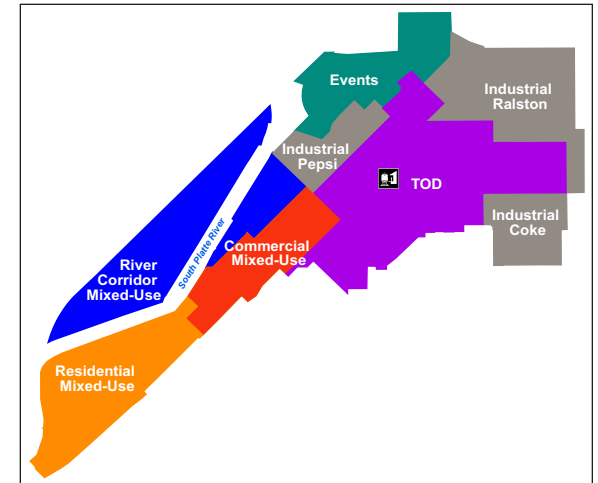
opportunities presented by the diversity of the corridor, public investment and reinvestment should be focused and targeted. Specifically, efforts should reflect the theme, or vision, for the land use area, thus supporting that private investment which can most effectively leverage public initiatives. The table summarizing demand shows that there is the ability to capture considerable economic activity over the next 20 years. Although a formal cost benefit analysis has not been undertaken, public investments will result in significant additional tax revenues from future development.

The proposed distribution of land uses by area is presented in the table below:

	Residential Mixed-Use	TOD	River Corridor Mixed-Use	Commercial Mixed-Use	Industrial Ralston/JR	Industrial Coke	Industrial Pepsi	Events
Residential Ownership	45%	28%	23%	0%	2%	2%	0%	0%
Residential Rental	39%	42%	10%	0%	4%	5%	0%	0%
Retail	40%	35%	10%	15%	0%	0%	0%	10%
Industrial Flex/R&D	10%	15%	5%	10%	33%	25%	2%	0%
Industrial Owner-Occupied	0%	0%	0%	15%	48%	35%	2%	0%
Office	30%	50%	5%	5%	5%	5%	0%	0%

Source: Leland Consulting Group and City & County of Denver.

Notes: 1 – Assumes that the grocery store in Denargo Market comes on line in the 2008 to 2012 time period. 2 – Assumes the bulk of the development in the TOD Sub area comes on line during the 2013 to 2022 time frame. 3 – Because of currently office vacancy rates, there is little office development during the initial five years with it growing at a substantial rate in later time periods. 4 – Because of anticipated substantial increases in land values as the station becomes reality, the bulk of industrial development will occur in the early time period. 5 – This table does not represent ultimate build out but only development through 2022 based on conservative assumptions.





One of many streets not meeting roadway standards

MOBILITY

Existing Traffic Levels

As part of the existing conditions assessment for the River North Plan, traffic levels in the study area were evaluated.

Traffic counts were performed at key locations in the project area as part of the planning effort. Daily volumes in the study area ranged from 14,000 vehicles per day (vpd) to 16,000 vpd along Brighton Boulevard and 16,000 vpd to 18,000 vpd along 38th Street. Volumes at other locations in the study area were generally below 10,000 vpd. Peak hour turning volumes were also collected at key intersections. The traffic volume details are in the Technical Appendix.

Based on the turning volumes collected at key intersections, capacity analyses were conducted in the study area. The analyses result in a level of service (LOS) that ranges from level of service A (minimal delay and conflicts) to level of service F (significant delays and congestion). LOS between A and D is considered acceptable in urban settings, including the Brighton area. LOS results are shown on page 42.

The intersections analyzed generally operated at LOS C or better in both peak periods. The only exception was the I-70 north ramps / 46th Avenue at Brighton Boulevard, which operated at LOS D. These results are considered acceptable.

Existing Roadway Conditions

The roadways in the study area were reviewed to determine the conditions of the pavement and other roadway amenities. These roadways are generally older facilities, having been built along with the older industrial and commercial uses in the area. The following general observations were made:

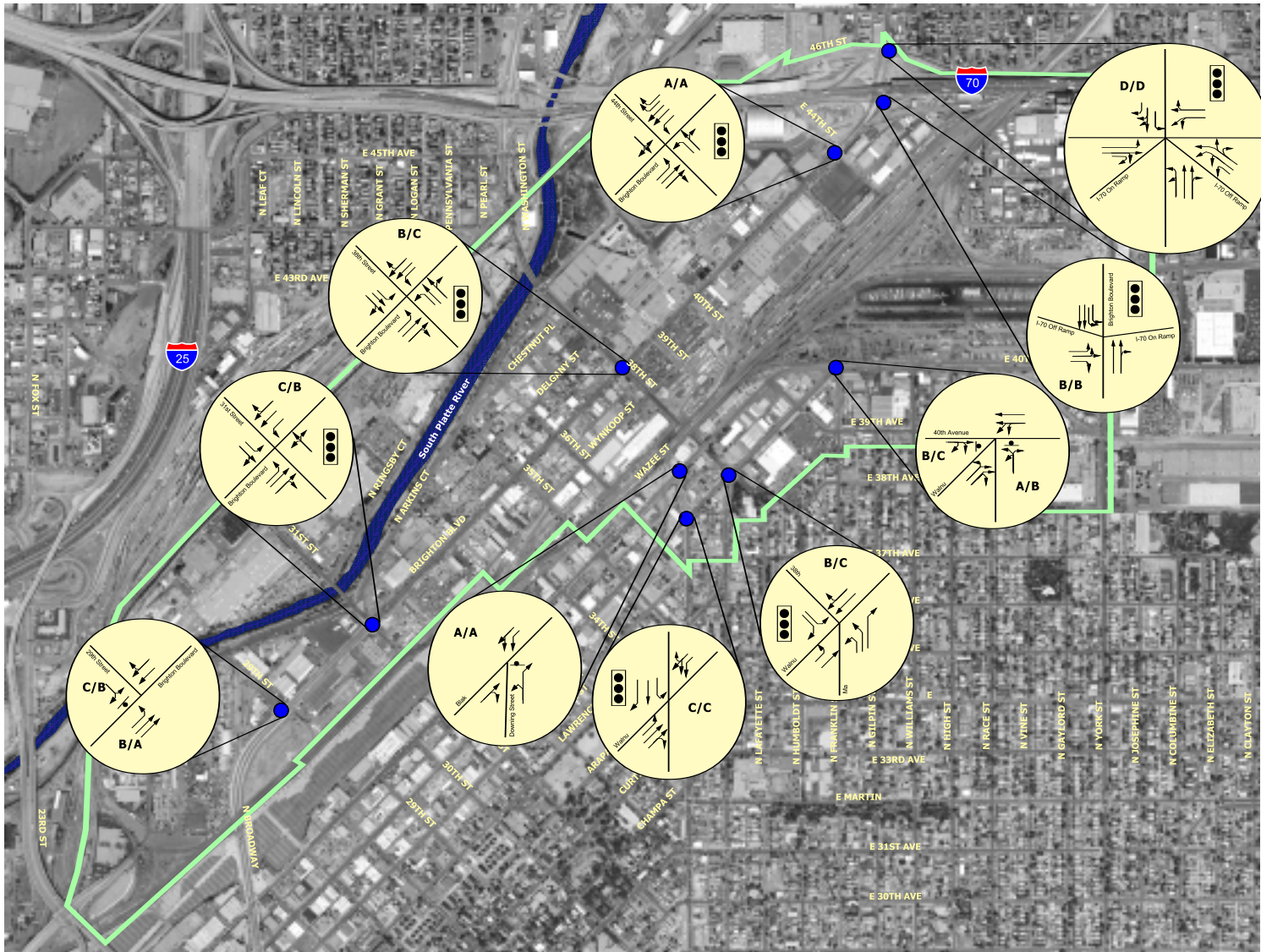
- ▶ Due to the age of the facilities and changes in engineering design over the years, many of the streets do not meet current roadway standards.



Existing Traffic Counts



Existing Lane Geometry and Level of Service



Legend

- Intersections Analyzed
- X/X** AM/PM Peak Hour Level of Service
- Indicates Signalized Intersection
- Brighton Boulevard/40th & 40th TOD Small Area Plan Study Area

Note:
Signal timings provided by the City and County of Denver were used for Level of Service analysis at signalized intersections.



- D The majority of the roadways are lacking design elements considered desirable in Blueprint Denver. Missing amenities include curb and gutter, sidewalks, medians (where appropriate), streetscaping (including tree lawns and amenity zones, where appropriate), bike lanes (where appropriate), and pedestrian amenities.
- D Utilities in River North are typically above ground
- D Many roadway drainage systems are non-existent or inadequate, leading to ponding, run-off issues with adjacent parcels, and water quality concerns.

Existing Roadway Classifications

The City has developed roadway functional classifications to help define roadway operations provided for various facilities. As part of Blueprint Denver, a classification system was developed that looks at a streets function as well as the type of land use that it is serving. At the present time, Brighton Boulevard, 38th Street, and 40th Avenue are classified as Mixed Use Arterials. Arkins Court is classified as a residential collector and Blake Street and Walnut Street are classified as Residential Arterials. All other streets are classified as local streets.

Existing Local Access and Circulation

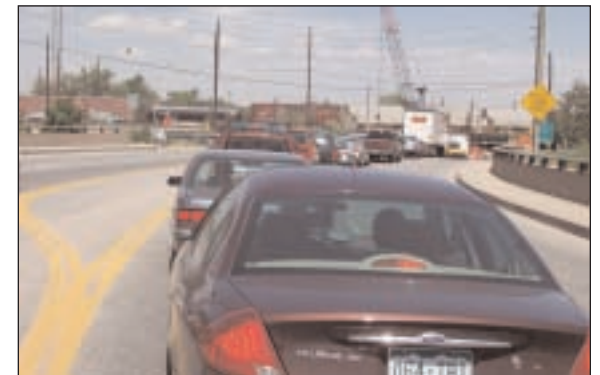
The roadway network in River North provides for access to each of the various parcels. The amount of access (number of driveways) varies based on the land use of the parcel.

Access throughout the Plan's area was reviewed. Brighton Boulevard has areas where access is relatively controlled (one or two driveways per block) and other areas where there is no curb and gutter to define driveways (free access). Due to the nature of the adjacent land uses and the underpass at the railroad tracks, 38th Street typically has fewer access points. Denargo Market and the warehousing areas between Brighton Boulevard and the railroad are areas with little or no access control. There is typically more access control in the TOD area and the area west of Brighton Boulevard and north of 31st Street.

There are several major trucking facilities in the study area. The Union Pacific Inter-modal facility north of 40th Avenue is the largest truck trip generator in the study area. The Pepsi Cola bottling and distribution facility at the northwest corner of Brighton and 38th is the next largest. Other major truck facilities include Coca Cola at York and 38th, Ralston Purina at Race and 44th, and the Denargo Market



Access along Brighton is not controlled



38th Street looking towards the rail tracks



Pepsi-Cola takes up 8 blocks along Brighton

Major Traffic Generators





complex along Delgany and Denargo Streets. The RTD bus maintenance facility at 31st Street west of the Platte River is another major generator, as illustrated on the Major Traffic Generators map.

Vehicular, pedestrian, and bicycle circulation in River North is difficult due to several factors. Several linear features divide the study area, including the Platte River (with only two auto crossings and a third pedestrian crossing) and the Union Pacific Railroad tracks (with only one crossing in the study area). The Burlington Northern and Santa Fe railroad yards that form the west edge of the study area are only crossed by the Park Avenue Viaduct (south of the study area) and 38th Street / Washington Street. Although I-70 cuts across the northern section of the study area, it is not as significant a barrier since Brighton Boulevard, 44th Avenue, and York Street cross under the roadway in the short segment of I-70 evaluated. There are many large parcels of land that would normally include streets in a grid system. These include Pepsi (eight square blocks), the Union Pacific Intermodal facility (over twenty square blocks), and the Denver Coliseum (five square blocks).

Circulation is also affected by roadway condition. Many streets in the study area are in poor condition, with uneven surfaces and intersections that cannot accommodate truck turns. These include portions of Wynkoop Street, Denargo Street, 43rd Avenue, 44th Avenue, and streets between 43rd and 44th Avenues in River North.

Existing Alternative Modes

Transit service consists of several local or limited routes, which operate mainly to connect the study area to Downtown, Central Park, DIA and west Denver. Transit routes and current ridership are shown in the Technical Appendix. Bus service frequencies are particularly low on Brighton due to the lack of major origins or destinations for transit riders. Transit ridership is highest on routes serving the existing residential neighborhoods outside the study area. The #48 bus is an example of the value of maintaining the existing modes of travel. It is used by employees in River North and is a great connection from downtown and Commerce City to access both the South Platte River amenities and the Events District.

As illustrated in the Pedestrian and Bike Facilities map, River North is characterized by a lack of sidewalks creating a difficult environment for pedestrians. The Platte River Greenway serves as a major amenity for bikes connecting the area to the Central Platte Valley, the Southwest and South Metro Area and the Cherry Creek Trail. A planned improvement along 38th

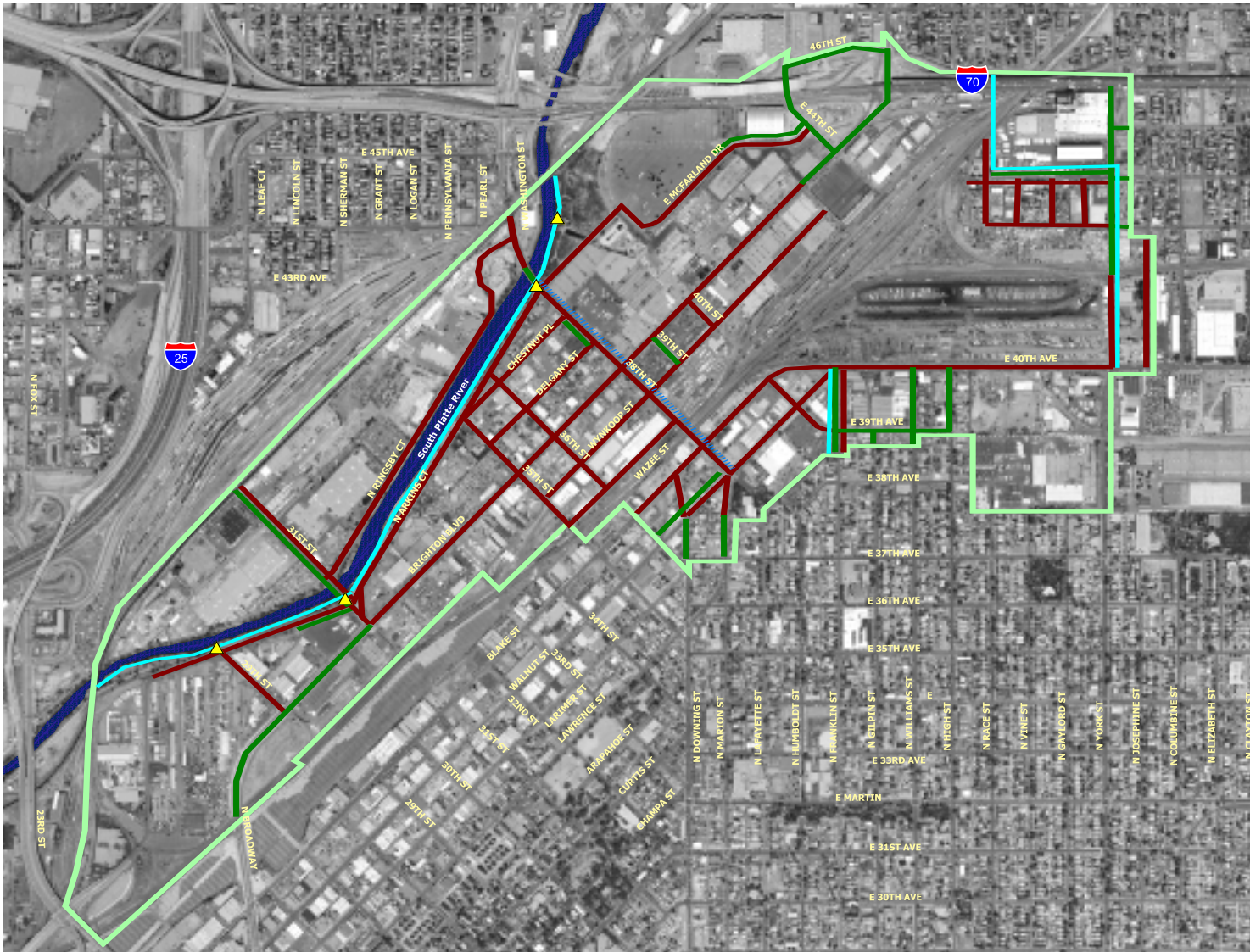


There are no sidewalks along 40th Avenue



Platte River Greenway: an incredible amenity and green connection

Pedestrian and Bicycle Facilities





Street between Walnut and the Platte River will improve bike connections in the study area, but this improvement is constrained by the existing railroad structure over 38th Street.

Future Traffic Demand

Based on the existing traffic volumes collected in the study area and projected land uses, future volumes were developed. These volumes are based on background traffic growth (growth that is anticipated to occur with or without the Plan actions) and traffic volumes that would be generated due to new development based on the market demand forecasts. For details on this process, refer to the Appendix. The results of this process are 2025-year traffic volumes, which represent an increase of between 2% and 3% per year, depending on the specific location in the study area.

Future daily volumes in the study area range from 20,000 vpd to 23,000 vpd along Brighton Boulevard and 25,000 vpd to 27,000 vpd along 38th Street. Volumes at other locations in the study area remained generally below 10,000 vpd. The exception to this was the significant growth along Blake, Walnut, and 40th Avenue in the TOD area. Peak hour turning volumes were also developed at key intersections. Future traffic volume details are shown in the Future Traffic Counts and Future Lane Geometry and Level of Service maps.

Based on the future turning volumes projected at key intersections, capacity analyses were conducted in the study area. The intersections analyzed generally operated at LOS C or better in both peak periods. The exceptions include:

- ▶ The I-70 north ramps / 46th Avenue at Brighton Boulevard continued to operate at LOS D. No changes are anticipated at this location as part of the River North Plan.
- ▶ The 38th Street at Brighton Boulevard intersection operated at LOS D in the PM.
- ▶ The 38th Street at Walnut / Marion intersection will operate at LOS E in the AM and LOS F in the PM. This intersection is in the TOD area and needs to be addressed.
- ▶ The 29th Street at Brighton Boulevard intersection operated at LOS E in the AM. The PM operations were acceptable at LOS C. This intersection is not signalized. It is anticipated that either a signal at this location or the extension of Delgany Street to Brighton Boulevard will address this issue. Either of these measures should be addressed as part of the Denargo Market redevelopment plan.



38th Street, especially the railroad tracks underpass, is difficult for pedestrians and bicycles to navigate



Future increases in traffic will lead to a poor level of service at 38th Street and Walnut

Future Alternative Modes

The framework for alternative transportation modes in the Brighton Boulevard and 40th and 40th TOD area will be shaped by RTD's FasTracks Vision Plan previously discussed on page 19.

