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# Contents

I. Introduction  
   A. Purpose .................................................................................................................. 8  
   B. Process and Public Involvement ........................................................................... 8  
   C. Neighborhood Location ......................................................................................... 9  
   D. Overview and History ............................................................................................ 10  
   E. Previous Studies ..................................................................................................... 11  
   F. Overview/Summary of Important Issues ............................................................... 14  

II. Demographics  
   A. Population Data ..................................................................................................... 18  
   B. Household Composition .......................................................................................... 21  
   C. Issues for Further Consideration – Demographics ............................................... 22  

III. Land Use and Zoning  
   A. Land Use ............................................................................................................... 24  
   B. Zoning ..................................................................................................................... 24  
   C. Blueprint Denver ..................................................................................................... 26  
   D. Redevelopment ........................................................................................................ 26  
   E. Issues for Further Consideration – Land Use and Zoning ........................................ 28  

IV. Housing  
   A. Inventory of Housing Types ..................................................................................... 30  
   B. Housing Tenure ....................................................................................................... 30  
   C. Housing Costs ......................................................................................................... 31  
   D. Recent Housing and Neighborhood Activity ....................................................... 33  
   E. Issues for Further Consideration – Housing ............................................................ 34  

V. Transportation/Mobility  
   A. Streets, Roads and Rail Lines .................................................................................. 36  
   B. Transit, Bicycle and Pedestrian Connections ....................................................... 37  
   C. Commuting Patterns ............................................................................................... 39
<table>
<thead>
<tr>
<th>VI. Environmental Sustainability</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Physical Setting.................. 42</td>
</tr>
<tr>
<td>B. Brownfields........................ 43</td>
</tr>
<tr>
<td>C. Air and Water Quality and Noise  44</td>
</tr>
<tr>
<td>D. Issues for Further Consideration – Environmental Sustainability..... 45</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VII. Economic Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Income Indicators.......................... 47</td>
</tr>
<tr>
<td>B. Employment and Business Data.................. 48</td>
</tr>
<tr>
<td>C. Issues for Further Consideration – Economic Activity .................. 49</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VIII. Legacies, Community Facilities and Assets</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Parks ........................................... 51</td>
</tr>
<tr>
<td>B. Recreation Centers ................................ 51</td>
</tr>
<tr>
<td>C. Schools ........................................... 53</td>
</tr>
<tr>
<td>D. Libraries ......................................... 53</td>
</tr>
<tr>
<td>E. Historic Preservation ................................ 53</td>
</tr>
<tr>
<td>F. Neighborhood Organizations........................ 55</td>
</tr>
<tr>
<td>G. Issues for Further Consideration – Legacies, Community Facilities and Assets........................ 55</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>IX. Public Safety and Health</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Crime Indicators............... 57</td>
</tr>
<tr>
<td>B. Police and Fire Stations .......... 57</td>
</tr>
<tr>
<td>C. Health Facilities and Indicators.... 58</td>
</tr>
<tr>
<td>D. Issues for Further Consideration– Public Safety and Health........ 58</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>X. Appendices</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Summary of SWOT Analysis ................................ 60</td>
</tr>
<tr>
<td>B. Summary of Zoning Categories................................. 64</td>
</tr>
<tr>
<td>C. Summary of Blueprint Denver Street Definitions .............. 66</td>
</tr>
</tbody>
</table>
List of Tables and Figures
Washington Street Corridor Concept Plan .......................................................... 12
Globeville Population by Decade (1950 to 2000) ............................................... 18
Globeville Median Age from 1990 to present ..................................................... 18
2007 Population by Age ....................................................................................... 19
2006 Birth Information ......................................................................................... 19
2007 Population by Race ...................................................................................... 20
2007 DPS Enrollment by Race/Ethnicity .............................................................. 20
2000 Population Age 25+ Educational Attainment ............................................. 21
Average Household Size from 1990 to present ................................................ 21
2000 Household Size .......................................................................................... 21
Land Use Classification ....................................................................................... 24
2000 Inventory of Housing Types ....................................................................... 30
2000 and 2007 Housing Units by Occupancy ..................................................... 31
2004 to 2006 Single Family Home Sales ............................................................ 31
2003 to 2007 Globeville Foreclosure Data .......................................................... 32
2000 and 2007 Median Home Value .................................................................. 32
2000 Washington Street at 51st Avenue Traffic Counts .................................... 37
2000 Households by Vehicles Available .............................................................. 39
2000 Means of Transportation to Work .............................................................. 39
2007 Households by Income .............................................................................. 47
2000 Poverty Data .............................................................................................. 47
Business Summary by NAICS Codes .................................................................. 48
2004 and 2006 Globeville Crime Data ................................................................. 57
2006 Infant Health Indicator Data ....................................................................... 58