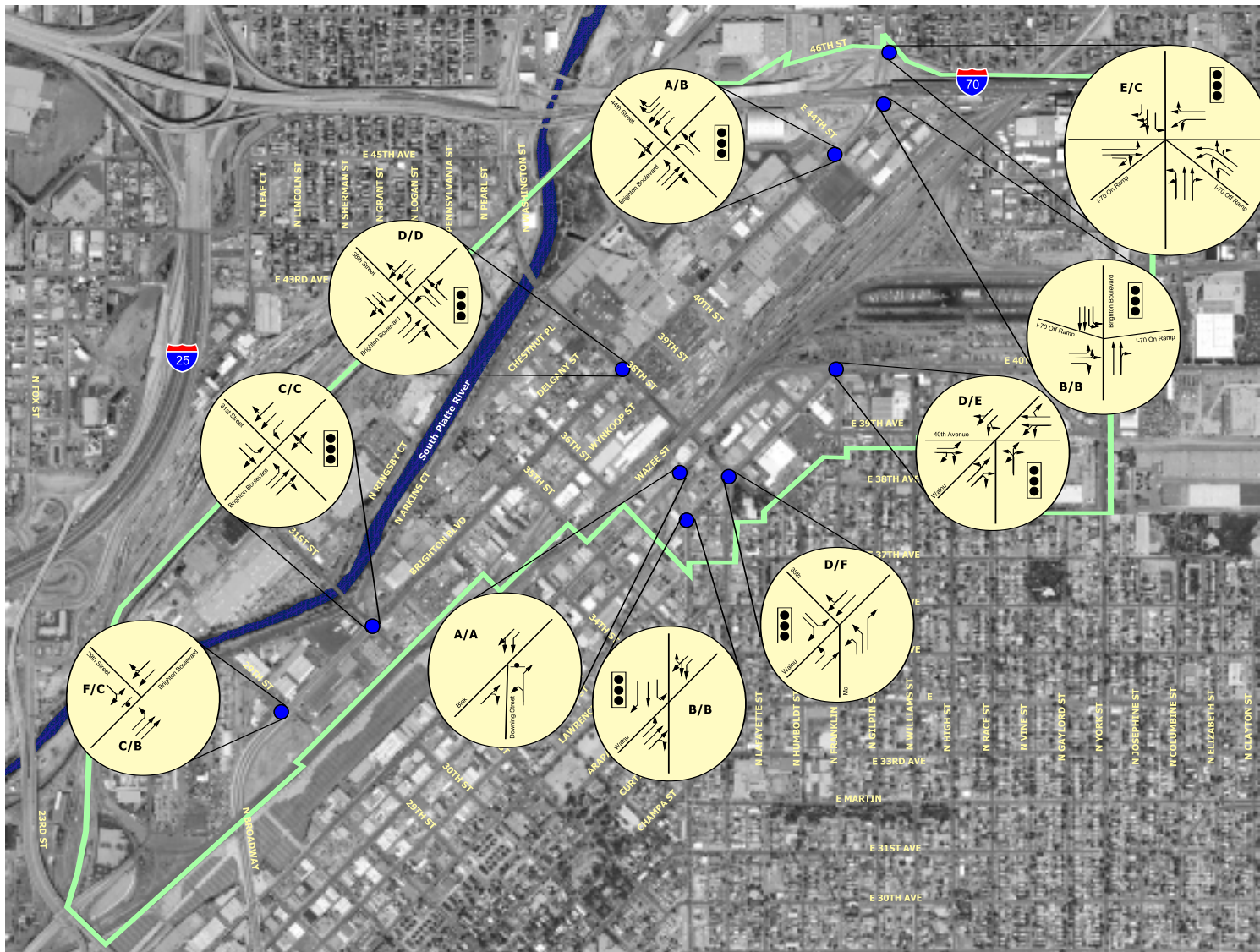
The proposed 40th and 40th Station is identified in FasTracks as a focal point for transportation connections between alternative modes in the study area. Local buses serving the surrounding neighborhoods will connect to the regional rapid transit system at this location. Bike and pedestrian connectivity to and from the station will be important to ensure maximum utilization of the station and the creation of a true transportation hub for the area.

As a part of the River North Plan, two alternative station platform options were evaluated to determine overall impacts to traffic, development, and access. Information on this analysis is provided in the Technical Appendix. The ultimate design and location of the station, if selected, will be determined during the environmental impact statement process for the I-70 East Corridor. The I-70 East Corridor EIS process will consider all options and will have extensive opportunities for public input.

The bike and pedestrian framework for the Brighton Boulevard and 40th and 40th TOD area relies on extensive improvements to bike and pedestrian connections to and from the South Platte River, along Brighton Boulevard and connections to and from the 40th and 40th Station. Improvements to the east-west connection from Washington to 38th Street, to Walnut Street and then east on 40th Avenue is also of great importance. Improving pedestrian and bike connectivity will be fundamental to achieving the ultimate vision of creating a vibrant, mixed-use area.



Future Lane Geometry and Level of Service



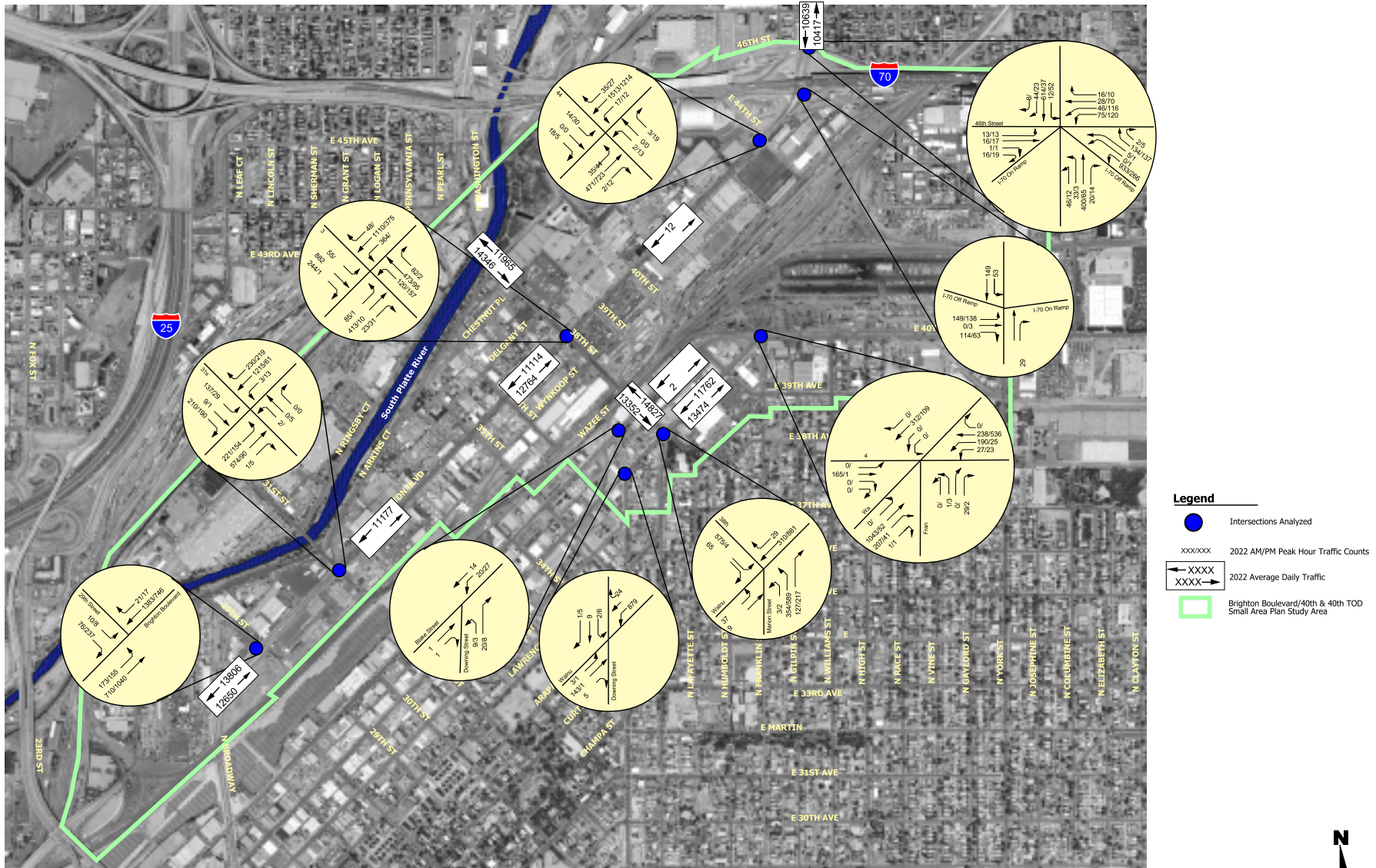
Legend

- Intersections Analyzed
- X/X** AM/PM Peak Hour Level of Service
- Indicates Signalized Intersection
- Brighton Boulevard/40th & 40th TOD Small Area Plan Study Area

Notes:

1. Existing laneage was used for level of service analysis.
2. Signal timings were optimized for future volumes

Future Traffic Counts





ENVIRONMENTAL CONDITIONS

Environmental conditions of concern in the Brighton Boulevard area include (1) portions of the Vasquez Boulevard/Interstate-70 (VBI70) Superfund Site, (2) junk yards, (3) historic landfills, (4) industrial operations including auto repair and manufacturing, (5) Leaking Underground Storage Tanks (LUSTs), and (6) historical operations such as a tannery, foundries, iron works, paint manufacturing, wood processing and former gasoline stations.

Historic operations within the Brighton Corridor include the former Omaha-Grant smelter. Designated as “Operable Unit 2” of the VBI70 Superfund site by the EPA, this former smelter produced lead during the end of the 19th century. Lead and arsenic are believed to be potential contaminants associated with the operation, although no formal investigation has occurred to date. Isolated investigations in and adjacent to the smelter site have detected some elevated lead concentrations in the subsurface soils, primarily associated with black slag particles.

The nature of the concerns with environmental conditions is described in the Technical Appendix.

EPA has committed targeted Brownfield environmental assessment resources to assist the City to obtain a better understanding of the environmental impacts in the area. EPA will conduct subsurface environmental investigations during the summer and fall of 2003 to collect soil and groundwater data. This will enable a determination to be made of the levels of cleanup needed in association with infrastructure and other neighborhood improvements. The investigation will target key locations in public rights of way and along the South Platte River from approximately 60 different locations. Final results and a summary report are anticipated in early 2004.



Workers producing ingots at the Omaha-Grant Smelter, circa 1900



Land from the former Omaha-Grant Smelter located near the Coliseum parking lot is a Superfund site



40th Avenue and drainage needs have been studied recently

INFRASTRUCTURE

A considerable amount of public investment has occurred or is under construction in the Plan's area. The following sections describe the sanitary sewer system and the storm drain system.

Sanitary Sewer System in River North

The majority of the sanitary sewers within River North are owned and maintained by the City and County of Denver. There are also a few private sanitary sewers which discharge flow into the City's system. At the present time, no deficiencies or needed improvements in the City and County of Denver's sanitary sewer collection system have been identified within River North.

"The Delgany Interceptor System (System) is located along the east side of the South Platte River between Cherry Creek and 51st Avenue. The Metropolitan Reclamation District operates it. The Delgany Interceptor System consists of the Delgany Common sewer, which was constructed in three stages between 1892 and 1937, and the Delgany Interceptor, the construction of which began in 1979, parallel and adjacent to the Delgany Common Sewer. In the River North study area, the Delgany Interceptor System, i.e., both the Delgany Common Sewer and the Delgany Interceptor, lie within the Arkins Court right-of-way.

A recent report by the Metropolitan Reclamation District states that the tributary area served by the two sewers comprising the 'System' is "approximately 47 square miles (30,000 acres) and is about 90 percent developed. Flow analyses indicate that, at present, peak flows are below the System capacity. The report also states that "the Delgany Interceptor is considered to be in good condition with adequate capacity. No improvements to the Delgany Interceptor are recommended." On the other hand, the Delgany Common Sewer, the older of the two parallel sewers "has numerous deficiencies throughout its length. These include adverse grades, corrosion, sedimentation, physical problems, and flow control deficiencies."



Development and redevelopment projects within River North resulting in an increase in population will be required to conduct an analysis of the development impacts on the City and County of Denver's existing sanitary sewers. Development generating more wastewater beyond that planned for the system will be required to improve the collection system to convey the additional flows that the change in use will generate.

Storm Drain System in River North

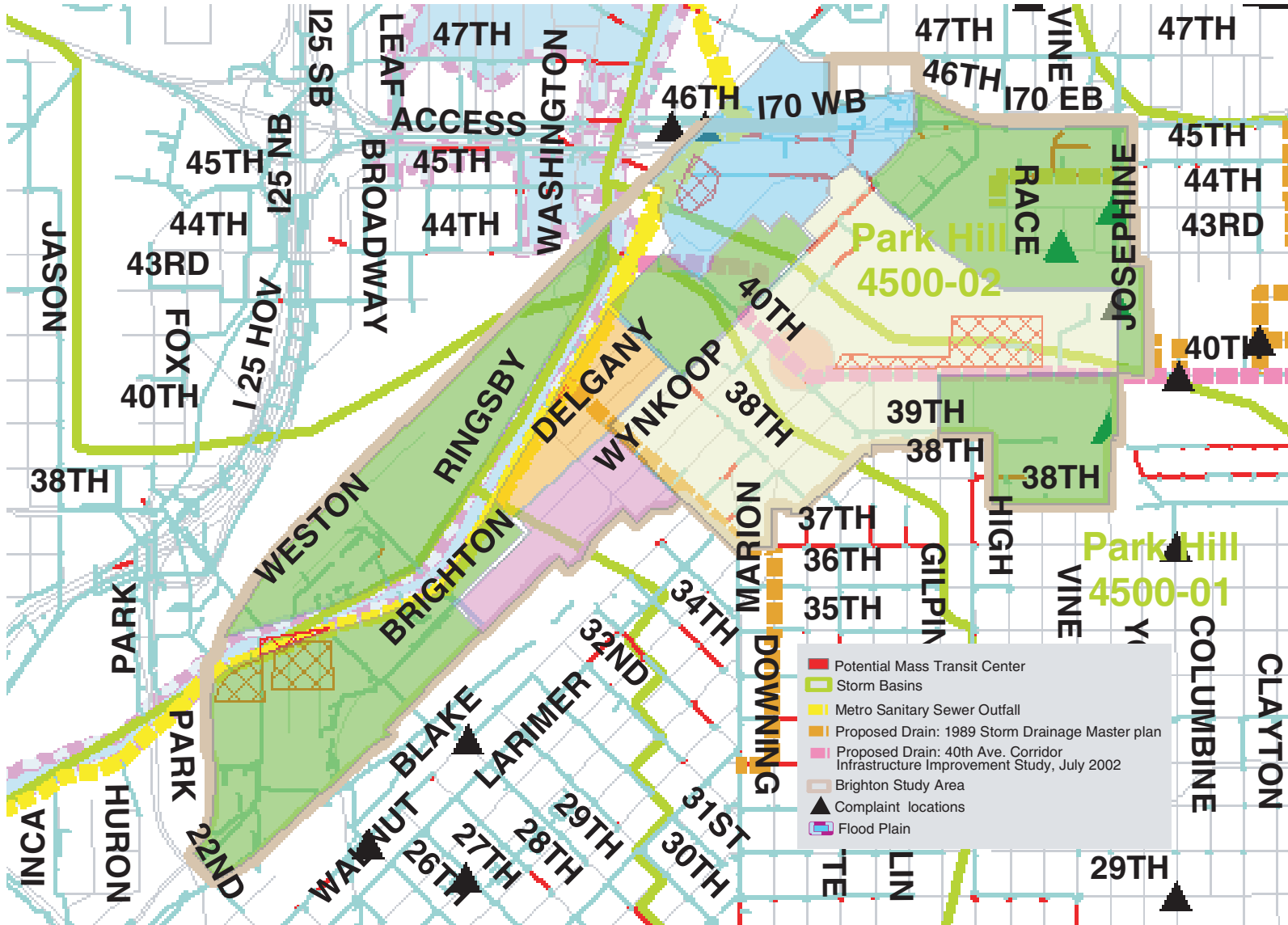
The City and County of Denver designs storm drains to collect and convey runoff from a two-year frequency storm in residential areas and a five-year frequency storm in commercial areas. Excess runoff is conveyed over land in the streets. This is called the "level of service." Storms greater than a 2-year recurrence frequency in the large watersheds draining to and through the River North Area will generate significant amounts of runoff flowing in the streets leading to and through the area. The Plan area also contains areas lacking improved streets, streets without curb and gutter and, therefore, do not provide effective drainage. Additionally, some structures are located within localized topographic depressions, or sumps.

A total of six drainage basins contribute storm runoff to the South Platte River through River North. Four major drainage basins cross the River North Area on the east side of the South Platte River, and two drainage basins cross the Plan's area on the west side of the South Platte River. The storm drains in the River North Area on the east side of the South Platte River collect runoff from a total of over 15 square miles (over 650,000 acres), including storm runoff that is generated within River North. The existing storm drain facilities are very old, and many do not meet current City and County of Denver drainage criteria.

In 1989, the City and County of Denver developed and adopted a Storm Drainage Master Plan. This plan identified several needed drainage improvements that lie within River North and are described in detail in the Technical Appendix.

The total cost of the recommended drainage improvements in 40th Avenue from the South Platte River to Steele Street is estimated to be between \$18 million and \$26 million depending on the selected alternative. The portion from the South Platte River to York Street is within River North and constitutes approximately 70% of the length of the total project. The portion within River North consists of larger storm drain facilities and would require easements to cross private lands and railroad property, so the project cost within the Plan's area could approach 90% of the total project cost.

Storm Sewer Drainage Basins





Two drainage, engineering firms have been retained to study the four drainage basins on the east side of the South Platte River. These studies are currently underway. As part of these efforts, drainage complaints received since 1990 are being reviewed, hydrology for the storm drainage systems will be prepared, and needed improvements identified.

The Storm Sewer Drainage Basins map shows the drainage improvements identified within the River North Plan from the 1989 Denver Storm Drainage Master Plan and the 40th Avenue Corridor Infrastructure Study. There are few drainage complaints in the area. Those that exist are attributed to a lack of street improvements such as a street cross-section with a crown and curb and gutter to convey storm runoff outside the travel lanes; buildings and parking lots in localized depressions; and storm drains which are overloaded in all but the minor 2-year frequency storm event.

No properties within River North are located in a federally designated floodplain.

Legacies and Community Facilities

There are no designated historic districts or structures. There are some structures within River North that are significant. They include the building that houses Drive Train Industries and that used to be the John Deere Plow Company. In addition, the Rock Drill building is unique architecturally and dates back to the early 1900's. The Coliseum, which was built in the early 1950's, is representative of an architectural style prevalent in other places in the country for similar facilities. The South Platte River is a key Denver legacy and runs throughout the study area. The Long Range Framework Plan calls for maintaining and enhancing this stretch of the river as a natural area.

In addition to the Denver Coliseum, community facilities include a new fire station at 44th Street and Brighton Boulevard, a Police Department maintenance facility at 35th Street and Arkins Court, and an RTD facility in the vicinity of Ringsby Court and 31st Street. The St. Charles Recreation Center and St. Charles Place Park are within the Plan's area at 38th Avenue and Marion Street. Globeville Landing Park is immediately south and west of the Denver Coliseum parking lot.



The Rock Drill building is an example of a noteworthy building



The natural state of the South Platte River should be enhanced



A house in the River North Area

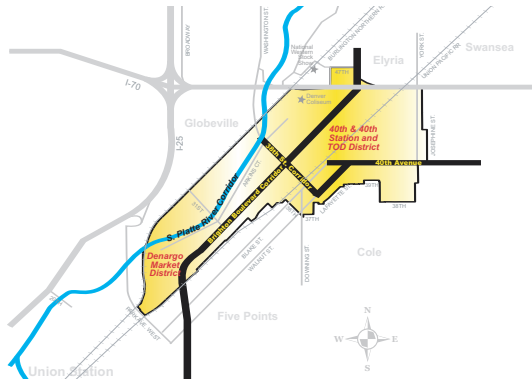
HUMAN SERVICES AND DEMOGRAPHICS

There are only 79 residential structures and few of these are being used to house people. Because these residences are scattered in several different places in the Plan boundaries and are in several different census block groups, it is not possible to provide demographic information on residents of this area. It is estimated that less than 200 people live within the study boundary. The Salvation Army Crossroads Shelter provides shelter for up to 329 persons in the winter and provides a variety of human services. In addition, other organizations provide help for the residents including the Cross Community Coalition, which is located at 46th Avenue and Josephine Street.