List of Maps
Globeville Location Map .................................................................................... 9
Detailed Neighborhood Map .............................................................................. 9
Existing Zoning Map .......................................................................................... 25
Blueprint Denver Future Land Use Map ............................................................. 27
Streets, Roads and Rail Lines Map ...................................................................... 36
Transit, Bicycle and Pedestrian Connections Map ............................................ 38
Floodplain Map .................................................................................................. 42
Legacies, Parks and Schools Map ......................................................................... 52
National and Local Historic Districts and Sites Map .......................................... 54
I. Introduction
A. Purpose

This Assessment documents the current conditions in the Globeville statistical neighborhood in the terms proscribed by Denver’s Comprehensive Plan 2000 and Blueprint Denver: An Integrated Land Use and Transportation Plan. These two guiding documents have placed a priority on housing, mobility, land use, environmental sustainability, neighborhoods, and protection of Denver’s historic legacies. This document is not intended to be a plan, but is intended to provide a foundation of data and information for planning to be done in Globeville. The intent is to provide an overview of the neighborhood from data that was readily available. This data will be available and helpful to those involved in planning and development projects within the Globeville neighborhood and to assist Denver city agencies in making planning and public investment decisions that affect this neighborhood.

B. Process and Public Involvement

The Assessment includes both quantitative and qualitative data. The charts and graphs are based on information from the United States Census Bureau, City and County of Denver (CCD), Denver Regional Council of Governments (DRCOG), Environmental Systems Research Institute, Inc., (ESRI), the Piton Foundation, and Denver Public Schools (DPS). In addition, information was collected from CCD agencies and partnering organizations including Councilwoman Judy Montero’s office, the Department of Environmental Health, Denver Parks and Recreation, Denver Public Works, the Office of Economic Development (OED), and the Denver Housing Authority (DHA).

Information from the community was compiled at two Globeville Civic Association No. 1 meetings. At the first meeting, a Strength, Weakness, Opportunity, and Threat (SWOT) exercise was conducted, and at the second meeting, updates on new developments from businesses and civic organizations in the neighborhood were reported. Additional feedback was also received from neighborhood business and property owners. A summary of the SWOT analysis and neighborhood feedback is included in Appendix A, and the issues identified by the community are incorporated throughout the document.
C. Neighborhood Location

Globeville is located in north Denver and is bounded by the South Platte River on the east and south, Inca Street on the west, and the City limits (mostly 52nd Avenue) on the north. The neighborhood is identified by the 2000 U.S. Census as Census Tract 15. Interstates 25 and 70 bisect the neighborhood vertically and horizontally, respectively.
D. Overview and History

The Globeville neighborhood was originally settled in the late 1880s around the Globe Smelting and Refining Company. Many of the early workers were Eastern European immigrants, including Austrians, Croatians, Germans, Poles, Russians, Scandinavians, Slovenians, and other Slavic peoples. In addition to the smelters, the railroad and packing plant industries offered employment opportunities within the neighborhood. Globeville was originally platted in 1889 and then incorporated as a town in 1891. The City and County of Denver annexed Globeville in 1902.

Even in its early years, Globeville was isolated from the rest of the city. The railroads and South Platte River served as physical barriers. There was only one streetcar stop, located just outside of Globeville, and the automobile was not yet a viable transportation option. With such limited access, the majority of people who worked within Globeville also lived in the neighborhood. The diverse immigrant populations thrived as churches and social organizations grew up around the various nationalities.

Globeville’s isolation was further impacted in the mid-20th century when two interstates were constructed that bisected the neighborhood. Construction of Interstate 25 began in 1948 and was completed in 1958. It runs north and south through the middle of the Globeville neighborhood. Interstate 70 was subsequently completed in 1964. Interstate 70 divided the eastern residential area of Globeville, and its construction resulted in the loss of 30 homes.

Globeville’s history as a home for immigrants has continued into the present. Over the past few decades, an increasing Latino or Hispanic population has moved into the Globeville neighborhood. The current mix of multi-generational residents and new immigrants continues the rich diversity that the Globeville neighborhood experienced in the past.

Today, portions of Globeville continue to be physically isolated from the rest of Denver by the freeways, railroad lines, and South Platte River. However, the freeways and railroads have also continued to make Globeville an attractive location for business and industry. Several large operations and employers are located within the neighborhood and nearby, including the Denver Coliseum and Stock Show complex, the Bannock Street furniture business district, and the Pepsi bottling plant.

Access to and within the neighborhood, the provision of services for a diverse population, and the mix of industrial and residential uses represent some of the current planning challenges and context in Globeville.
E. Previous Plans and Studies

The previously adopted Globeville Neighborhood Plan and recent reports specific to the neighborhood were reviewed to provide historical background and information related to previous planning efforts in the area.

**Globeville Neighborhood Plan (1989)**

This plan was prepared and written by residents of the Globeville neighborhood, with assistance from City staff. The plan separated Globeville into three subareas, with key issues, a common vision, and goals developed for each:

- West Globeville – Industrial/Office/Tourist Related Business Area
- Central Globeville – Residential Area
- East Globeville – Business/Industrial Area

The focus of the plan was to maintain and improve the existing residential areas and provide additional opportunities for Globeville residents. Some of the recommendations in the plan have been achieved. Some of the outstanding recommendations may remain valid, but would need to be reexamined. Others recommendations may no longer be applicable due to changed conditions. The following is a general summary of the plan recommendations:

- Protect and expand existing housing stock.
- Continue street, alley, and sidewalk improvements.
- Enhance the retail and business opportunities in the neighborhood.
- Increase employment opportunities and training.
- Enhance community and public facilities, corridors, and gateways.
- Provide constant maintenance of services and amenities in the neighborhood.

**Washington Street Corridor Advisory Enhancement Plan (2003 – not adopted)**

The purpose of this more recent plan was “to develop an Action Plan to improve the physical infrastructure and services for Globeville.” The Globeville neighborhood was previously included in the federal Enterprise Community Initiative and OED Focus Neighborhoods Initiative (FNI). The FNI was established in 2000 “to improve the physical environment as well as expand needed services and economic opportunities for older neighborhoods in Denver.”
This concept plan for Washington Street resulted from the 2003 Washington Street Corridor Advisory Plan (unadopted). The plan called for Washington Street to be revitalized with a mix of new commercial, light industry, and residences (infill housing) along Washington Street and a new neighborhood retail area along 51st Avenue.
The planning team worked with Globeville residents to develop the following six recommendations based on the demographics of the area, previous land use analysis, and transportation improvements awaiting further planning and study:

1. Upgrade Washington Street (the details to be completed under a separate process).
2. Washington Street could serve as the boundary between industry/commercial businesses and residential areas, with new commercial and light industry located east of Washington Street and most residential areas located west of Washington Street.
3. Encourage commercial mixed use or light industry when ownership changes or property is redeveloped east of Washington Street between I-70 and 52nd Avenue. Expand employment opportunities for neighborhood residents.
4. Use the 22-acre site at the Northside Treatment area east of Washington Street for light industrial development to create 440 jobs as required by the Federal Economic Development Agency grant that paid for the reclamation of this area.
5. Establish a small-scale neighborhood retail and commercial center along 51st Avenue between Washington Street and Grant Street.