FRAMEWORK PLAN





Plan Framework Map (from page 5)



Much of the land in the River North Area is underutilized

GENERAL FRAMEWORK

This chapter describes the framework for River North. This area is an amalgamation of portions of four neighborhoods, Five Points, Swansea-Elyria, Cole, and Globeville. The framework consists of two north-south corridors and one east-west corridor that connect three districts within River North, four neighborhoods, and downtown Denver.

The Brighton Boulevard corridor can become an attractive gateway to downtown Denver from I-70 and the North Denver neighborhoods and is in a position to benefit from and serve the growing downtown market. The South Platte River corridor presents a natural open space area that includes a bicycle trail and Globeville Landing Park. The river corridor has the opportunity to provide a setting for a mile long residential and mixed-use area with river front access. A third corridor is 38th Street. Given the restricted access from the west to the east created by the two railroad lines that run through the area and the South Platte River, 38th Street is a critical connection. It runs under the railroad tracks and over a bridge that crosses the South Platte River, thereby, connecting the segments of the study area, including the 40th and 40th TOD area, to each other and to Brighton Boulevard.

These three corridors connect two major districts and an events district. The districts consist of two major redevelopment opportunities, the 40th and 40th TOD area and the Denargo Market area. An Events District has also been identified. Globeville and Elyria-Swansea are somewhat isolated from the rest of the city and can benefit from the improved connections identified in the River North Plan.

Issues

- ▮ Much of the land in the study area is currently underutilized.
- ▮ Redevelopment has started to occur but there is no overall land use and transportation plan in place to guide future redevelopment.
- ▮ The current zoning does not allow some appropriate uses, allows other inappropriate uses, and does not provide appropriate development and design standards for new development.
- ▮ Wayfinding and directional signage is lacking.



- Current infrastructure does not support existing significant land uses and amenities, does not attract new development, and along with the unkempt appearance of some outdoor storage areas and some buildings provides a poor image for the area.

Opportunities

- If RTD's FasTracks Vision Plan is approved by voters and subject to the results of the Final I-70 East Corridor EIS, a major opportunity exists to create an exceptional Transit Oriented Development; its prime location between downtown and DIA with rapid transit connections to each creates numerous and exciting opportunities for new development.
- The twin north-south corridors, with Brighton Boulevard providing primarily vehicular access between I-70 and downtown and the South Platte River providing a linear open space amenity with pedestrian and regional bicycle access, create exciting development and open space opportunities.
- There are many thriving businesses and interesting buildings within the area.

Goals

- Maintain viable existing businesses in such a way that they are compatible with new development and new development is compatible with them.
- Create opportunities for employees of current and future employers to live within the study boundaries and seek to connect residents of adjacent neighborhoods with jobs within the Plan's boundaries.
- Build upon the unique land uses that exist and identify redevelopment sites and opportunities that foster the creation of a compatible mix of uses.
- Develop a cross section for Brighton Boulevard and identify key visible locations for architectural and landscape improvements to create a gateway from I-70 and the north Denver neighborhoods to Downtown. The gateway features should be built around a theme.
- Establish a unique Transit Oriented Development in the vicinity of the proposed 40th and 40th station in which the station is incorporated into the development and facilitate the redevelopment of the Denargo Market area into an exciting mixed-use community.



Outdoor storage provides a poor image of River North and the gateway to Downtown



There are many thriving businesses in the River North Area



The South Platte River Corridor can attract residential mixed-use development



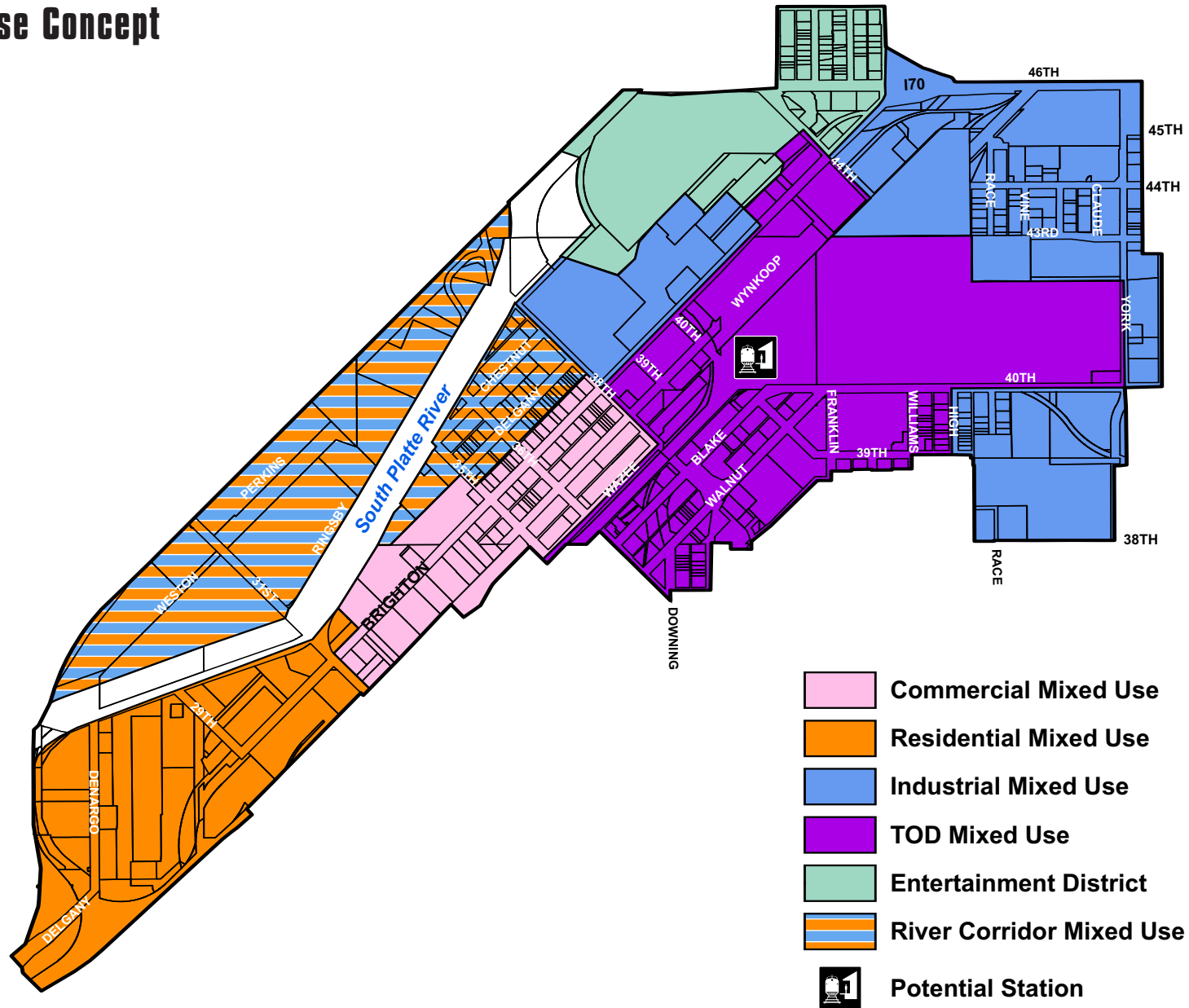
A planned mixed-use development along Ringsby Court and the South Platte River

- ▶ Attract new development along the South Platte River, especially new residential development that takes advantage of the river and enhances it as an open space corridor.
- ▶ By adding new development to the current uses and structures, create a unique environment both in terms of an eclectic mix of uses and exciting, innovative architecture.
- ▶ Improve and create new connections within the River North Area, to downtown, and to nearby neighborhoods especially improved pedestrian and bicycle connections.

The Plan calls for the creation of a dynamic and compatible mixture of uses that serves and takes advantage of proximity to downtown, access to I-70, and the proposed rapid transit station in the vicinity of 40th Avenue and 40th Street. The Plan calls for creating attractive vehicular and pedestrian friendly connections within River North and to the surrounding neighborhoods and downtown. The mixtures of uses varies throughout the area and are placed in six areas which are described in the Land Use Concept Map and in the appropriate corridor and district descriptions.



Land Use Concept





An unsafe and poorly lit bike connection along 46th Avenue



Safe and convenient bike access, such as fixing this missing bicycle link along 38th Street, is recommended by the Plan

CORRIDORS

There are three corridors, as illustrated in the Plan Framework map on page 5, which define the urban form of the Plan boundaries, Brighton Boulevard, the South Platte River, and 38th Street. Issues, opportunities, and goals related to transportation and circulation generally are described first before discussing them specifically for each corridor.

Traffic currently operates at acceptable levels of service, but as a result of a combination of added traffic from new development and general traffic growth metro-wide (resulting in a total of about 2 to 3 percent annual growth) the level of service will worsen. Deteriorating and substandard infrastructure (i.e., curb, gutter, sidewalk, pavement, and drainage conditions) will need to be improved as redevelopment happens to realize the vision for a well-connected and attractive area. The bike and pedestrian framework for River North relies on extensive improvements to bike and pedestrian connections to and from the South Platte River, along Brighton Boulevard and connections to and from the 40th and 40th Station. Improving pedestrian and bike connectivity will be fundamental to achieving the ultimate vision of creating a vibrant, mixed-use area.

Issues

- ▶ Some intersections will operate at unacceptable vehicular levels of service due to growth in development from both inside and outside River North.
- ▶ Most streets have deficiencies due to a lack of sidewalks, poor pavement condition, lack of curb and gutter, or poor drainage.
- ▶ High levels of truck activity as well as buses accessing the RTD bus facility impact traffic operations within the area.
- ▶ The study area typically does not delineate right-of-way from private frontage allowing parking and loading in a chaotic manner that makes it difficult for pedestrians and bicyclists.
- ▶ Bus stops lack space for waiting, boarding, and unboarding passengers.
- ▶ The Bicycle Master Plan identifies two critical missing links in the bicycle system in the River North Area at



46th Avenue near the National Western Stock Show and 38th Street east of Brighton Boulevard.

- ▶ Turning movements in combination with lack of curb and gutter and cross walks present an unsafe as well as an unfriendly pedestrian and bike environment.
- ▶ Inadequate pedestrian infrastructure is one of a number of factors that discourages private investment for redevelopment.

Opportunities

- ▶ The I-70 East Corridor EIS process as well as the potential for the funding of RTD's FasTracks Vision Plan represent opportunities for advancing and implementing transportation improvements.

Goals

- ▶ Balance the need to maintain the level of service for traffic operations with the need to encourage redevelopment.
- ▶ Improve roadway infrastructure (i.e., curb, gutter, sidewalk, pavement and drainage) as redevelopment happens.
- ▶ Provide guidance for transit access and circulation for the I-70 East Corridor EIS process and any future planning and design associated with RTD's FasTracks Vision Plan.
- ▶ Create a framework that accommodates both pedestrians and bicyclists on all public right-of-ways.
- ▶ Enhance connections by adding trees, tree lawns, on-street parking and pedestrian scale lighting along streets.
- ▶ Connect key destinations including the South Platte River Trail, Denargo Market, Swansea-Elyria, Globeville, Upper Larimer, the Central Platte Valley, the Denver Coliseum, the Stock Show and the proposed 40th and 40th rapid transit station.
- ▶ Assure that pedestrians and bicyclists have good access to bus service and the proposed rapid transit station.
- ▶ Wherever possible, restore the grid system to promote access.



Brave bicyclists crossing Brighton Boulevard on 38th Street



A rendering of what Brighton Boulevard could look like in the future



Undesignated right-of-way allows for haphazard service activities and diminishes the character and safety of Brighton

Brighton Boulevard Corridor

The Brighton Boulevard corridor is principally an arterial in terms of its function and needs to provide mobility between Interstate 70 and downtown. However, it also needs to provide access to existing and new businesses. The concept for Brighton Boulevard is to create a mixed-use street as new land uses develop in response to the Plan’s vision. Brighton Boulevard is the front door to the River North Area and provides the first impression of the area and also to downtown. Outsiders judge the health and vitality of not only the Plan area but the surrounding neighborhoods by what they see on Brighton Boulevard.

The area on either side of Brighton Boulevard from 31st Street to 38th Street is identified on the Land Use Concept Map as a Commercial Mixed-Use Area. A mix of business uses especially retail and office uses but including some auto oriented uses and some industrial uses is envisioned but in such a way that the buildings are oriented to Brighton Boulevard which would become a mixed-use street. Examples of potential uses include retail-wholesale showrooms, a destination restaurant-entertainment complex, a grocery anchored neighborhood shopping center, and convenience retail.

Issues

- ▶ Brighton Boulevard provides a poor image of the River North Area.
- ▶ Limiting 80 foot right-of-way.
- ▶ Undesignated right-of-way allowing service and loading activities that diminish the overall character and safe circulation.
- ▶ The boulevard lacks curb, gutter, and sidewalk.
- ▶ Poor drainage.
- ▶ The reconstruction of Brighton Boulevard with an ideal 96 foot cross section may impact current access and may impact businesses.
- ▶ The mixture of uses is not balanced and fails to provide sufficient retail.
- ▶ The industrial zoning mandates a 20 foot setback along Brighton Boulevard that may not be the appropriate setback for new development.

Opportunities

- ▶ The replacement of the Broadway viaduct with an underpass and the improvements to the Brighton Boulevard/I-70 interchange have created the ability to easily access I-70 and to connect River North with



downtown via Broadway which continues on to the southern end of the metropolitan area.

- ▮ An improved street with sidewalks and curb and gutter may attract considerable new investment along Brighton Boulevard including a mix of uses.

Goals

- ▮ Maintain sufficient roadway capacity to serve future demand but balance it with the needs of a mixed-use corridor that includes sidewalks and other pedestrian amenities.
- ▮ Provide adequate parking for employees and visitors and provide adequate loading facilities in a manner that does not significantly impede traffic flows.
- ▮ Improve the ability of pedestrians and bicyclists to travel safely along Brighton, to cross Brighton to access bus service and other uses, and to access the South Platte River.
- ▮ Establish a new cross section that enhances the overall character of the corridor and promotes new investment and new development while retaining the economic viability of existing businesses and treating property owners fairly.
- ▮ Assure that new development relates properly to the new, Brighton cross-section.
- ▮ Assure that the new Brighton cross section does not negatively impact adjacent areas including Brighton Boulevard north of I-70.

South Platte River Corridor

The South Platte River corridor runs from the southern to the northern boundary of the River North Area. It is a major amenity as well as an opportunity to promote redevelopment. The South Platte River must be protected and enhanced as a citywide amenity, an amenity for River North and an amenity for the surrounding neighborhoods.

The area called the River Corridor Mixed-Use Area on the Land Use Concept Map runs on both sides of the South Platte River to 38th Street on the north. Uses are primarily industrial. When existing industrial businesses cease operations or relocate they should not be replaced with other industrial uses. New uses should be mixed and should be uses that can take advantage of the river frontage.

Issues

- ▮ The natural state of the South Platte River has been eroded in places such as on the west side of Arkins Court.



A rendering of how residential mixed-use development could take advantage of and enhance the South Platte River Corridor



Current industrial uses may choose to relocate in the future



Unsightly uses diminish the enjoyment of the river



Part of the 50-foot Ringsby Court right-of-way is taken up by the bank of the river making it difficult to provide sidewalks and other amenities

- ▶ In some cases, current uses do not take advantage of the proximity to the river and are unsightly taking away from the enjoyment of this open space.
- ▶ Ringsby Court has only a 50 foot right-of-way of which nearly 50% consists of the west bank of the South Platte River making it difficult to provide sidewalks and other pedestrian amenities.

Opportunities

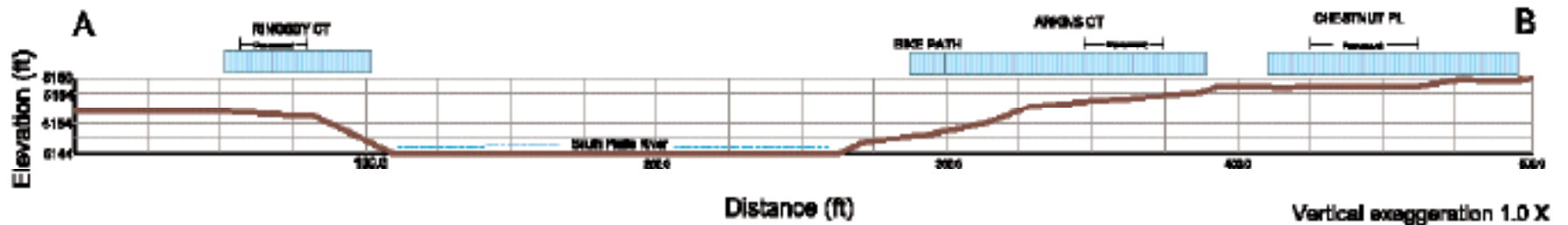
- ▶ The addition of open space along the river in conjunction with new development and in conjunction with drainage improvements.
- ▶ The vacation of Arkins Court in some locations making way for new development with a direct connection to the river and the addition of open space.