The Globeville Neighborhood Land Use, Planning and Urban Design Analysis for Washington Street and Immediate Neighborhood (2001)

This study reviewed and reported on the status of recommendations from the 1989 Globeville Neighborhood Plan and 1990 Washington Street in Globeville Market study, with an emphasis on the Washington Street corridor and adjacent areas to the east and west. As part of the study, existing conditions were documented in this area.

The study proposed changes and improvements for land uses along this corridor. Recommendations for Washington Street included the needed upgrades (widening) and streetscape improvements, but also allowing it to continue primarily as a transportation corridor and focusing commercial development at nodes, instead of along the entire corridor. It identified new areas for mixed-density infill housing to the west of Washington Street. The study also recommended improved pedestrian and greenway connections across the railroads and heavily traveled streets to the South Platte River.
F. Overview/Summary of Important Issues

At the conclusion of each chapter, a summary of important issues to consider and examine further is provided. The following are some of the key issues identified in the Globeville Assessment:

- There is a younger population in Globeville compared to the average for the City of Denver. This, coupled with the ethnic diversity of the neighborhood, stresses the importance of the role that education plays for youth in the neighborhood. The special needs of this younger population are also an important consideration.

- With Blueprint Denver having been adopted several years ago, it may be appropriate to revisit some of the land use classifications in Globeville based on recent development trends and changing market conditions. Some Areas of Stability in the southeastern area of Globeville, just west of the South Platte River, are experiencing redevelopment into mixed use properties, which is not consistent with the Blueprint Denver vision of industrial for that area. These areas are also not marked as Areas of Change.

- The southwest area of Globeville will also likely undergo a period of transition in the upcoming years. The former Denver Newspaper Agency site is located in this quadrant, just south of Interstate 70. This industrial-zoned area also has a small pocket of residences just west of Interstate 25. As planning for the 38th and Inca station area moves forward, it will be important to study a more refined long-term vision for this area that may include a mixture of industrial, commercial, and residential uses and access to the station.

- There are numerous locations in Globeville where industrial and residential land uses and zoning abut one another. Generally, these two zoning categories are not compatible and would tend to have a buffer zone district separating them, if zoned today. It is possible, however, for industrial uses to be “good neighbors” to residential areas. For example, landscaping and screening improvements can minimize the impacts of industrial uses on adjacent residences.

- The increasing number of foreclosures in Globeville is an important issue to monitor. The City and County of Denver has created a Task Force to address the mounting foreclosure problems in Denver. One of the key mechanisms to help avoid foreclosures is homebuyer education before and after purchases. Foreclosed properties may be responsible for the recent decrease in average sales prices. In addition, vacant properties that are not maintained may become an eyesore for the community and contribute to the Neighborhood Inspection Services (NIS) code violation complaints.
There have been a number of recent complaints to Denver’s NIS for code violations related to property maintenance in residential areas. NIS representatives will continue to work with property owners, particularly “absentee landlords,” on enforcement and resolution of NIS open activity, and in addition, make system improvements to provide more accessible information on neighborhood complaints.

Vehicular, bicycle, and pedestrian access in Globeville is limited and impacted by freeways and railroads, which both serve as physical barriers in the neighborhood. Circulation into and around the neighborhood is important for both residents and businesses. As new development or redevelopment occurs, it may be a good opportunity to seek ways to improve connectivity and expand the street grid where appropriate, and also to improve or complete sidewalk links, particularly in industrial areas where they are missing.

Improving access to and from the new rail stations in the Globeville neighborhood will be critical for both Globeville residents and local businesses. It will be important to study the bicycle connections and bus service to the stations as part of the future station planning processes.