Goals

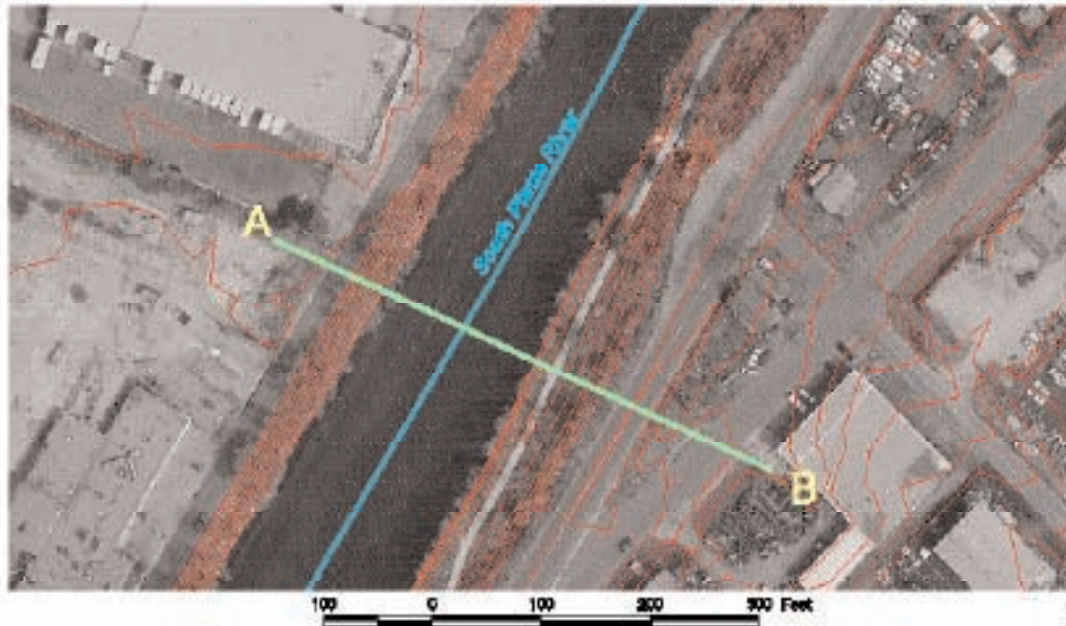
- ▶ Create urban design guidelines to ensure architecturally high-quality development that respects the vision of the South Platte River corridor as an open space corridor,
 - Develop Design Guidelines that include criteria for height, scale, building massing and architectural detailing. Design Guidelines objectives should include maintaining the view to the river corridor, encouraging construction that is low to medium in height, (not more than 55 feet) and creating pedestrian “friendly” architecture that incorporates ground floor windows, direct entrances from buildings to the street, and human-scaled facades.
 - Create an open space corridor along Arkins Court by setting new construction back from the sidewalk (approximately 10 feet). The setback should be heavily landscaped to visually relate to the river corridor
- ▶ Utilize street and right-of-way design appropriate for residential local streets to create an environment on the east side of Arkins Court that fosters new development, especially residential development.
 - Provide sufficient vehicular access (two lanes of traffic) to accommodate the largely local traffic on Arkins Court.
 - Provide curbs and gutters on both sides of Arkins Court to define the street edge and prevent erosion.
 - Provide on street parking on the east side of Arkins Court to separate pedestrians from the traffic and provide parking for visitors.
 - Provide a tree lawn and a sidewalk on the east side of Arkins Court.
 - Ensure that storm water quality enhancements are built in such a way that they become open space amenities for the community and the South Platte River corridor.
 - Close, shift or realign portions of Arkins Court to the extent that it will enhance development



South Platte River Corridor Profiles



LOCATION REFERENCE



AREA REFERENCE MAP



Legend

- STREETS
- PROFILE
- 2 FOOT CONTOURS

Source: 2002 Aerial Photography

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DATE: 11/15/2012



The natural state of the Platte River has been eroded in places, but could be significantly enhanced as redevelopment occurs

- opportunities and increase open space so long as vehicular access to land uses is maintained.
- Provide lighting to support vehicular and pedestrian traffic while maintaining sensitivity to the wildlife that inhabits the river corridor.
- Provide under grounding of overhead utilities.
- To the extent possible, detain and/or treat storm water before it reaches the South Platte River.
- ▮ Create a pedestrian friendly environment and streetscape to encourage people to walk to nearby destinations
 - Improve pedestrian access in a variety of ways including adding sidewalks.
 - Provide additional pedestrian connections as needed to the South Platte River Trail. However, this access should not be designed in a way that encourages people to interact directly with the water flowing in the South Platte River.
 - Access to the South Platte River Trail and Globeville Landing Park should be improved from within the Plan’s Area and from surrounding neighborhoods. Access should be improved along 38th Street including from the proposed 40th and 40th Transit Station. Access from the South Platte River to and along 31st Street. should be improved. The possibility of connecting the South Platte River Trail to Mestizo Curtis Park should be explored. However, it would require access across the railroad track and the Rockie’s’ Parking Lot. (It is understood that this will require PUC approval and purchase and/or easements on privately held land.)
- ▮ Maintain and enhance the South Platte River as a natural area.
 - Enhance the South Platte River as a natural area, which may entail the provision of buffer zones to protect the natural ecosystem from adjacent development.
 - Provide opportunities for end-of pipe storm water quality enhancement along the South Platte River. Ensure that these become an asset to the natural river corridor.
 - Increase the amount of open-space to serve the changing community including natural areas and private open space.
- ▮ Arkins Court and Ringsby Court should primarily provide access to uses along them and should be classified as local streets. Traffic generated by RTD, Federal Express and others should continue to primarily use 31st Street to reach Brighton Boulevard.

38th Street Corridor

The 38th Street corridor is defined as a corridor that includes 38th Street, Walnut Street and 40th Avenue creating continuous east-west access through the River North Area. 38th Street connects the Globeville neighborhood and



Washington Street on the west, goes under the Burlington Northern Railroad tracks, across the South Platte River, intersects with Brighton Boulevard, goes under the Union Pacific Railroad tracks and then ends at an intersection with Walnut Street and Marion Street. Walnut Street connects directly to 40th Avenue which goes east to Colorado Boulevard. It connects segments of the Plan's area including the 40th and 40th TOD area to each other and to Brighton Boulevard.

The Land Use Concept map illustrates three areas as Industrial Mixed-Use Areas. This corridor connects two of them directly and the third area via York Street. The uses would be predominantly industrial but other uses including artist studios, research and development, and a variety of office uses could develop over time.

Issues

- ▶ 38st Street is only two lanes under the UP Railroad tracks and may not provide sufficient capacity given the anticipated increase in traffic.
- ▶ 38th Street does not provide a satisfactory route for pedestrians and bicyclists from the proposed 40th and 40th station and TOD to Brighton Boulevard, the South Platte River, and to Globeville via Washington Street.

Opportunities

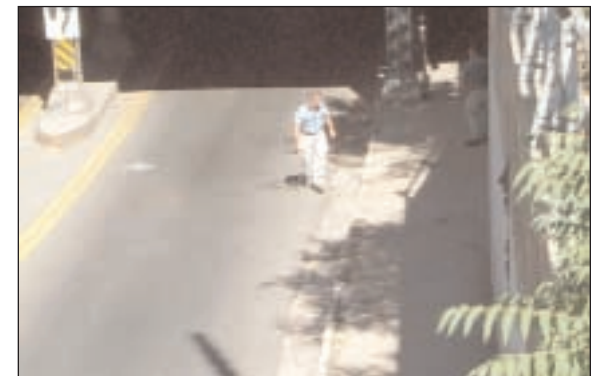
- ▶ The viaduct under the Burlington Northern and Santa Fe Railroad tracks is being expanded to four lanes and sidewalks are being added.
- ▶ 38th Street provides full east-west access within the River North Area.

Goals

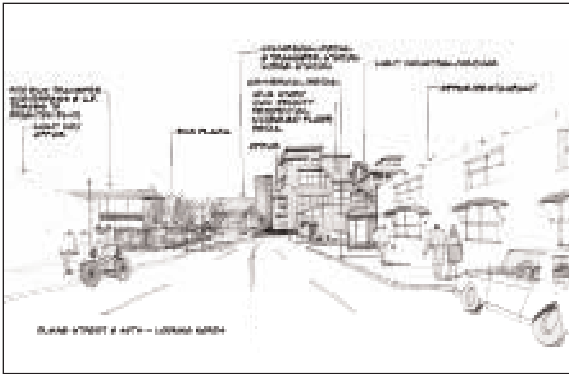
- ▶ Improve 38th Street so that it can operate like a true multi-modal street accommodating bikes, pedestrians, transit and autos
- ▶ Provide sufficient capacity on 38th Street for vehicular traffic.
- ▶ Attract uses over time that create more employment and are designed to be better neighbors.



Low impact industrial uses like this high tech company could locate in River North in the future



One lane in each direction on 38th Street under the Union Pacific railroad bridge may not provide sufficient capacity for car traffic



A rendering of what 40th and 40th could be after development



These parking lots are within the TOD area and could be redeveloped

DISTRICTS

The 40th and 40th TOD and the Denargo Market districts provide opportunities for intensive mixed-use development. The 40th and 40th TOD district will be oriented to the proposed station while the Denargo Market district will be oriented to downtown.

40th and 40th TOD District

The proposed 40th and 40th TOD district presents a great opportunity for transit oriented development in North Denver by linking redevelopment opportunities with a potentially expanding rapid transit system. This connection between land use and transportation reinforces the key concepts in Blueprint Denver and Plan 2000. Compact development around rapid transit stations and other permanent transit facilities is a key concept of Plan 2000 and Blueprint Denver.

Fundamentally, TOD is a collection of intense uses that promote the use of transit and walking or biking. Dense office and residential uses are the mainstay of transit-oriented development; residents and workers regularly use transit instead of cars to get to work or home. Critical to their success as communities and as transportation solutions is a supporting mix of retail, entertainment, and services that allow residents and workers to obtain many daily needs on foot, rather than by car. Transit-oriented developments are organized within an easy walking distance of the station or other facility, typically a one-quarter to one-third mile radius.

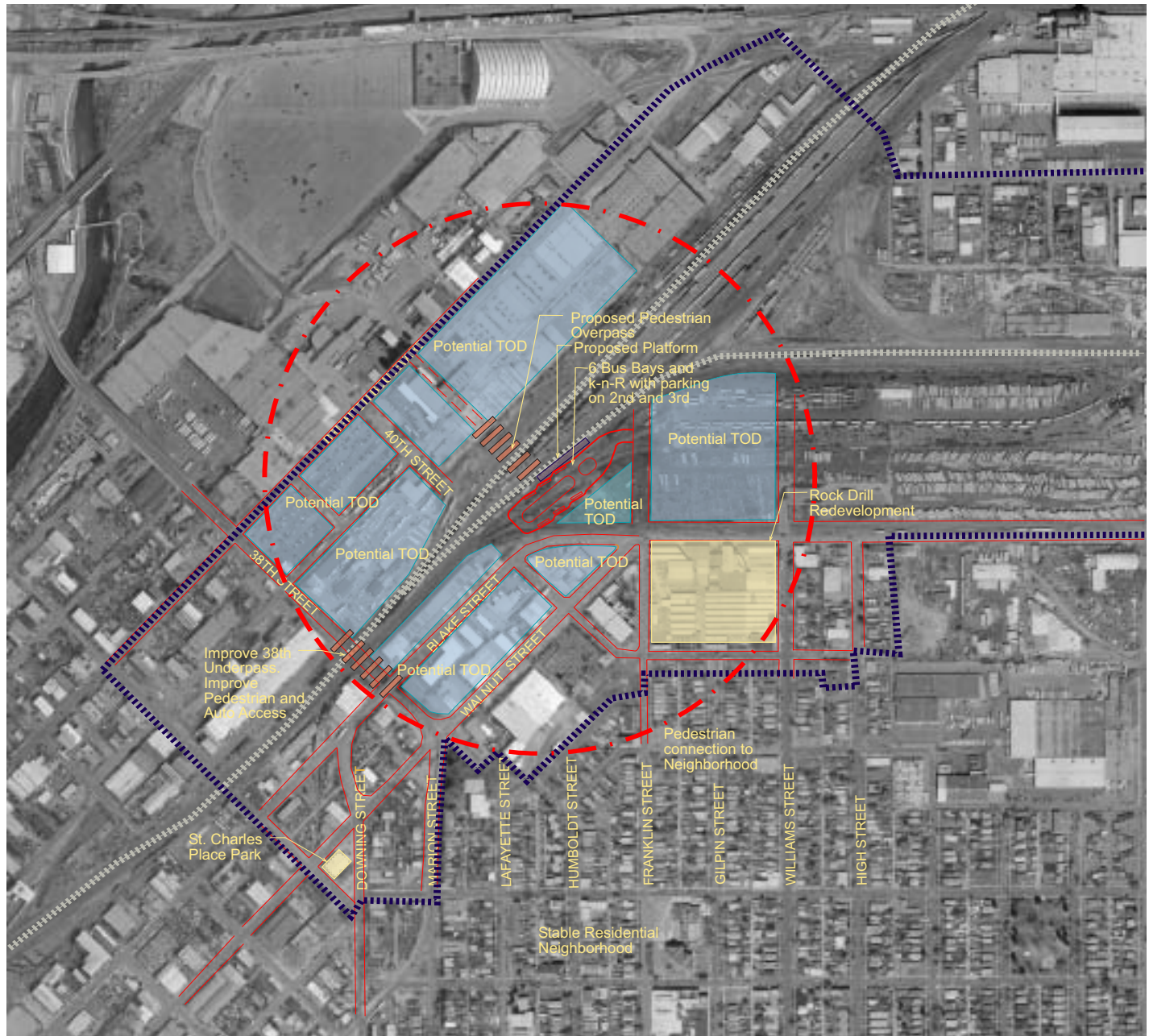
TOD enhances local planning efforts, balances redevelopment with quality of life and economic development, and reinforces regional growth management. TOD increases the concentration of uses in appropriate locations (such as Areas of Change) in order to take development pressure off other areas that are inappropriate for development (such as Areas of Stability).

The TOD district is shown in the Land Use Concept Map as TOD Mixed-Use. The uses include intensive office and residential uses along with supporting retail oriented to the proposed 40th and 40th station. The station ideally would be incorporated within the development. Other development would be placed along direct pedestrian connections to the station. In addition to residential, office, and retail development, this area could include research



Potential TODs

This station diagram is intended to show one potential configuration for a possible rapid transit station. The I-70 East Corridor EIS will look at all reasonable alternatives.





Warehouse on about 10 acres within the TOD area could redevelop as River North evolves and transit is introduced



Land just south of the proposed 40th and 40th rapid transit station

and development and corporate office headquarters in addition to multi-tenant buildings.

Issues

- ▮ Transit options are limited to bus service of varying frequency.
- ▮ Globeville, Elyria and Swansea are somewhat isolated communities with a large number of transit dependent people.

Opportunities

- ▮ RTD's FasTrack Vision Plan calls for a station in the vicinity of 40th and 40th that would serve in excess of 5,000 passengers a day and provide service to Union Station, Central Park and DIA on the East Corridor, to downtown via an extension of the light rail line that runs along Welton Street and now terminates at 30th and Downing Street, and the North Metro Line which would provide service to Thornton. It is anticipated that around 40,000 passengers per day would be passing through the station to another destination.
- ▮ If the Union Pacific Railroad chooses to move its intermodal facility to the east, over 40 acres immediately adjacent to the 40th and 40th station may become available for Transit Oriented Development.
- ▮ The potential for the location of a future mass transit station within River North will support a higher density and a dynamic mix of uses.

Goals

- ▮ Provide adequate parking in the most appropriate form while maximizing development opportunities.
 - Encourage the development of shared parking, preferably in structures, which serve multiple land uses.
 - Provide adequate transit parking at the 40th and 40th station to serve transit riders, but do not provide an over abundance of parking so that the 40th and 40th station becomes a large satellite parking lot for Downtown and DIA and inhibits redevelopment.
 - Provide on-street parking where possible, on any new or reconstructed public or private streets, within the 40th and 40th TOD area.
 - Reduce the need for parking through a variety of mechanisms, including through the use of travel demand management (TDM) measures such as employer-sponsored ECO passes, to create incentives for future employees and residents in the 40th and 40th TOD district to use transit.
- ▮ Provide direct and pleasant multi-modal connections that facilitates development within a half-mile radius of the station and that enables residents and businesses in surrounding neighborhoods to access transit and the



development area.

- Provide better access to transit by improving pedestrian connections in the vicinity of the proposed 40th and 40th station including by installing sidewalks on facilities that currently have none, by providing signage to direct people to the station, and by providing safe pedestrian crossing at high traffic intersections.
 - Work with RTD to determine how improved bus service, including the provision of circulator buses, to the proposed 40th and 40th station can meet the needs of the surrounding neighborhoods including Cole, Globeville, Five Points, Clayton, Elyria and Swansea.
 - Provide improved bike and pedestrian access from the proposed 40th and 40th station to: the Platte River Greenway and Brighton Boulevard via 38th Street; the west side of the tracks connecting to Brighton Boulevard northwest of 38th Street; and to the National Western Stock Show Complex and the Denver Coliseum through bus circulator shuttles, and improved pedestrian connections along 38th Street and Brighton.
 - Require the planning and development of a grid street system within the UP Inter-modal yard when and/or if that area redevelops.
- Provide infrastructure that supports multi-modal access to the transit station and makes private development feasible.
- Accommodate any area-wide or sub-regional utility improvements such as potential drainage, storm water and sanitary improvements as well as the under grounding of any existing overhead utilities as a part of any redevelopment of the proposed 40th and 40th TOD district.
 - Work with the Union Pacific Railroad to determine railroad track configurations that balance the preservation of future UP train operations with allowing for maximum redevelopment of the UP site and accommodating passenger rail service.
- Create a compact, mixed-use, pedestrian-friendly transit oriented development (TOD).
- Encourage a compatible mix of uses within the potential 40th and 40th TOD district including residential, retail, office, industrial, and civic uses.



The Union Pacific Inter-modal facility occupies over 40 acres



Sidewalks are needed to provide better access to the proposed rapid transit station

- Provide a range of housing options (including workforce housing) in terms of type and size including both for sale and rental.
 - Promote the development of affordable housing in the TOD district that not only complies with Denver’s Inclusionary Housing Ordinance but also provides housing to households earning less than 60% and less than 50% of the Area Median Income.
 - Provide housing to persons who are transit dependent especially persons who have physical disabilities.
 - Maximize the opportunity for TOD by siting the rail station in the best location for TOD while meeting RTD’s basic operational requirements for trains and buses and by considering the development of grade-separated connections between modes (buses, trains, and vehicles).
 - Compliment the proposed rail station with convenience retail directly adjacent to the station tailored to serve the transit passengers transferring modes at the station.
 - Provide easy access to the retail from the surrounding neighborhoods and encourage retail uses that fulfill their needs.
 - Provide the maximum viable density for new development on land that is within a quarter mile of the station area.
- Insure that urban design reinforces the pedestrian oriented and transit-supportive character of the station area and creates a friendly and useable public space.
- Utilize trees, pedestrian lighting, wide sidewalks and other urban design elements to create a pedestrian-friendly environment that fosters considerable street level activity.
 - Work with RTD to develop a unique design for the rail station and make the platform area a significant public space.
 - Develop urban design standards and guidelines for new development that:
 - require facades on parking structures facing public right of way to accommodate pedestrian-active uses on the ground level.
 - encourage the design of buildings that take advantage of the unique parcel configurations in the area south of 40th Avenue.
 - require appropriate massing, scale, building heights and building size for new development — the highest density development should occur near the rail station.
 - encourage street oriented building placement and architectural variation.
- Facilitate partnerships between agencies, property owners, and developers to plan for, design coherently, and share the cost of infrastructure.



Denargo Market Area

This district is located between Broadway/Brighton Boulevard and the South Platte River and between Park Avenue and 31st Street. It is described in the Land Use Concept Map as a Residential/Mixed Use area. This area includes land closest to downtown, primarily the Denargo Market area. Within this area, residential uses would be the predominant use along the river with some neighborhood serving retail and office uses as well. Larger scale retail (but not conventional big box retail), especially a festival marketplace concept, is envisioned in the Denargo Market, which would serve downtown, River North and nearby neighborhoods. Office uses and downtown support services are appropriate as well.

Issues

- There are multiple owners of land (although there is an 18 acre assemblage) making it difficult to establish a master plan, seek zoning for the entire area, and establish a General Development Plan.
- Utilities and infrastructure including storm drainage and streets are in poor condition.

Opportunities

- It has access from the CBD and Lower Downtown via Broadway and Brighton Boulevard and from the Central Platte Valley via Delgany Street.
- It has over 1,500 feet of river frontage and the potential of locating new development immediately adjacent to the river and creating additional open space.
- The Denargo Market area offers the potential for a significant mixed-use development with destination commercial uses, anchored by housing, and benefiting from its relationship to the river corridor and downtown.

Goals

- Adequate parking should be efficiently provided in the most appropriate form while maximizing development opportunities.
 - Encourage the private development of shared parking, preferably in structures, which serve multiple land uses.
 - Provide on-street parking where possible, on any new or reconstructed public or private streets within the area.
- Provide direct and pleasant multi-modal connections to residents and businesses in surrounding



Delgany Street provides access to the Central Platte Valley from the Denargo Market area



The Denargo Market area has over 1,500' of river frontage



The Denargo Market is adjacent to downtown

neighborhoods to access the development area and residents and businesses to access downtown, the South Platte River, and Brighton Boulevard.