Washington Street serves as an important north-south connection in the area. Yet, the corridor improvements previously proposed currently remain unfunded. If Adams County widens the section of Washington Street north of Denver’s boundary, a bottleneck could occur in the Globeville area. Also, the lack of funding to widen Washington Street could inhibit the redevelopment of the Asarco site and additional investment in the area.

Despite the previous clean up efforts that have occurred, the perception of some residents is that outsiders view the Globeville neighborhood as “contaminated.” Redevelopment of the Asarco site would benefit the community by achieving the cleanup of the groundwater and soil contamination. It would serve as a major investment in the northern portion of the Globeville Neighborhood, which hopefully would spur further investment in the area by the private sector and additional improvements along the Washington Street Corridor.

The average household income for residents in the Globeville neighborhood is lower compared to Denver. Further, there are more persons and families living in poverty in the neighborhood. Access to education and to better paying jobs are both crucial components to breaking the cycle of poverty for lower income residents and providing them with additional options for employment. A well-trained and skilled local labor force could also serve as an asset to nearby businesses and industries.
Although the transition of some industrial areas in Globeville into a more mixed-use environment is a signal of positive investment in the neighborhood, it is important to monitor this trend and to maintain some areas of the neighborhood for industrial services and uses. High quality industrial spaces and businesses are important assets to the City and region. Manufacturing, warehousing and other industrial businesses also can provide local jobs for Globeville and other nearby neighborhood residents.

There is a significant amount of parks and open space located in Globeville. The South Platte River trail, Northside Park, and Heron Pond are amenities for area residents, but access, particularly pedestrian and bicycle, to them is challenging, and wayfinding signage is limited. Industrial areas and the Washington Street Corridor separate all of these from the residential areas in Globeville.

Residents in Globeville would like to explore the possibility of renaming both Northside Park and the Stapleton Recreation Center. There is a desire by the community to rename the recreation center to avoid confusion with the new Stapleton neighborhood, built on the former airport site, where a new recreation center will someday be built. Renaming Northside Park stems from the desire to move away from the park’s history as a treatment plant.

Although the crime rates in Globeville have declined in the past two years, there remains additional work to continue this trend and make Globeville a safer place to live and do business.

Access to quality healthcare for all residents, especially children and pregnant women, is an important issue not only in Globeville, but also for numerous other Denver residents.
II. Demographics
A. Population Data

During the past half century, the population in Globeville peaked at 5,294 in 1960. Then, there was a 12.3 percent decline in population from 1960 to 1970. This was followed by an even sharper decline the following decade by 21.3 percent. The population remained relatively constant, however, from 1990 to 2000. The 2007 ESRI estimated population is 3,928, which would represent a 13.7 percent increase over the 2000 U.S. Census Bureau population of 3,454.

![Population Chart]

Source: U.S. Census Bureau

The median age in the Globeville neighborhood is lower than that for Denver, 28.1 compared to 34.6. This trend has been consistent for the past three decades. The break-down of population by age-group on the following page illustrates that there is a greater younger population in Globeville compared to Denver. Almost 35 percent of the population is under the age of 19. Conversely, there is a smaller adult and senior population in the area, compared to the City as a whole.

Some of the population and other demographic data included in this section and throughout the Assessment are based on estimates provided by the Environmental Systems Research Institute, Inc. (ESRI) or the Piton Foundation. These current estimates are useful since the neighborhood level data from the 2000 US Census Bureau is now several years old.

<table>
<thead>
<tr>
<th>Globeville Median Age</th>
<th>1990</th>
<th>2000</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>Globeville</td>
<td>25.8</td>
<td>27.6</td>
<td>28.1</td>
</tr>
<tr>
<td>Denver</td>
<td>33.9</td>
<td>33.3</td>
<td>34.6</td>
</tr>
</tbody>
</table>

Sources: U.S. Census Bureau, ESRI
Based on 2000 Census Date, there is a higher number of males living in the neighborhood compared to females, 56.0 percent to 44.0 percent, respectively. This is also true for the workforce population, age fifteen and older. This is an interesting demographic anomaly that may be a result of the history of the area as an increased industrial and employment place.