- Work with RTD to consider connecting Denargo Market to all parts of downtown through circulator bus service.
 - Provide pedestrian and bicycle access to Brighton Boulevard, the South Platte River bike trail, and Delgany Street.
- ▶ Provide infrastructure that makes private development feasible.
 - Accommodate any area-wide or sub-regional utility improvements.
 - Accommodate all necessary water, storm water and sanitary utilities as a part of the reconstruction of any streets within the area.
 - Connect Delgany Street directly to Brighton Boulevard.
 - Address infrastructure and utility issues for the entire area in order to create an attractive and consistent environment for new development and in order to reduce their costs.
 - ▶ Create a compact, mixed-use, pedestrian-friendly development.
 - Encourage a mix of uses including residential, retail, and office uses.
 - Provide a range of housing options (including workforce housing) in terms of type and size including both for sale and rental and promote the development of affordable housing that at a minimum complies with Denver's Inclusionary Housing Ordinance .
 - Provide housing along the South Platte River.
 - ▶ Insure that urban design reinforces the pedestrian oriented and transit-supportive character of the area and creates friendly and useable public spaces.
 - Utilize trees, pedestrian lighting, wide sidewalks and other urban design elements to create a more pedestrian-friendly environment that fosters considerable street level activity.
 - Develop urban design standards and guidelines for new development that:
 - require facades on parking structures facing public right of way to accommodate pedestrian-active uses on the ground level;
 - require appropriate massing, scale, building heights and building size for new development with height limits along the South Platte River; and
 - encourage street oriented building placement and architectural variation.
 - ▶ Facilitate partnerships between agencies, property owners, surrounding communities and developers to plan for, design, and share the cost of infrastructure.



Events District

This district is comprised of the Denver Coliseum, the Forney Museum, and the National Western Stock Show (NWSS). Although most of the land holdings and main events venues are not included within the study area, access to the NWSS and its influence on land uses with the Plan boundary need to be considered.

Issues

- Events at these facilities can create traffic and parking problems for nearby businesses and residents.

Opportunities

- The National Western Stock Show and other venues may have spin off opportunities to create year round economic activity.

Goal

- Take advantage of the opportunities presented by these venues in a manner that is sensitive to the needs of the surrounding businesses and neighborhoods.



The Forney Transportation Museum



The Denver Coliseum is in the Events District



This concrete plant is an allowed use under the existing industrial zoning

ECONOMIC ACTIVITY

Blueprint Denver identifies River North as an Area of Change, which means that growth should be directed to this part of the city. Based on market analyses completed in conjunction with the corridor plan, a considerable level of development and redevelopment could occur if select regulatory, financial, physical and market issues are addressed.

Issues

- ▶ The current industrial zoning classifications that dominate the corridor, I-1 and I-2, do not allow residential development and only limited retail uses, thereby constraining the ability of the market to respond to demand that exists for these and other non-industrial uses.
- ▶ I-2 zoning allows new, and expansion of existing, industrial uses that are not necessarily compatible with many of the proposed uses identified for the corridor, and were I-2 zoning to continue, could potentially reduce future investment in the area.
- ▶ Displacement of existing industrial properties due to changing market conditions may require relocation to a site outside the area given the limited inventory of attainable properties.
- ▶ The infrastructure in many locations within the corridor is in poor condition, creating limitations (i.e., drainage systems) that will require attention prior to any significant level of new investment.
- ▶ The current physical cross-section of the corridor, with inconsistent sidewalk improvements and non-identifiable parking, does not promote either a commercial environment, or pedestrian traffic.
- ▶ Neighborhoods that are located adjacent to, and in the vicinity of the corridor, will require stronger multi-modal connections in order to be truly supportive of future retail.
- ▶ Given the limited inventory of quality building stock, there are few opportunities for adaptive reuse.
- ▶ The demographic profile of the existing resident population, in combination with the areas proximity to other significant and competitive infill areas (i.e., Lower Downtown, Central Park) currently limits the potential to attract significant commercial development (i.e., grocery store).



- Services for the neighborhoods located adjacent to the corridor are limited, forcing residents to drive outside the area.

Opportunities

- There are several sizable parcels of land, including many that are vacant or underutilized, thus limiting the need for significant land assemblages.
- Destination uses, which anchor the area including the Denver Coliseum and Stock Show Pavilion, draw visitors to River North and provide the catalyst for supportive commercial development that could also benefit the neighborhood.
- The presence of various art production operators offers the potential for a marketable anchor in a newly redeveloping urban neighborhood and supports the introduction of housing on the corridor in the form of live/work projects.
- There is a rapidly growing residential market downtown, as well as underserved neighborhoods, creating the demand for additional goods and services through the introduction of new, retail and service operators.

Goals

- Provide jobs for both neighborhood residents as well as employees from outside the neighborhood that use the transportation infrastructure by promoting a diverse industrial and commercial base.
- Facilitate future business retention and attraction by providing appropriate economic incentives for new development, redevelopment, and smaller/local businesses within River North and by providing public amenities, services and infrastructure improvements.
- Create funding mechanisms that can capitalize on future revenue generated in the area and provide incentives that are based on the level of benefit to the city.
- Encourage the retention and expansion of existing retailers, and the addition of new ones, particularly in strategic locations such as in the vicinity of the Denver Coliseum, by providing a sufficient supply of appropriately zoned sites designated for commercial uses in accordance with the Plan.
- Retain and attract artists interested in maintaining a presence in the area through implementation of appropriate financial programs and techniques.
- Encourage land uses that effectively increase the day- and night-time population of the area providing the impetus for future commercial development.



A large vacant, for sale land holding along Brighton Boulevard



Art galleries and art studios are ideal uses to retain and incorporate into any redevelopment



The Ballpark Lofts at 25th and Market, south of the Plan's area, is an example of a rental product for River North



Vacant ground at 38th Street and Brighton is ideal for redevelopment

- ▶ Balance buffers and connections between residential neighborhoods and commercial uses through the use of organizational mechanisms including business improvement districts and parking districts.



IMPLEMENTATION



The previous chapters identified the goals and objectives for the corridors, districts, and the study area as a whole. This chapter identifies the specific actions that need to be taken in order to implement the River North Plan. It also indicates which parties are responsible for implementing them and the approximate time frame in which the actions should be initiated.

Several important characteristics of the River North Plan and small area plans in general should be noted.

First, plans themselves are advisory in nature, provide guidance to City decisions, and are not regulatory tools. Plans provide a vision, which is a collective picture of a desired future and a roadmap for achieving that vision. They provide the legal basis for the preparation of regulatory tools. Generally, entire plans are not implemented quickly, but require a number of years to achieve the vision. Rather, plans are implemented incrementally with the vision and goals providing common direction to a multitude of public and private undertakings. Despite these limitations, plans have proved to have a substantial influence on the development of a plan area. Plan 2000 requires that new development and redevelopment in River North be in conformance with plan goals and policies, as well as with Citywide plans, and adopted rules and regulations. Developers are expected to meet with neighborhood associations and with adjacent property owners to discuss their development and rezoning proposals

Second, the adoption of this Plan does not change the zoning. However, zoning is the primary land use regulatory mechanism, and is, thus, an important tool for implementing small area plans. Throughout the City's zoning process, neighborhood associations and individual citizens are provided opportunities to provide feedback on the development proposals and whether they meet plan goals and policies. Traffic impacts, the proposed density of the project, the mix of land uses, and design considerations will be taken into account during the process.

Finally, the adoption of this Plan does not automatically provide funding for operational improvements or capital projects for multi-modal transportation facilities — roadway, bus, bicycle and pedestrian — or for other infrastructure systems such as storm drainage facilities. Obviously, public funding resources are limited. Capital projects, such as street improvements, can be funded by the City through its capital improvements program, by property owners through special taxation districts, or by private developers as development occurs. Funding availability, timing, and the necessary public land are constraints to achieving the Plan's vision and goals with regard to capital improvements.



LAND USE AND ZONING

The River North Plan, an outgrowth of Blueprint Denver, is intended to improve the mixed-use character of the Plan's area. The River North Area has been divided into five primary land-use areas (see Land Use Concept map) each emphasizing a different mix of uses. Zone changes should be initiated or supported that encourage mixed-use development in each of these Land Use Areas. The ability to retain and expand art related uses should be considered when rezonings are undertaken. In addition, an Events Area has been identified which includes the Forney Museum, the Denver Coliseum, and the National Western Stock Show (NWSS).

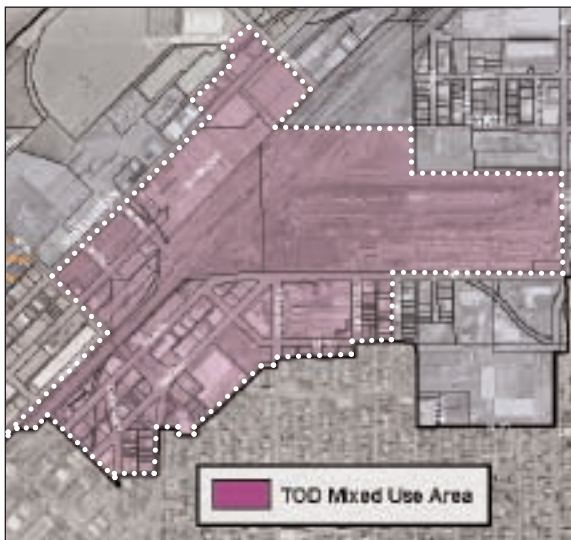
It is important to note that adoption of this plan by the Denver City Council does not change the zoning. In some portions of the River North Area, rezoning of multiple parcels is recommended. In such cases, a process needs to be initiated by the city or by property owners that would consider which mixed-use zone district (or districts) is most appropriate, the boundaries of the area to be rezoned, and other details of the rezoning. An application would then be submitted to the city for a zoning change. This request for a change in zoning would follow the normal rezoning process and would require notice and a public hearing before consideration by City Council. Any uses that are not allowed under the new zoning would become legal nonconforming uses meaning that these uses would be allowed to continue so long as they stayed in operation, were maintained, and otherwise met the requirements of the Denver Zoning Code.

The recommended conceptual land uses and timing for each of the five primary Land Use Areas are described below:

Commerical Mixed-Use

Rezone the area along Brighton Boulevard designated as commercial mixed-use to a Commercial Mixed-Use zone district. New development and redevelopment that includes heavy industrial uses is discouraged. A process should begin, after this plan has been approved by City Council, to fine tune the boundaries and evaluate alternative zone districts. Property owners, business owners, and other interested parties should be included. A decision should be made whether the city or landowners should initiate the rezoning. Prior to the initiation of this effort, CPD should





undertake an analysis of the existing uses and whether these uses are allowed under the various commercial mixed-use zones.

Responsibility City and County of Denver, property owners and businesses, neighborhoods

Timing 2003 – 2004

Residential Mixed-Use

Rezone the residential mixed-use area, which includes Denargo Market, to Residential Mixed-Use zoning, Commercial Mixed-Use zoning or a combination of both of them. New heavy industrial uses are discouraged in this area. Mechanisms for retaining art related uses should be pursued. A master planning process should be undertaken for the Denargo Market area. The process would look at appropriate development, a general site plan, and appropriate zoning among other topics. After a rezoning, a General Development Plan needs to be formulated that would identify local street locations, assure a mix of uses, identify locations for open space, and address other issues identified in the Denargo Market section.

Responsibility City and County of Denver, property owners, businesses and neighborhoods

Timing 2004 or when the major property owners have completed a master planning process

Transit Mixed-Use

Rezone the TOD district to a Transit Mixed-Use zone district in the immediate vicinity of the station and consider transit mixed-use or other mixed-use zone districts for other land up to half mile from the station. After rezoning, a General Development Plan (GDP) needs to be created and approved by the Planning Board to identify a circulation system, identify how utilities would be provided including storm water, the provision of open space, and how improvements would be financed. Design Guidelines should also be written and adopted by the Planning Board.

Responsibility City and County of Denver, property owners, businesses, Cole, Elyria and Swansea neighborhoods in consultation with RTD

Timing Upon the completion of the I-70 East Corridor EIS and based upon decisions on technologies and the station location, a process should be initiated to rezone land near the station. Other factors that will affect the timing are whether the RTD FasTracks Vision Plan is approved by the voters and whether the Union Pacific decides to relocate their inter-modal facility.

Industrial Mixed-Use



To the extent that there is a reason to rezone the land within these areas, commercial mixed-use zoning should be given strong consideration. New heavy industrial uses are discouraged. Rezoning should generally be considered on a parcel-by-parcel basis or when property owners jointly request a change in zoning. Residential mixed-use zone districts may be appropriate for larger sites.

Responsibility property owners

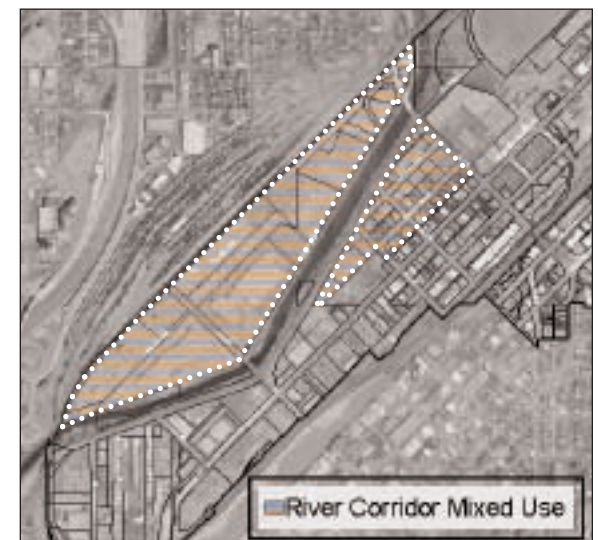
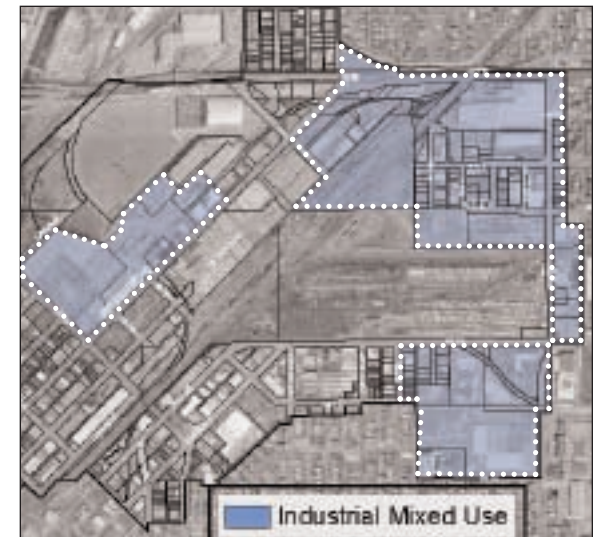
Timing as market conditions warrant

River Corridor Mixed-Use

When an existing industrial use ceases operations, it should not be replaced with another industrial use. Zoning should be put in place that assures uses with appropriate design guidelines that take advantage of the proximity to the South Platte River. Both residential and commercial mixed-use zone districts should be considered. A height limit of 55 feet should be imposed on property fronting the river and a bulk plane established that permits taller buildings as the distance from the river increases.

Responsibility Community Planning and Development (CPD), property owners, neighborhoods

Timing as industrial users cease operations





This local street needs improvements and should be brought to current standards when redevelopment occurs

TRANSPORTATION

See the corridor section for Brighton Boulevard and 38th Street.

Improve streets used for local circulation parallel to or intersecting Brighton Boulevard including Wynkoop, Wazee, Delgany, Chestnut, 35th Street, 36th Street, and 40th Street as redevelopment occurs to bring them up to roadway standards. Curb and gutter, drainage (if necessary), sidewalks, signage and pavement should all be improved to city standards.

Responsibility property owners, developers, Public Works

Timing as redevelopment occurs over the next several years

Work with RTD during the I-70 East Corridor EIS to develop a plan for transit and mobility that serves the redevelopment within the study area and serves adjacent local neighborhoods.

Responsibility RTD, Public Works, CPD, neighborhoods

Timing 2003 – 2006

Work with RTD, CDOT, and other City agencies to ensure that the Downtown Multi-modal Access Plan (DMAP) and the Pedestrian Master Plan address how to enhance transit, bike, pedestrian, and auto connections between Downtown and River North corridors and districts.

Responsibility Public Works, CPD, RTD, CDOT

Timing 2003 – 2004



PEDESTRIAN AND BICYCLE CONNECTIONS

Complete the major missing links in the recently adopted Bicycle Master Plan;

- ▶ 46th Avenue from the South Platte River to the National Western Stock Show complex on route D-2 as described in the Bicycle Master Plan, and
- ▶ 38th Street from Walnut to Brighton Boulevard as described in the Bicycle Master Plan

Responsibility Public Works

Timing 2003 – 2012

Explore options for creating a pedestrian and bicycle crossing of the UP tracks at 31st Street to connect Upper Larimer and Curtis Park to the South Platte River trail.

Responsibility CPD, Public Works

Timing 2005

Re-evaluate the current bike route system in North Central Denver during the I-70 East EIS process in order to take advantage of any proposed rapid transit or bus transit alternative considered. Suggested improvements to consider are accommodating bicycles along 40th Avenue between Steele and Franklin and providing a grade separated pedestrian/bike connection over the UP Railroad tracks from the potential 40th and 40th station area to a location between 38th and 44th along Brighton Boulevard. Pedestrian and bicycle access should be provided to residents and employees of Elyria-Swansea, Globeville, and Cole. These improvements may require amending the current Bicycle Master Plan.

Responsibility I-70 East Corridor EIS, Public Works, CPD, neighborhoods

Timing 2003 – 2008



46th Avenue bike route under I-70



38th Street is a missing bike link



31st Street looking over the UP tracks



An urban design feature marking the entrance to downtown Denver



An example of wayfinding signage

URBAN DESIGN

Develop an identity for Brighton Boulevard that provides a gateway character to downtown from I-70 and a gateway from downtown to North Denver. Consider the use of monuments, signage, urban design features, and a name change for the corridor that will assist with marketing the area.

Responsibility CPD, Public Works, consultants designing Brighton Boulevard improvements, the Downtown Denver Partnership, North Central Denver neighborhoods

Timing in conjunction with designing the Brighton Boulevard improvements.

Develop an improved way-finding system for the South Platte River Trail, the Coliseum, the Forney Museum, the National Western Stock Show, and other major attractions. The way-finding system should include colorful signage and/or landscaping to improve local connections to major attractions as well as help to enhance the character within the study area.

Responsibility National Western Stock Show, the Coliseum, Platte River Greenway Foundation, Forney Museum, CPD, Public Works

Timing develop plan in conjunction with design for Brighton Boulevard improvements and major private redevelopment.

Develop design guidelines for each area within the Plan boundary that is rezoned to a mixed-use zone district. These detailed design guidelines will be developed upon rezonings to mixed-use zone districts. They will become part of rules and regulations upon adoption by the Planning Director through the Planning Board.

Responsibility CPD Urban Design, Planning Board, Planning Director, residents and owners of property in land use areas

Timing immediately following the rezoning of land use areas.



ECONOMIC ACTIVITY

Provide detailed information on the area in the Technical Appendix, update this information annually and disseminate it to entities including the Downtown Denver Partnership, the Mayors Office of Economic Development and International Trade (MOED-IT), the Denver Urban Renewal Authority (DURA), real estate brokers, developers and others.

Responsibility CPD, Environmental Health, Public Works

Timing annually

Take advantage of opportunities created by the Denver Coliseum, the National Western Stock Show (NWSS) and its facilities, and the Forney Museum by

- ▶ promoting new development north of I-70 and east of Brighton Boulevard that would serve events as well as neighborhood and other residents.

Responsibility MOED-IT, CPD, NWSS, Denver Theatres and Arenas

Timing 2004 and ongoing

- ▶ provide easier access through enhanced signage, improved pedestrian connections (i.e. adding sidewalks and lighting along Brighton Boulevard), and explore additional access for the Forney Museum.

Responsibility Public Works, CPD, Forney Museum

Timing access for the Forney Museum should be explored in conjunction with planning for the Coliseum, open space north of Globeville Landing Park, and storm water planning

- ▶ explore opportunities for creating year round activity associated with the NWSS.