The figure on the next page compares the 2007 estimated Population by Race Alone (not considering ethnicity) for Globeville and Denver residents, based on ESRI population estimates. Compared to Denver as a whole, the Globeville neighborhood has a higher number of residents (just over 82 percent) identified as coming from Hispanic origin. Birth data from the Piton Foundation indicates that the number of births to Latino mothers and to foreign-born mothers is significantly higher in Globeville compared to Denver.
For 2007, the Denver Public School (DPS) enrollment for Globeville is 522 students. According to 2007 Piton Foundation and DPS data, a very large majority of the students, 92.0 percent, were identified as Latino. The increased percentage of Latino students in the DPS system in Globeville is likely based on the higher number of children under the age of 19 living in Globeville and the Hispanic origin of a significant number of residents. Additionally, the percentage of students not proficient in English is slightly higher in Globeville compared to Denver, 23.8 percent and 20.9 percent respectively.

The 2007 estimated Hispanic Origin population for Globeville is 82.4%, compared to 35.9% for Denver. These ethnicity percentages include persons of any race.
The education levels achieved by Globeville residents lag behind the levels for Denver residents. Based on 2000 Census data, only 36.6 percent of Globeville residents achieved an education level of high school graduate or beyond. This figure is only slightly higher than the number of residents who had less than a 9th grade education level, 36.5 percent.

### B. Household Composition

The average household size in Globeville has increased in size over the past two decades and has continued to be larger than Denver’s. Based on 2000 Census data, the percentage of family households in Globeville was 76.7 percent, which was significantly higher than the percentage of family households in Denver – 49.9 percent. Globeville has roughly half of the number of single-person households compared to Denver. Just over 19 percent of Globeville households are singles, whereas over 39 percent of Denver’s households are singles.

#### 2000 Household Size

<table>
<thead>
<tr>
<th>No of Persons</th>
<th>2000</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>40%</td>
<td>35%</td>
</tr>
<tr>
<td>2</td>
<td>30%</td>
<td>25%</td>
</tr>
<tr>
<td>3</td>
<td>20%</td>
<td>15%</td>
</tr>
<tr>
<td>4</td>
<td>15%</td>
<td>10%</td>
</tr>
<tr>
<td>5</td>
<td>10%</td>
<td>5%</td>
</tr>
<tr>
<td>6</td>
<td>5%</td>
<td>2.5%</td>
</tr>
</tbody>
</table>

Source: ESRI, 2000 Census

#### Household Size

<table>
<thead>
<tr>
<th></th>
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</thead>
<tbody>
<tr>
<td>Globeville</td>
<td>3.30</td>
<td>3.57</td>
<td>3.62</td>
</tr>
<tr>
<td>Denver</td>
<td>2.17</td>
<td>2.27</td>
<td>2.28</td>
</tr>
</tbody>
</table>

Sources: 2000 Census, ESRI

#### 2000 Population Age 25+ Education Attainment

<table>
<thead>
<tr>
<th>Education Level</th>
<th>Globeville</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 9th Grade</td>
<td>36.5%</td>
<td>9.1%</td>
</tr>
<tr>
<td>9th - 12th Grade, No Diploma</td>
<td>26.9%</td>
<td>12.0%</td>
</tr>
<tr>
<td>High School Graduate</td>
<td>20.9%</td>
<td>20.0%</td>
</tr>
<tr>
<td>Some College, No Degree</td>
<td>9.9%</td>
<td>19.5%</td>
</tr>
<tr>
<td>Associate Degree</td>
<td>2.3%</td>
<td>4.9%</td>
</tr>
<tr>
<td>Bachelor’s Degree</td>
<td>3.2%</td>
<td>22.1%</td>
</tr>
<tr>
<td>Master’s / Prof / Doctorate Degree</td>
<td>0.3%</td>
<td>12.4%</td>
</tr>
</tbody>
</table>

Source: 2000 Census, ESRI
C. Issues for Further Consideration – Demographics

- After declining for several decades, the population in Globeville appears to have stabilized, and may actually have increased in recent years. It is important to watch if the trend continues.

- As it has been historically, the current residential population in Globeville is racially and ethnically diverse. Although it is a positive asset to the community and City to have richly diverse neighborhoods, this diversity may also present additional considerations, such as language and cultural barriers, to be understood and bridged in the Globeville neighborhood.

- There is a younger population in Globeville compared to the average for the City of Denver. This, coupled with the ethnic diversity of the neighborhood, stresses the importance of the role that education plays for youth in the neighborhood. The special needs of this younger population are also an important consideration.
III. Land Use and Zoning
A. Land Use

In Globeville, the predominant land use is industrial, which comprises 393.8 acres or 42.8 percent of the total land uses. The next largest land use is the railroads, which comprise 18.3 percent. All of the residential land uses (single-family, duplex, and multi-family) combined total 14.5 percent.

<table>
<thead>
<tr>
<th>Land Use Classification</th>
<th>Acres</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Vacant</td>
<td>29.1</td>
<td>3.2</td>
</tr>
<tr>
<td>Parks &amp; Recreation</td>
<td>46.1</td>
<td>5.0</td>
</tr>
<tr>
<td>Single-Family</td>
<td>111.0</td>
<td>12.1</td>
</tr>
<tr>
<td>Duplex</td>
<td>2.1</td>
<td>0.2</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>20.1</td>
<td>2.2</td>
</tr>
<tr>
<td>Commercial</td>
<td>34.8</td>
<td>3.8</td>
</tr>
<tr>
<td>Office</td>
<td>54.5</td>
<td>5.9</td>
</tr>
<tr>
<td>Industrial</td>
<td>393.8</td>
<td>42.8</td>
</tr>
<tr>
<td>Transportation, Communication &amp; Utilities (TCU)</td>
<td>29.8</td>
<td>3.2</td>
</tr>
<tr>
<td>Railroads</td>
<td>168.4</td>
<td>18.3</td>
</tr>
<tr>
<td>Public/Quasi-Public (PQP)</td>
<td>30.3</td>
<td>3.3</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>920.0</strong></td>
<td><strong>100.0</strong></td>
</tr>
</tbody>
</table>

B. Zoning

The zoning in Globeville is largely industrial, a mixture of I-0, I-1 and I-2 zoning. Industrial zoning is found west of Interstate 25; in the southeast, adjacent to the rail lines and South Platte River; and in the northeast, north of Interstate 70 and west of the South Platte River. Residential zoning is found east of Interstate 25, both north and south of Interstate 70. The majority of the residential zoning is R-1, with a few parcels zoned multi-family at the northern edge of the neighborhood (where Globeville Townhomes is located). There are many locations where residential zoning abuts industrial zoning, without any buffers, such as business or commercial zoning or higher density residential zoning. There are also existing houses in areas zoned I-1 in Globeville; this occurs in the southwest and northeast corners. Denver’s zoning code was modified to allow these existing uses by right, but new residences are not allowed to be built in industrially-zoned areas. There is limited business or commercial zoning in Globeville.

This photo is an example of industrial use located in northeast Globeville (photo courtesy of Meza Construction).
This is a detailed zoning map for Globeville. The light and dark purple colors represent I-0, I-1, and I-2 zoning. The yellow color in the middle of the neighborhood is primarily residential.
There are two sites with mixed-use zoning at the southern and southeastern edges of Globeville. In addition, there are several Planned Unit Development (PUD) sites within Globeville. A summary of the zoning categories and descriptions for Globeville can be found in Appendix B.

C. Blueprint Denver

The majority of land in Globeville, including residential and industrial areas, is indicated as an Area of Stability in Blueprint Denver. The map on the following page indicates the Blueprint Denver Concept Land Uses and notes the Areas of Change with hatch marks. Some neighborhood reinvestment and change, however, is still envisioned in Areas of Stability, just not to the extent as in Areas of Change.