Responsibility NWSS, MOED-IT

Timing 2003, 2004 and ongoing



The National Western Stock Show provides economic development opportunities



Forney Museum of Transportation access necessitates crossing railroad tracks



Several buildings along Brighton could relate better to the proposed cross section



Formation of urban renewal districts may help areas like Denargo Market redevelop

Encourage and support demonstration development projects within each of the districts.
Develop model pro formas.

Responsibility economic consultant, CPD, MOED-IT, H&NDS
Timing pro formas in 2003, and ongoing as development opportunities arise

Explore the establishment of a façade maintenance program using low interest loans and grants (local, state, federal), focusing on improvements that better relates the buildings to the proposed cross section for Brighton Boulevard.

Responsibility MOED-IT, CPD, businesses
Timing 2004

Utilize available financial incentives to facilitate Brownfield redevelopment.

Responsibility MOED-IT, Environmental Health, CPD
Timing ongoing

Initiate an education process and solicit interest in the establishment of one or more improvement districts to finance public infrastructure, common spaces, waterway redevelopment, marketing, cleanliness and safety programs and for a maintenance district to maintain improvements.

Responsibility Elyria-Swansea Business Association, property owners, CPD, Public Works
Timing 2004

Work with DURA to determine (if and when) the establishment of an urban renewal district might be feasible in selected areas. Potential areas are the Denargo Market district and the 40th and 40th TOD district. Slum and Blight studies should be selectively initiated.

Responsibility DURA, CPD, developers
Timing upon completion of or as part of a master planning process for the Denargo Market and after the I-70 Corridor East EIS has been completed for the TOD district

Explore the establishment of a program to assist with the retention and/or relocation of businesses impacted by reinvestment within the corridor.

Responsibility MOED-IT
Timing 2004



Among the Areas of Change identified by Blueprint Denver is the “North Industrial Area.” Some of this area is included in the study area for this plan and the balance includes much of the industrial portion of the Elyria-Swansea neighborhood and a portion of the Globeville neighborhood. These industrial areas surround stable residential areas that need some reinvestment and are affected by some of the industrial uses. Buffering the residential areas from the industrial areas is needed. This area includes some large employers as well as considerable land used for truck parking and storage. Much of the industrial area should be improved to serve industry better and to attract new businesses that provide jobs for nearby residents. Finally, some of the industrial area should be considered for commercial development that would provide needed shopping for residents. After completion of this plan, a district plan for the North Industrial Area should be undertaken and/or a plan for the Elyria-Swansea neighborhood. It should consider the continuing need to address environmental problems. The plan for the North Washington area should be completed and implemented.

Responsibility CPD, MOED-IT, North Industrial Area property owners and businesses, Environmental Health, Elyria-Swansea and Globeville residents and neighborhood and business associations

Timing 2004 – 2006



The interface between residential and industrial uses needs to be improved in the North Industrial Area



Cleaning up properties will improve the Brighton Boulevard image

ENVIRONMENTAL CONDITIONS

Work with the businesses to develop a voluntary cleanup plan for Brighton Boulevard to make it a more pleasant environment through cleaning out material that is not needed, screening, façade improvements, landscaping and other measures.

Responsibility property owners, Elyria-Swansea Business Association, CPD, Neighborhood Inspection Services

Timing 2004

Provide detailed information on environmental conditions within the River North Area in the Technical Appendix. Update this information annually and disseminate it to a variety of interested parties in order to expedite the predevelopment process by potentially reducing the due diligence time frame.

Responsibility Environmental Health, CPD

Timing annually

Provide information on funding sources for cleaning up environmental contamination and pursue funding for cleanup of public sites and to obtain better information on the extent of contamination.

Responsibility Environmental Health, MOED-IT

Timing 2003 and ongoing



LEGACIES

Preserve some of the older homes, some of the industrial buildings (especially the Drive Train façade, the Rock Drill building, and others), and some commercial buildings in order to represent the historical mix of uses that have occurred over time.

Responsibility property owners and developers

Timing ongoing

Undertake a study of which buildings contribute the most based on their historic uses or structural type.

Responsibility CPD

Timing 2004 – 2005

Enhance the South Platte River as a natural area.

Responsibility Parks and Recreation, Greenway Foundation

Timing 2004 – 2006



The former Rock Drill building and site are being redeveloped into condominiums



The South Platte River retains a natural feel and should be more accessible for recreation



JPI apartments could provide a catalyst for more housing



Adaptive re-use of old structures can create housing

HOUSING

Concentrate new housing in the Denargo Market area, along the South Platte River, and in the vicinity of the proposed 40th and 40th station. Residential in other locations including along Brighton Boulevard, especially artist's studios, may be appropriate. Encourage the inclusion of a variety of types, prices and sizes in order to accommodate a broad range of households including households who work within the Plan's area. The Inclusionary Housing Ordinance requires housing developers to provide moderately priced units for those earning over 60% of the Area Median Family Income. However, resources need to be made available to develop housing for households, including families, earning less than 60% and less than 50% of the Area Median Family Income. Make available Private Activity Bonds (PAB) from Denver's allocation to develop mixed-income, mixed-use developments. Developers should seek 9% Low Income Housing Tax Credit allocations from the Colorado Housing and Finance Authority and allocations from the regional TOD PAB Pool. Other resources, including CDBG and HOME funds, should be made available to projects that meet the needs described above. Determine the market for housing for those who are transit dependent especially for persons who have physical disabilities. Seek to include such units in a variety of projects and seek out funding to assist in the production or subsidization of such units, especially near the 40th and 40th station.

Responsibility CPD, H&NDS, developers both for profit and nonprofit

Timing ongoing



CORRIDORS

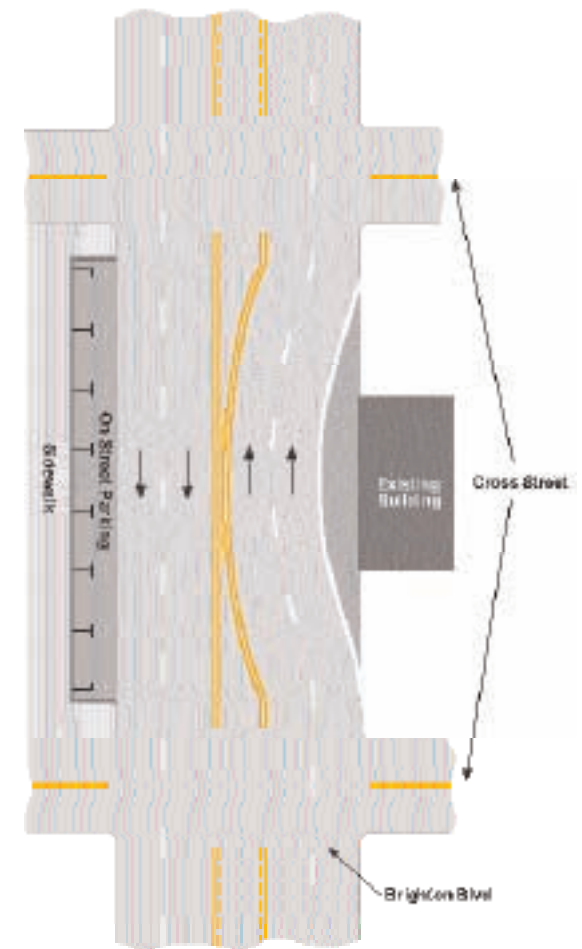
Brighton Boulevard Corridor

Brighton Boulevard should be rebuilt using a 96 foot wide cross section. The illustrations on the following page depict the desired 96 foot cross section. The desired cross section assumes curb and gutter will be added on both sides. The parallel parking lane and sidewalk or amenity zone on the east side can be built as redevelopment occurs on land that is dedicated to the city. Prior to redevelopment, the possibility of protecting businesses that are in close proximity to the existing 80 foot right-of-way by squeezing down the lane widths to provide a clear zone of at least 5 feet adjacent to the existing property line should be explored. Generally, at intersections bulb-outs should be included in order to reduce the crossing distances for pedestrians. At a later date if the uses change significantly, a raised median could be constructed and the lane widths reduced. However, any median improvements will need to address the effects of storm water overflow drainage from upper drainage areas. Funding could come from a variety of sources including an improvement district, federal funds, a city bond issue, dedication of right-of-way, Transportation Improvement Program (TIP), improvements undertaken at the time of redevelopment, the Capital Improvements Program and others. Preliminary Design should be undertaken in the near future in order to make it possible for developers to be able to build their improvements within the Right-of-Way with a reasonable expectation that it will work upon completion of the rebuilding of Brighton Boulevard. As Brighton Boulevard is reconstructed, all reasonable efforts should be made to mitigate and minimize the impacts associated with any right-of-way take for the road.

Responsibility Public Works, Private Property Owners

Timing Regulation adopting the cross section immediately after adoption of the Plan by the Manager of Public Works, pursue funding in 2003 and 2004 for the preliminary design and complete preliminary design in 2005, place the rebuilding of Brighton Boulevard on lists of projects such as Capital Improvements and TIP, and pursue the formation of a local improvement district in 2003 to 2005

Develop an access management plan to consolidate access points along Brighton Boulevard between 31st and 44th





Brighton Boulevard at 38th Street as it looks today

Streets.

Responsibility Public Works
Timing prior to the final engineering of Brighton Boulevard

Establish development standards in rules and regulations and/or as part of the rezoning. For example, new development should be adjacent to the sidewalk.

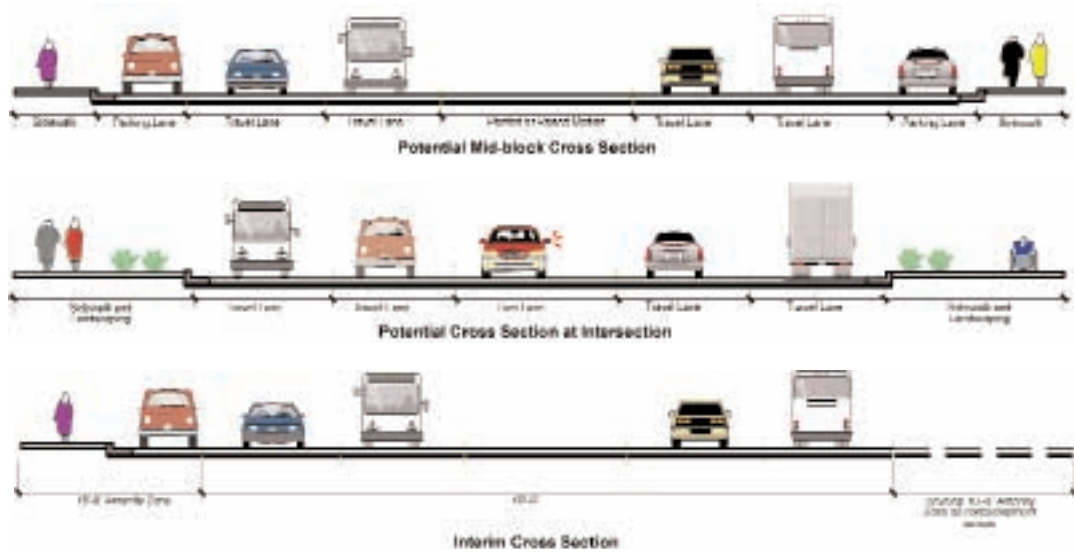
Responsibility CPD
Timing 2003 – 2004

Place utilities underground as appropriate and when funding becomes available.

Responsibility Xcel Energy, other utility companies, Public Works
Timing as redevelopment occurs and/or at the time that Brighton Boulevard is reconstructed

After studying operational issues, place a stoplight in the vicinity of 35th Street in order to improve the ability to safely cross the street.

Responsibility Public Works
Timing when traffic warrants it or when Brighton Boulevard is reconstructed, whichever comes earlier

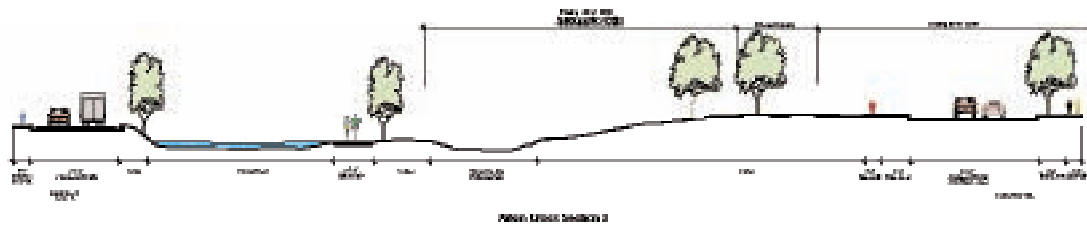




South Platte River Corridor (including Arkins Court and Ringsby Court)

The basic cross section for Arkins Court should include a sidewalk, tree lawn, parking lane, two travel lanes, and curb and gutter. The sidewalk, tree lawn, and parking lane should be on the eastern side of the street. This new cross section may need to be officially recognized by the adoption of a regulation by the Manager of Public Works. The classification of the street should be changed from a collector to a local street.

- Responsibility** developers, Public Works, CPD
- Timing** in sections as redevelopment is proposed or at the time a special improvement district is formed



Close the portion of Arkins Court from 35th Street to 38th Street in order to increase the amount of open space and to make it possible for development between Chestnut Street and Arkins Court to be oriented directly to the river with access off of Chestnut Street.

- Responsibility** developers, Public Works, CPD
- Timing** upon proposed redevelopment

Expand open space along the South Platte River including the creation of open space in conjunction with providing opportunities to achieve water quality enhancements related to storm water drainage and in conjunction with new development. Identify specific locations and designs as part of the basin plans that are in process or that may be conducted in the future. Restore and enhance the natural state of the South Platte River.

- Responsibility** Parks and Recreation, Public Works, property owners, developers
- Timing** ongoing



The convergence of Arkins and Chestnut shows how the closing of Arkins Court north of 35th could provide development opportunities



Storm water flowing into the South Platte River can create opportunities for more open space and amenities



38th Street will likely need significant improvements, such as curbs, gutters and sidewalks

If the five owners are interested in pursuing it, Perkins could be extended from 31st Street to 38th Street along the Burlington Northern railroad tracks to free up land along the South Platte River for development. Placing an unpaved path part way down the bank of the river should be explored as well as adding an attached sidewalk on the west side of Ringsby Court.

Responsibility property owners, Parks and Recreation

Timing 2003 – 2004

Consider adding a bridge for pedestrians and bicycles across the South Platte River between 31st and 38th Street.

Responsibility Parks and Recreation, Greenway Foundation

Timing when major redevelopment occurs along Ringsby Court

38th Street Corridor

Study the adequacy of 38th Street to accommodate pedestrian and bike access under the RR tracks, to handle the future traffic especially the additional traffic anticipated from the opening of a transit station in the vicinity of 40th and 40th, and help connect the TOD area, which is divided by the railroad tracks. The I-70 East Corridor EIS process should address impacts to 38th Street associated with any reasonable transportation alternative (regardless which transportation mode) considered as part of the study. In particular, the impact associated with any reasonable transportation alternative on the intersection of 38th Street, Walnut, and Marion should be addressed. The traffic study conducted in conjunction with this plan indicates that 38th Street will need to be widened to four lanes. Working closely with Denver, solutions to these issues should be considered in the EIS including a cross section for 38th Street as well as a plan for funding these improvements.

Responsibility I-70 East Corridor EIS consultants; CDOT, RTD, City and County of Denver

Timing 2003 to 2006



DISTRICTS

40th and 40th Transit Oriented Development (TOD)

The following actions are dependent on the FasTracks Vision Plan being approved by the voters. However, even if FasTracks is not approved, a rail line from Union Station to DIA may be built within the next twenty years. Furthermore, even if the rail line is not pursued in the near future, the UP Inter-modal facility may relocate creating a significant development opportunity. Most of these actions are applicable under any of these scenarios but they will need to be revisited periodically depending on the timing of events.

Develop a station area plan for the proposed 40th and 40th rapid transit station. Determine the best possible site for the rapid transit station that maximizes the opportunity for TOD and meets RTD's basic operational requirements for trains and buses. Explore circulator and shuttle systems for the surrounding neighborhoods and the Events District. Develop a unique design for the rail station and make the platform area a significant public space.

Responsibility CPD, Public Works, RTD, property owners, Cole, Elyria and Swansea neighborhoods
Timing in conjunction with the EIS from 2003 to 2005 and undertake a district plan after the I-70 East Corridor EIS is completed to provide more details

Develop an overall parking management plan that addresses the parking fee structure, opportunities for shared and structured parking, targeted users, entity responsible for parking management, and other issues that impact parking operations in the proposed 40th and 40th station area.

Responsibility Public Works, CPD, RTD, property owners
Timing in conjunction with the station plan



The vicinity of 40th Street and 40th Avenue, is a potential rapid transit station location



The Denargo Market area

Provide improved pedestrian access to the proposed 40th and 40th station. Improve existing or construct new sidewalks on the following facilities: 40th Avenue, 39th Avenue, Blake Street, Walnut Street, and 38th Street.

- Responsibility** Public Works, RTD, property owners
- Timing** completed no later than the construction of the station and in conjunction with redevelopment prior to the completion of the station

Improve 38th Street so that it operates more like a multi-modal street — improvements should include wider sidewalks, a bike facility, and potential capacity improvements. In the event that the I-70 East Corridor EIS selected alternative necessitates an improvement to the railroad bridge over 38th Street, all of these improvements should be coordinated.

- Responsibility** City and County of Denver, RTD, Union Pacific, property owners
- Timing** Conduct preliminary design following the completion of the East Corridor EIS, 2005 – 2006; construct improvements in 2008 or beyond

Denargo Market

Develop a Master Plan for the Denargo Market area that includes an appropriate mix of residential, retail, and office development along with downtown serving businesses and explores the opportunity to develop a festival marketplace. An appropriate combination of commercial mixed-use and residential mixed-use zoning should be identified. New heavy industrial uses are discouraged. The Master Plan would identify and respond conceptually to traffic and circulation, utilities especially storm water, environmental cleanup, and open space especially in relation to the South Platte River.

- Responsibility** property owners, property owner’s consultants, CPD, Public Works, Parks and Recreation, Environmental Health
- Timing** 2004

Initiate a rezoning consistent with the Master Plan.

- Responsibility** property owners or city
- Timing** 2005



Initiate a process to establish a General Development Plan for this area that would address an appropriate street and circulation system, describe street cross sections, establish a mechanism to assure an appropriate mix of uses, provide a general site plan including identifying the relation of the proposed development to the South Platte River, identify the location of public and private open space, address in a common fashion the storm water detention and water quality issues, and address other infrastructure issues in a common manner. A specific right-of-way and cross section should be established for an extension of Delgany Street connecting to Brighton Boulevard.

Responsibility property owners, CPD, Public Works

Timing 2006

Develop specific design guidelines. This would address a variety of issues including placement of buildings in relation to the street, setbacks and height. Limiting the height of residential buildings and other development along the South Platte River to no more than 55 feet should be addressed in the design guidelines.

Responsibility CPD Urban Design

Timing 2006

Explore options for financing infrastructure through special districts and other financing mechanisms. Explore the potential for establishing an urban renewal area and using Tax Increment Financing.

Responsibility Public Works, DURA, CPD

Timing 2006

Events District

Continue working with the neighborhoods and businesses to enhance the existing events traffic management plan for the Denver Coliseum and NWSS.

Responsibility Public Works, Theatres and Arenas, NWSS

Timing ongoing

Consider opportunities to work with the NWSS to pursue needed improvements and expansion based on its feasibility study.

Responsibility NWSS, City and County of Denver, neighborhoods, and nearby businesses

Timing 2003 and ongoing



The Denargo Market Area's proximity to Downtown could lead to substantial new development

PROJECT DESCRIPTION	TIMEFRAME			BLUEPRINT DENVER IMPLEMENTATION STRATEGY	RESPONSIBLE PARTIES
	Short Term: 2007-2011	Medium Term: 2007-2012	Long Term: 2012 to 2022		
Land Use					
Rezone the area along Brighton Boulevard designated as commercial mixed-use to a Commercial Mixed-Use zone district.	x			Partnership; Regulatory	CPD, property owners, businesses, neighborhoods
Rezone the residential mixed-use area to Residential Mixed-Use zoning, Commercial Mixed-Use zoning or a combination of both.	2004 or when major property owners have completed master planning process			Partnership; Regulatory	CPD, property owners, businesses, neighborhoods
Rezone the Transit Oriented Development (TOD) area to a Transit Mixed-Use zone district in the immediate vicinity of the station and consider transit mixed use or other mixed-use zone districts for land up to a half mile from the station.		x		Regulatory; partnership	CPD, property owners, businesses, neighborhoods
To the extent that there is a reason to rezone the land within the industrial mixed-use areas, commercial mixed-use zoning is preferred.	As market conditions warrant			Regulatory	Property owners
When existing industrial uses cease operations, zoning should be put in place to assure uses that take advantage of the proximity to the S. Platte River by using appropriate design guidelines in the River Corridor Mixed-use area.	As industrial users cease operations			Regulatory	CPD, property owners, neighborhoods
Transportation					
Improve streets used for local circulation parallel to or intersecting Brighton Boulevard as redevelopment occurs to bring them up to local city street standards.	As redevelopment occurs over the next several years			Infrastructure	Property owners, developers, Public Works
Work with RTD during the I-70 East Corridor EIS to develop a plan for transit and mobility that serves the redevelopment within the study area and serves adjacent local neighborhoods.	x	x		Partnership, regulatory	RTD, Public Works, CPD, neighborhoods
Work with RTD, CDOT, and other City agencies to ensure that the Downtown Multi-modal Access Plan (DMAP) addresses how to enhance transit, bike, pedestrian, and auto connections between Downtown and River North corridors and districts.	x			Regulatory, partnership	Public Works, CPD, RTD, CDOT
Study truck traffic and routing throughout the plan area. Focus on how the truck traffic, parking, access, and loading docks impact mobility.	x			Infrastructure	Public Works
Pedestrian and Bicycle Connections					
Complete major missing links in the recently adopted Bicycle Master Plan: 46 th Avenue and 38 th Street.	x	x		Infrastructure	Public Works
Explore options for creating a pedestrian and bicycle crossing of the UP tracks at 31 st Street to connect Upper Larimer and Curtis Park to the S. Platte River trail.		x		Infrastructure	CPD, Public Works
Re-evaluate the current bike route system in North Central Denver during the I-70 East EIS process in order to take advantage of any proposed rapid transit or bus transit alternative considered.	x	x		Infrastructure	Public Works, CPD, neighborhoods, I-70 East EIS
Urban Design					
Develop an identity for Brighton Boulevard that provides a gateway character to downtown from I-70 and a gateway from downtown to North Denver. Consider the use of monuments, signage, urban design features, and a name change that will assist with marketing the area.	In conjunction with designing the Brighton Boulevard improvements			Partnership	CPD, Public Works, consultants, Downtown Denver Partnership, neighborhoods

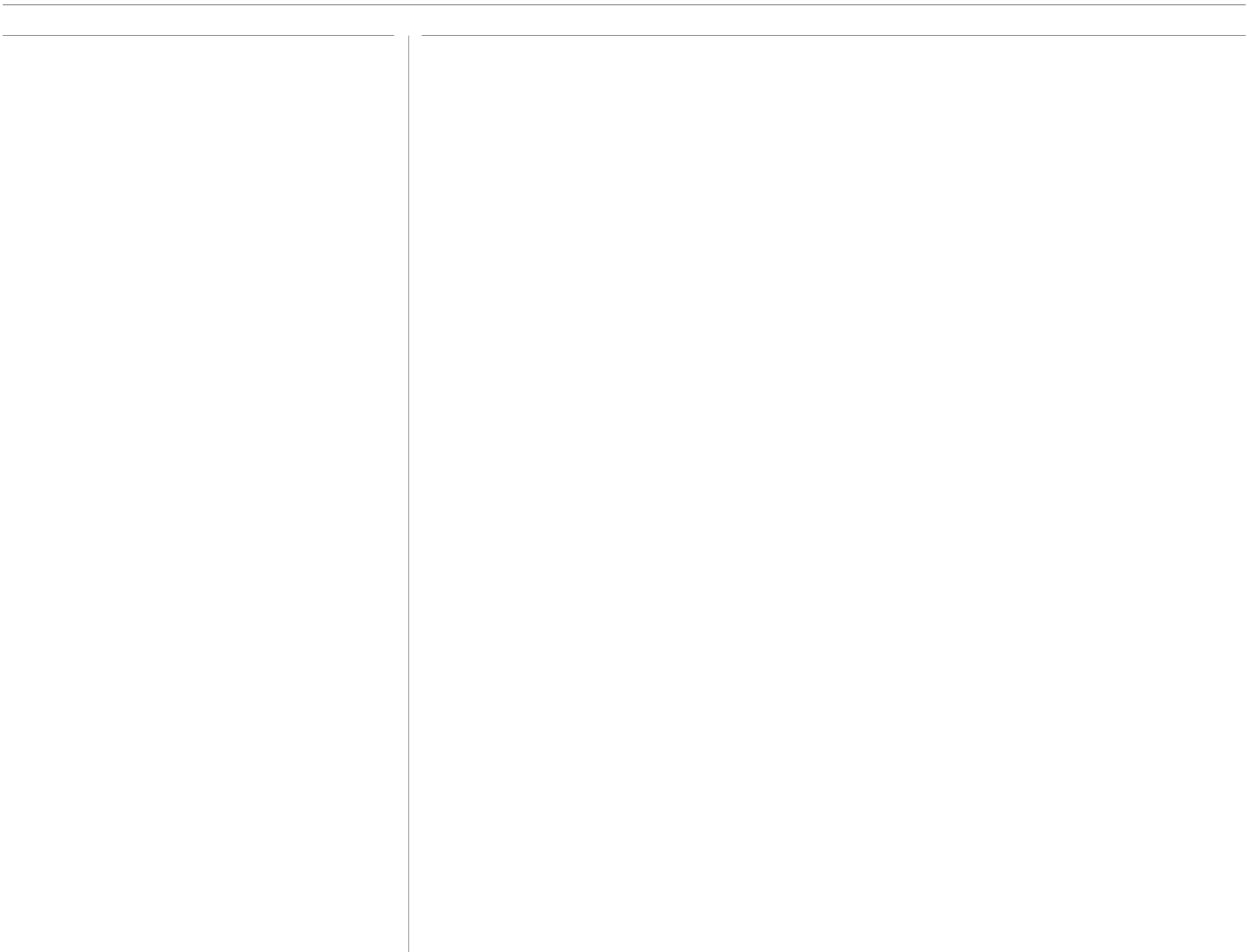


PROJECT DESCRIPTION	TIMEFRAME			BLUEPRINT DENVER IMPLEMENTATION STRATEGY	RESPONSIBLE PARTIES
	Short Term: 2005-2009	Medium Term: 2005-2012	Long Term: 2012 to 2022		
Urban Design (continued)					
Develop an improved way-finding system for the South Platte River Trail, the Coliseum, the Romney Museum, the National Western Stock Show, and other major attractions.	x			Partnership	CPD, Public Works, Parks, NWSS, Platte River Greenway Foundation, Romney Museum
Develop design guidelines for each area within the plan boundary that is rezoned to a mixed-use zone district. These detailed design guidelines will be developed upon rezoning to mixed-use zone districts.		Immediately following the rezoning of land use areas		Regulatory	CPD, residents and property owners
Economic Activity					
Take advantage of opportunities created by the Denver Coliseum, the National Western Stock Show (NWSS) and its facilities, and the Romney Museum by:					
A. Promoting development north of I-70 & east of Brighton Blvd that would serve events and neighborhood and other residents.	x	x	x	Partnership	MOED-IT, CPD, NWSS, Theatres and Arenas
B. Provide easier access through enhanced signage, improved pedestrian connections and explore additional access for the Romney Museum		Access for Romney in conjunction with planning for the Coliseum, open space north of Globeville Landing Park, and storm water planning		Infrastructure	Public Works, CPD, Romney Museum, NWSS
C. Explore opportunities for creating year-round activity associated with NWSS.	x	x	x	Partnership	NWSS, MOED-IT
Encourage and support demonstration development projects within each of the districts. Develop model pro formas.	Pro formas	Ongoing as developments arise		Partnership	Consultants, CPD, MOED-IT, HANDS
In addition to providing detailed information on the area in the appendix, update this information annually and disseminate it to entities including the Downtown Denver Partnership, MOED-IT, the Denver Urban Renewal Authority (DURA), real estate brokers, and others.	Annually			Partnership	CPD, Environmental Health, Public Works,
Explore the establishment of a façade maintenance program using low interest loans and grants (local, state, federal)	x			Partnership	MOED-IT, CPD, businesses
Utilize available financial incentives to facilitate brownfield redevelopment.	x	x	x	Partnership	MOED-IT, Environmental Health, CPD
Initiate education process to solicit interest in the establishment of one or more improvement districts to finance public infrastructure, common spaces, waterway redevelopment, marketing, cleanliness and safety programs and for a maintenance district to maintain improvements.	x			Partnership, Infrastructure	Elyria-Swansea Business Association, property owners, CPD, Public Works
Explore the establishment of a program to assist with the retention and/or relocation of businesses impacted by reinvestment within the corridor.	x			Partnership	MOED-IT
Work with DURA to determine (if and when) establishment of an urban renewal district might be feasible in selected areas. Potential areas are the Denargo/Market area and the 40 th and 40 th TOD area.		x		Partnership; Regulatory	DURA, CPD, developers
Among the Areas of Change identified by Blueprint Denver is the "North Industrial Area." After completion of the Plan, a district plan for the North Industrial Area should be undertaken and/or a plan for Elyria-Swansea. The North Washington plan area should be completed and implemented.	x	x		Partnership; Regulatory	CPD, MOED-IT, North Industrial Area property owners and businesses, Elyria-Swansea and Globeville residents and neighborhood and business associations

PROJECT DESCRIPTION	TIMEFRAME			BLUEPRINT DENVER IMPLEMENTATION STRATEGY	RESPONSIBLE PARTIES
	Short Term: 2003-2004	Medium Term: 2005-2012	Long Term: 2012 to 2022		
Environmental Conditions					
Work with the businesses to develop a voluntary cleanup plan for Brighton to make it a more pleasant environment.	X			Partnership	Property owners, BS Business Association, CPD, NIS
Provide detailed information on environmental conditions within the plan area in the appendix. Update this information annually and disseminate it to a variety of interested parties.	Annually			Regulatory	Environmental Health, CPD
Provide information on funding sources for cleaning up environmental contamination and pursue funding for clean up of public sites and to obtain better information on contamination.	Ongoing			Regulatory	Environmental Health, DCSD-IT
Legacies					
Preserve some of the older homes, some of the industrial buildings and some commercial buildings in order to represent the historical mix of uses that have occurred over time.	Ongoing			Partnership	Property owners and developers
Undertake a study of which buildings contribute the most based on their historic uses or structural type.	X			Regulatory	CPD
Enhance the S. Platte River as a natural area.	X	X	X	Infrastructure	Parks, Greenway Foundation
Housing					
Concentrate new housing in the Denzango Market area, along the South Platte River, and in the vicinity of the 60 th and 60 th station. Provide a variety of housing including affordable housing.	Ongoing			Partnership; Regulatory	CPD, developers
Corridors: Brighton Corridor					
Brighton should be rebuilt using a cross section that eventually will evolve to ninety-six feet (96').	X	X	X	Infrastructure	Public Works, property owners
Develop an access management plan to consolidate access points along Brighton Boulevard between 31 st and 44 th Street prior to the final engineering of Brighton Boulevard.		X		Infrastructure	Public Works
Establish development standards in rules and regulations and/or as part of the zoning.	X			Regulatory	CPD
Place utilities underground as redevelopment occurs and/or at the time that Brighton is reconstructed.	X			Infrastructure	Xcel Energy, other utilities, Public Works
After studying operations, place a stoplight in the vicinity of 35th Street.			When traffic warrants it or when Brighton is built out	Infrastructure	Public Works
Corridors: South Platte River Corridor— including Arkins Court and Ringsby Court					
Create new cross section for Arkins Court. Officially recognize new cross section in regulations. Change classification to a local street.			In sections as redevelopment is proposed or at the time a special improvement district is formed	Regulatory, Infrastructure	Developers, Public Works, CPD
Close the portion of Arkins Court from 35 th Street to 38 th Street with access off of Chestnut Street.			Upon proposed redevelopment	Infrastructure	



PROJECT DESCRIPTION	TIMEFRAME			BLUEPRINT DENVER IMPLEMENTATION STRATEGY	RESPONSIBLE PARTIES
	Short Term: 2005-2009	Medium Term: 2009-2012	Long Term: 2012 to 2022		
Corridors: South Platte River Corridor — including Arkins Court and Kingsby Court (continued)					
Expand open space along the South Platte River including the creation of open space in conjunction with providing opportunities to achieve water quality enhancements related to storm water drainage and in conjunction with new development.	Ongoing			Infrastructure	Parks, Public Works, property owners, developers
If the five owners are interested in pursuing it, Perkins could be extended from 31 st to 38 th Street along the Burlington Northern railroad tracks. Placing an impaved path part way down the bank of the river should be explored as well as adding an attached sidewalk on the west side of Kingsby Court.	X			Partnership, Infrastructure	property owners, Parks
Consider adding a bridge for pedestrians and bicycles across the South Platte River between 31 st and 38 th Street.		When major redevelopment occurs along Kingsby Court		Infrastructure	Parks, Greenway Foundation
Corridors: 38th Street Corridor					
Study the adequacy of 38 th Street to accommodate pedestrian and bike access under the RR tracks, to handle the future traffic especially the additional traffic anticipated from the opening of a transit station in the vicinity of 40 th and 40 th , and help connect the TOD area.	X	X		Infrastructure	I-70 East Corridor EIS consultants, CDOT, RTD, CPD, Public Works
Districts: 40th and 40th Transit Oriented Development (TOD)					
Develop a station area plan for the proposed 40 th and 40 th rapid transit station.	X	X		Partnership, Infrastructure	CPD, Public Works, RTD, property owners, Coles, Ebyra, Swanson
Develop an overall parking management plan.		X		Regulatory	Public Works, CPD, RTD, property owners
Provide improved pedestrian access to the proposed 40 th and 40 th station. Improve existing or construct new sidewalks on the following facilities: 40 th Avenue, 39 th Avenue, Blake Street, Walnut Street, and 38 th Street.		Completed no later than the construction of the station and in conjunction with redevelopment prior to the completion of the station.		Infrastructure	Public Works, RTD, property owners
Improve 38 th Street so that it operates more like a multi-modal street — improvements should include wider sidewalks, a bike facility, and potential capacity improvements.		X		Infrastructure	Public Works, RTD, Union Pacific, property owners
Districts: Denargo Market					
Develop a Master Plan for the Denargo Market area that addresses land use, zoning, infrastructure, and open space.	X			Regulatory, Partnership	Property owners and their consultants, CPD, Public Works, Parks and Recreation, Environmental Health
Initiate a rezoning consistent with the Master Plan	X			Regulatory	Property owners or CPD
Initiate process establishing General Development Plan.		X		Regulatory	Property owners, CPD, Public Works
Develop design guidelines.		X		Regulatory	CPD Urban Design
Explore options for financing infrastructure through special districts and other financing mechanisms.		X		Partnership	Public Works, DURLA, CPD
Districts: Events District					
Consider opportunities to work with the NWSS to pursue needed improvements and expansion based on its feasibility study.	X	X	X	Partnership	Public Works, Theatres and Arenas, NWSS
Continue working with the neighborhoods and businesses to enhance the existing events traffic management plan for the Denver Coliseum and NWSS.	Ongoing			Partnership	Public Works, Theatres and Arenas, NWSS





APPENDIX



GLOSSARY OF TERMS AND ACRONYMS

- Adaptive Re-Use** Conversion of a building to accommodate a new use, usually different than its original use.
- Attainable Housing** Or affordable housing, including rental and ownership housing products priced such that residents in a market, and within a limited income-range, can afford them.
- Blueprint Denver** Denver's integrated land use and transportation plan that was adopted as a supplement to Comprehensive Plan 2000
- BID** Business Improvement District
- CBD** Central Business District
- CDOT** Colorado Department of Transportation
- CPD** Community Planning and Development
- Destination Uses** Real estate land uses and products that draw patrons and visitors from beyond the trade area and immediate neighborhood.
- DIA** Denver International Airport
- DMAP** Downtown Multi-modal Access Plan
- DRCOG** Denver Regional Council of Governments
- DURA** Denver Urban Renewal Authority
- DUS** Denver Union Station
- EIS** Environmental Impact Statement
- Employment-Supportive Products** Generally office or industrial products which house primary employment tenants and users.
- EPA** United States Environmental Protection Agency
- Events** Actions (planning, development, infrastructure) initiated by the private and/or public sector which have an impact on the rate and character of development in a market area.
- FasTracks Vision Plan** The RTD plan to build-out the rapid transit system by asking the voters in 2004 to increase the .6% sales tax.
- Flex Space** A building or facility that is designed to be flexible enough to accommodate (most frequently) either an industrial or office use. This type of space is generally characterized by large uninterrupted spaces and rarely more than one story.
- Freestanding Retail** Commercial retail tenants (uses) that occupy their own structure, rather than occupying space in a multi-tenant building.
- GDP** General Development Plan
- H&NDS** Housing and Neighborhood Development Services
- Infill Development** Development or redevelopment that occurs within the "built environment" rather than on vacant land on the fringe of a city. Infill development happens most often in a city's central core, as well as in a metro area inner-ring suburbs.



ITS Intelligent Transportation Systems

LOS Traffic level of service

Low-Intensity Industrial Industrial product types with limited outdoor storage or emitting conditions that could potentially impact surrounding or adjacent land uses.

LRT Light Rail Transit

MIS Major Investment Study

Mixed-Use More than one land use either vertically- or horizontally-integrated into the same project.

MOED/IT Mayor's Office of Economic Development and International Trade

Neighborhood-Serving Centers Commercial retail centers with tenants who cater to the needs of area residents (which travel there by foot, bike, vehicle or public transportation).

NWSS National Western Stock Show

Owner-Occupied Facilities A building that is owned and occupied by the same individual or entity.

Pedestrian Environments A neighborhood or commercial area designed to facilitate pedestrian movement and accomplished through both the physical realm and business climate.

Plan 2000 The Denver Comprehensive Plan, 2000

Products Real estate product types in the general land use categories of residential, retail, office, industrial and lodging. For example, whereas residential is a land use category, townhomes and condominiums are products.

PW Public Works

RTD Regional Transportation District

TOD Transit-Oriented Development

Trade Area That area of geography within which a project will compete with other similar developments and from which the project will draw the majority of its users, residents or tenants.

vpd traffic volumes per day

Zoning Acronyms:

PUD Planned Unit Development

I-1 and I-2 Industrial zone districts

CMU 10 and 20 Commercial Mixed-Use zone districts

RMU 20 and 30 Residential Mixed-Use zone districts

TMU Transit Mixed-Use zone districts

GUIDING PRINCIPLES FOR AREAS OF STABILITY AND CHANGE

Every project or plan needing City approval — be it a small area plan, rezoning or site development plan — is expected to contribute to achieving the Blueprint Denver vision for land use and transportation and the overall Plan 2000 vision of sustaining Denver's quality of life. These guiding principles summarize the fundamental concepts of Blueprint Denver. The overall concept of Blueprint Denver implementation is to create as many effective tools as possible at the city-wide level. Similar problems should have similar solutions regardless of the location. Small area plans will be the primary mechanism for compiling a set of implementation strategies tailored to the specific conditions and vision of an area. This will all take time. Many questions have arisen about the effectiveness of Blueprint Denver between the time of adoption and implementation. Projects will surface that need an immediate response from the City and citizens in the affected neighborhood. The concepts in Blueprint Denver provide considerable guidance for projects and situations that arise during this period between plan adoption and implementation. The following are guiding principles to achieve the land use and transportation vision of Blueprint Denver and Denver Comprehensive Plan 2000.

Areas of Stability

- ▶ Respect valued development patterns
- ▶ Relationship of the building to the street
- ▶ Location of garage, driveway, and parking
- ▶ Front yard landscaping
- ▶ Building scale
- ▶ Roof shape
- ▶ Durability of materials
- ▶ Respect valued attributes of area
- ▶ Diversity of housing types and prices
- ▶ Neighborhood-serving retail and services
- ▶ Existing buildings, especially those adding distinctive character and identity
- ▶ Mature landscaping
- ▶ Existing circulation (streets, alleys, sidewalks)
- ▶ Significant views from public places
- ▶ Parks and parkways
- ▶ Respect adjoining property
- ▶ Light, air and privacy
- ▶ Fencing
- ▶ Orientation to the street
- ▶ Alignment of buildings along street
- ▶ Night lighting
- ▶ Expand transportation choice
- ▶ Pedestrian safety and comfort
- ▶ Access to transit
- ▶ Street system continuity
- ▶ Minimize traffic impacts on neighborhood streets
- ▶ Lower traffic speed
- ▶ Less cut-through traffic
- ▶ Not solving one problem only to create another
- ▶ Respect environmental quality
- ▶ Tree canopy
- ▶ Permeable open space
- ▶ Parks and parkways



Areas of Change

- Contribute to urban design vision
- Orientation to the street
- Alignment of buildings along street
- Location of garage, driveway, and parking
- Front yard landscaping
- Building scale
- Roof shape
- Durability of materials
- Transition to adjacent areas, especially Areas of Stability
- Respect valued attributes of area
- Existing buildings, especially those adding distinctive character and identity
- Economic generators
- Diversity of housing types and prices
- Mature landscaping
- Significant views from public places
- Parks and parkways
- Contribute to economic vision
- Balance of uses
- Transportation access
- Economic opportunity
- Expand transportation choice
- Pedestrian/bicyclist safety and comfort
- Links between modes (pedestrian, bicycle, transit)
- Access to transit
- Street system continuity (streets, alleys, sidewalks, bikeways)
- Transit ridership
- Shared parking solutions
- Improve environmental quality
- Tree canopy
- Permeable open space
- Parks and parkways
- Site lighting
- Noise, vibration, and odor mitigation

COMPREHENSIVE PLAN 2000 POLICIES

All neighborhood and small area plans are expected to comply with the citywide policies contained in Denver's Comprehensive Plan 2000 and Blueprint Denver: An Integrated Land Use and Transportation Plan. The Brighton Plan is the first small area plan pursued since the adoption of Blueprint Denver. The Brighton Plan implements the following policies from the Denver Comprehensive Plan 2000:

Communication and Partnerships

- ▶ Engage property owners, businesses and organizations (business and neighborhood) in collaborative efforts to share information, explore creative ideas and plan for the future.

Land Use and Transportation

- ▶ Encourage a mixture of uses that assure the availability of services and amenities for the surrounding neighborhood.
- ▶ Mixed-use and residential developments should be well-served by public transportation and should be in close proximity to employment centers, amenities and retail.
- ▶ Activity areas should provide housing as one of the mixture of uses so as to provide the population base to support non-residential activities and minimize growth in auto use, air quality, and energy use.
- ▶ Improve access to employment and activity centers in a manner consistent with commitments to provide a full range of travel modes and to protect living quality and promote good urban design.
- ▶ Land use patterns and zoning must support effective public rapid transit, an efficient roadway system and alternative

transportation modes.

- ▶ It is incumbent upon an applicant proposing a zone change to demonstrate consistency with the Brighton Plan and to be aware of any non-conforming uses or structures that may result from a zoning change.

Transit, Mobility and Parking

- ▶ Sidewalks and facilities for pedestrians are integral components of the transportation system. New roads and transit facilities must be designed to include pedestrian facilities and when existing arterials are reconstructed they should be furnished with sidewalks and pedestrian access to neighborhoods.
- ▶ Encourage the shared and structured parking wherever possible.
- ▶ Local streets not designated as collectors must serve neighborhood purposes and through traffic must be diverted from these streets whenever possible.
- ▶ Provide safe and convenient access to existing businesses and new developments.

Urban Design

- ▶ Develop and maintain a well-designed urban environment, promoting the use of designs and materials that reflect the community's unique industrial character.



- ▶ All projects must be built to the highest urban design standards. New facilities must make a positive design contribution to the neighborhood and include facilities for bicycles, sidewalks, trees, medians, lighting, and other high-quality physical design features.
- ▶ The location and design of public facilities and utilities, including utility rights of way, should be subject to design review to encourage compatibility with surrounding residential areas.

Housing

- ▶ Encourage and attract a mix of housing type, for sale and rental units and accommodate a mix of incomes.
- ▶ Encourage the preservation and modernization of existing housing stock in adjacent, established neighborhoods and prevent the encroachment of new development into adjacent residential areas.
- ▶ Improvements in the condition of dwelling units and non-residential buildings to bring them into conformance with code requirements should be enforced to improve living conditions and remove blighting influences from neighborhoods.

Economic Activity

- ▶ Existing businesses should be retained and supported with appropriate access and parking.
- ▶ Economic development programs should emphasize retention and expansion of existing businesses as well as attracting new businesses.
- ▶ Commercial development must be compatible in operation and design with redevelopment.
- ▶ Off-street parking facilities should be landscaped, designed and located in a manner that minimizes disruption and inconvenience to adjacent residential properties and streets.

- ▶ Deteriorated and declining businesses should be revitalized by rehabilitation or replacement with more appropriate uses.
- ▶ Adjacent residential areas should be protected from the activities of shopping areas by adequate buffering and by ensuring adequate off-street parking and circulation is provided.
- ▶ Strip commercial and big box development in new areas should be discouraged.
- ▶ Streetscaping and street amenities should be installed in new commercial areas.

Neighborhoods

- ▶ Transitions to existing
- ▶ The character of stable residential neighborhoods should be preserved. Requests for rezonings on the periphery of stable residential neighborhoods must be evaluated to ensure that long-term stability is not threatened and the rezoning is compatible.

METHODOLOGY

Market Analysis

In completing the market analysis for the Brighton Corridor, Leland Consulting Group obtained and analyzed secondary market and economic information to supplement primary data obtained through meetings and interviews with city staff, local real estate professionals, property owners, project managers and other experts on local and regional market conditions. Summary conclusions from this work are discussed in the pages which follow. The detailed market report is presented in the appendix.

The content of the detailed market report includes: a review of market supply conditions, demand estimates for select land uses, identification of “events” which could potentially impact redevelopment in the corridor, and summary findings from financial analyses of potential new development and redevelopment projects. Looking to the experience of similar markets within the Denver metropolitan area which have revitalized over the past decade, as well as the vision for Brighton Boulevard expressed in Blueprint Denver, principle future land uses identified for analysis included: housing, commercial retail, commercial office, and industrial space.

Supply Conditions

The analysis of supply conditions for each of the land uses included a review of the current operating performance of rental housing projects, for-sale attached projects (both new construction and redevelopment), neighborhood-serving retail including grocery stores, as well as office and industrial projects. Additional consideration was given to known

planned and under construction projects and their potential impact on future supply conditions.

Demand Analysis

The presence and performance of projects within these competitive locations provided direction for identification of the trade area from which the Brighton Corridor would compete for new development. Other factors which influenced the trade area definition included the presence of physical and psychological barriers (both real and perceived), consumer spending patterns, historical development trends, and preliminary demographic profile information. Given the range of land uses analyzed, and complexity of market forces, which affect investment decisions, a different trade area was identified for each product type. Upon identification of the trade areas, demand analyses were completed for each land use for the years 2002 to 2022. A description of the methodology used for these land use or product types is described as follows.

Residential: Future demand for housing is driven by an increase in the population base among income-qualified households already existing in the market or trade area. Specifically, growth in total households in the trade area are adjusted to that portion of households whose income level would be sufficient to afford housing at various payment levels. These income-qualified households are then further reduced to those who would most likely be attracted to select housing products to arrive at potential household-generated demand for new rental and ownership units.



Retail: Demand for new commercial development is estimated two ways - by analyzing current consumer expenditures by trade area residents and growing these figures by a factor equivalent to household growth; and, identifying the total square feet current expenditures can support and comparing these estimates to the existing amount of commercial square footage in the trade area. In addition to support from new households, trade area resident expenditures support a greater amount of commercial space than exists in an area when residents make a significant portion of consumer purchases outside the trade area. This represents an opportunity for new development to accommodate this demand. For the purpose of this analysis, demand for commercial space was primarily based on growth in new households within the trade area.

Office: Demand for office and industrial space is primarily based on growth in new jobs across select industry groups and turnover in the market. In the detailed market analysis, employment growth forecasts from the Denver Regional Council of Governments (DRCOG) were converted into an annual demand projection for new office and industrial space in the trade area. The conversion is based on the application of penetration rates, which effectively isolate support for specific products based on employment category. The second source of demand for office and industrial development is due to turnover occurring in the market. To project demand from turnover, the analysis uses estimates of existing square footage in the trade area multiplied by an annual turnover rate.

Events Matrix

Experience has proven that new development and redevelopment in an infill sub-market or neighborhood can be significantly impacted by certain events, the result of which is reflected in absorption activity and value. Critical to interpreting the study area's future competitive position for development growth is an understanding of those potential

“events” which could impact the value, character and quantity of future land uses within the Brighton Corridor. Events which were identified include (1) introduction of major improvement projects (infrastructure); (2) new development and redevelopment projects (development); and, (3) completion of land use and capital planning documents (planning).

Each event, depending on the type and its timing, was determined to have a positive, negative, or no impact on the percent of trade area market share captured by land uses within the corridor. For the purpose of this analysis, infrastructure events were considered to have an impact when money has been committed or construction had begun. Development events were considered to have a significant impact as they essentially served to “prove-up” the market. Planning events were not considered to have any immediate impact in and of itself. Finally it was assumed that regulatory changes would be made to accommodate the vision of the Plan. The detailed market analysis presents the baseline demand estimates prepared for each land use category, as well as adjusted estimated reflective of the potential impact of the identified events at select intervals over a twenty-year period.

Financial Analysis

The final analysis completed for the study included preparation of several development proformas designed to quantify the potential impact of select factors including land use mix, density, parking requirements and others, on the economic performance of future projects (new development and redevelopment) in the corridor. The results of this analysis informed the recommended elements of the implementation strategy and identified tools for revitalization.

Traffic Analysis

The following documents the methodology used for the traffic analysis for the plan. Methodology for data collection, traffic forecasting, and level-of-service analysis are described. Additional detailed information is included in the Technical Appendix that is a separate document not to be adopted with the plan.

Data Collection

Traffic counts were collected from existing sources and out in the field. Historical 24-hour traffic counts were collected from the City Traffic Engineering Department. These counts were focused on Brighton, York and 38th Street dating from 1990 to 2000. Additional counts from the 40th Avenue Corridor Infrastructure Improvement Study (2002) were utilized for 40th Avenue east of Franklin Street.

New 24-hour and intersection turn movement counts were taken at several intersections including:

- ▶ Brighton / 29th
- ▶ Brighton / 31st
- ▶ Brighton / 38th
- ▶ Brighton / 44th
- ▶ Brighton/I-70 Interchange (north and south ramps)
- ▶ Blake / Downing
- ▶ 38th / Walnut / Marion
- ▶ Walnut / Franklin
- ▶ 40th / Franklin

Data from the Denver Regional Council of Government's (DRCOG) regional model were collected. This information included population and employment forecasts by traffic analysis zone (TAZ) for the study area, 2025 traffic forecasts for the study area, and trip generation information for TAZs within the study area.

Additional data was collected on roadway geometry at key intersections within the study area as well as traffic signal timing information for existing signals within the study area.

Traffic Forecasts

Traffic forecasts were developed for 2025 using a variety of

sources. Background traffic, or traffic growth that is expected to occur without new development or redevelopment was estimated based on historical growth rates using city traffic count information and traffic growth data from the DRCOG regional model.

Land use forecasts (based on the market analysis described elsewhere) were used as the basis for the trip generation for new development and redevelopment. Traffic from new development and redevelopment within the study area was calculated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 6th Edition. . The Manual provides rates that relate the amount of development (square footage, number of units, etc.) to the number of trips expected to travel to and from that development.

New traffic from development within the study area was distributed based on existing traffic patterns in the study area and logical travel patterns to and from major destinations outside of the study area.

Based on the background growth (from historical and DRCOG data) and the anticipated study area development / redevelopment, both daily and peak hour volumes were calculated for future years. The resulting traffic growth ranged from 1.5% per year to 2.5% per year over various parts of the study area.

Level of Service Analysis

Using the data outlined above, existing and future year capacity analyses were conducted in the study area. These analyses were performed using nationally accepted methodologies outlined in the Transportation Research Board's Highway Capacity Manual (HCM). The analyses result in a level of service (LOS) that ranges from level of service A (minimal delay and conflicts) to level of service F (significant delays and congestion). The results of these analyses are presented elsewhere in the Plan.



STRENGTHS, WEAKNESSES, OPPORTUNITIES AND THREATS (SWOT)

Strengths:

Location and Access

- ▶ Good location
- ▶ Gateway to Downtown
- ▶ Good external access – I-70 and I-25; Downtown
- ▶ Proximity to Downtown
- ▶ Staging area for downtown

Recent infrastructure improvements

- ▶ Infrastructure improvements at two ends; Broadway-Brighton and Fire Station creating a dumbbell effect

Existing employment base and business climate

- ▶ Existing and future new development across the tracks on Blake/Walnut, etc.
- ▶ Jobs/Employment Base
- ▶ Broadband Cable Access
- ▶ Business synergy (i.e. wrecking yards are conveniently located for businesses who obtain parts in them)
- ▶ Diversity of uses and eclectic character
- ▶ A cool place

Amenities

- ▶ River as an amenity
- ▶ Historic Denargo Market

Weaknesses:

Internal circulation in the study area/traffic congestion problems

- ▶ Not pedestrian friendly — no sidewalks
- ▶ Bicycle access poor within study area and to Platte River trail
- ▶ Dead-end roads
- ▶ Train crossings — lots of sitting at crossings
- ▶ Train tracks, Platte River, I-70 are barriers
- ▶ Connections to future light rail station are poor.
- ▶ Bottlenecks at many locations so people avoid area especially:
 - 40th/Blake/Lawrence/Downing
 - 38th & Washington
 - River/Ringsby Ct.
 - Brighton & 38th
 - Downing & 38th
- ▶ Connectivity missing between 40th and Brighton, across railroad tracks, and with surrounding neighborhoods
- ▶ Congestion at Mousetrap

Environmental/aesthetic problems

- ▶ Environmental problems and odors (Purina, National By-products), 8" sewer line, River
- ▶ Concrete batch plant
- ▶ North Washington is a mess
- ▶ Dirty — railroads do not maintain land and it is a no mans land
- ▶ Noisy — trains, tractors, UP Intermodal, buses, and trucks

- ▶ Disorganized
- ▶ Uses with outdoor storage
- ▶ Amount of commercial truck traffic
- ▶ National Western complex has the appearance of being underused and blighted
- ▶ Land within the 100 year flood plain (actually very little land is within the flood plain)

Right-of-way limitations and poor road conditions

- ▶ Limited right-of-way on Brighton Blvd.
- ▶ Not enough parking for existing businesses to be able to widen Brighton
- ▶ Poor road conditions (especially 40th Avenue)
- ▶ Underpass at 38th Street

Other weaknesses

- ▶ Coliseum losing events to the Pepsi Center
- ▶ No grocery store

Opportunities:

Land available for development and redevelopment

- ▶ River development
- ▶ 550+ acres (but 130+ acres is for railroad uses)
- ▶ Cheaper land
- ▶ Vacant land including sizeable assemblages
- ▶ Underdeveloped and underutilized land
- ▶ Subarea west of River – access to river with potential for office and live/work units facing River
- ▶ Stock of historic and other buildings that can be saved/reused
- ▶ Potential move of the UP Intermodal facility

Market opportunities

- ▶ Commercial (neighborhood – serving) for Downtown and greater area around Brighton study area
- ▶ Increase in market for retail based on an anticipated increase of 5000 more residents (assuming 20 to 60 dwelling units per acre)
- ▶ Staging area for Downtown
- ▶ Coliseum and National Western Stock Show visitors and spinoff business
- ▶ Potential for rail station that is a major transfer between three lines
- ▶ New businesses that want to have good access to both Downtown and DIA
- ▶ Good balance of uses and opportunities for an even broader spectrum of uses
- ▶ Gateway to Denver

Transportation Improvements

- ▶ Improved access potentially provided by new rapid transit lines and enhanced bus service
- ▶ Potential transit lines and station and ability to serve Northeast Denver
- ▶ Reduced heavy train traffic and movement of the UP Intermodal facility

Ability to create unique area where a variety of land uses co-exist

- ▶ Sensitivity to existing uses and character
- ▶ Balance between industry and redevelopment – make compatible
- ▶ The vision of the Brighton Small Area Plan
- ▶ Denargo Market which reinforces the history of the area
- ▶ Industrial businesses

Miscellaneous opportunities

- ▶ Purina and concrete batch plant moving (Are they moving or it would create an opportunity if they did?)
- ▶ Still need rail to serve local businesses like Pepsi



Threats:

Insufficient market demand

- ▮ May not have enough people to support the commercial and grocery store development for 10 or 15 years
- ▮ People may be shifting to commercial areas at Central Park for their shopping

Environmental problems will not be addressed and will inhibit redevelopment

- ▮ Environmental contamination
- ▮ Problems and poor existing conditions
- ▮ Widening I-70 will pave over everything
- ▮ Spillover impacts (noise after hours, traffic) from new business uses to adjacent residential development if mixed-use is allowed
- ▮ Increased industrial uses

Traffic

- ▮ Brighton may become a “Throughway” with high speed traffic between I-70 and Downtown (not just a Gateway)
- ▮ Additional traffic may contribute to existing bottlenecks which could be exacerbated if a RTD park-n-ride is located at the transit station

Major improvements will not take place or not take place soon enough

- ▮ Length of time for CDOT/RTD EIS without guidance for existing development
- ▮ Rail to airport won't be built soon enough

Plans for Area will be ignored

- ▮ Not having a plan between Broadway/Brighton improvements and I-70 and Brighton intersections that have been improved -- development will occur without the plan
- ▮ EIS may ignore this Plan

Infrastructure needs may be too costly or difficult to address

- ▮ Increased demand on city services and infrastructure
- ▮ Difficulty of improving connectivity because of problems of crossing the railroad tracks as well as Rockies parking, Platte River and others
- ▮ Cost of providing infrastructure

Regulatory climate will not be appropriate to implement the plan

- ▮ Rezoning will too strictly limit uses
- ▮ That residential will not be a part of allowed uses in mixed-use areas and housing will be lost in the area

Miscellaneous threats

- ▮ Drainage issues and 4” sewer line
- ▮ Railroad yards remain
- ▮ Economics and affordability