The proposed future land use is also depicted on this map. One noteworthy Area of Change is the Washington Street corridor, north of Interstate 70. This current industrially zoned area is envisioned as a Mixed Use district in Blueprint Denver. This Area of Change extends westward into the neighborhood, with a combination of Single Family Duplex and Industrial uses. It is interesting to note the large Area of Change southeast of Globeville, across the South Platte River along Brighton Boulevard. The area on the west side of the South Platte River in Globeville is indicated as an Area of Stability, with Industrial as the Blueprint Denver Concept Land Use.

D. Planned and Current Development Projects

There has been recent redevelopment along the southern and southeastern edges of the Globeville neighborhood. For example, the Taxi projects, which are located in southeastern Globeville, east of the railroad tracks and just west of the South Platte River, represent a significant redevelopment of 17 acres in Globeville. The former Yellow Cab headquarters will be transformed into a mixed-use project with approximately 600,000 total square feet of commercial, office, and residential space. The Railyard Marketplace is a new businesses park at Park Avenue and Globeville Road. Although it appears to predominantly serve highway traffic, it also provides new businesses and more uses for the Globeville neighborhood. Just further south and across Interstate 25, the former Regency Hotel was redeveloped into student housing for the nearby Auraria Higher Education Center campus. Also, there appear to be recent improvements to building façades that are advertised as part of RINO – The River North Art District, just south of Interstate 70. This corner already serves as a neighborhood commercial node.
The *Blueprint Denver* Future Land Use categories for Globeville and the surrounding neighborhoods are shown in this map. The majority of the neighborhood is indicated as Areas of Stability. The Areas of Change are indicated by hatching.
Further south and outside of the neighborhood, but still an important amenity for Globeville residents, the 30-acre Denargo Market redevelopment will provide approximately 200,000 square feet of retail and 2,500 residential units once it is fully built out. This project represents development in an Area of Change and implementation of recommendations found in the 2003 River North Plan.

In addition, there are several potential development projects in Globeville including clean up and redevelopment of the 77-acre Asarco site at 51st Avenue and Washington Street and reuse of the 44-acre former Denver Post's press operation site near the intersection of Interstates 25 and 70, which includes a 321,276-square-foot industrial and office building.

E. Issues for Further Consideration – Land Use and Zoning

- With Blueprint Denver having been adopted several years ago, it may be appropriate to revisit some of the land use classifications in Globeville based on recent development trends and changing market conditions. Some Areas of Stability in the southeastern area of Globeville, just west of the South Platte River, are experiencing redevelopment into mixed use properties, which is not consistent with the Blueprint Denver vision of industrial for that area. These areas are also not marked as Areas of Change.

- The southwest area of Globeville will also likely undergo a period of transition in the upcoming years. The former Denver Newspaper Agency site is located in this quadrant, just south of Interstate 70. This industrial-zoned area also has a small pocket of residences just west of Interstate 25. As planning for the 38th and Inca station area moves forward, it will be important to study a more refined long-term vision for this area that may include a mixture of industrial, commercial, and residential uses and access to the station.

- There are numerous locations in Globeville where industrial and residential land uses and zoning abut one another. Generally, these two zoning categories are not compatible and would tend to have a buffer zone district separating them, if zoned today. It is possible, however, for industrial uses to be “good neighbors” to residential areas. For example, landscaping and screening improvements can minimize the impacts of industrial uses on adjacent residences.
IV. Housing
A. Inventory of Housing Types

In 2003, there were 1,023 housing units in Globeville, the majority of which are single-unit residences. This is in contrast to the City as a whole, which has a larger number of multi-unit structures. In addition, Globeville housing is on average older than Denver’s, with a median year built of 1941 and 1958, respectively.

![2000 Inventory of Housing Types](image)

B. Homeownership and Housing Tenure

Globeville has a greater number of owner-occupied housing units compared to Denver. The estimated current number of owner-occupied housing units is just over 60 percent for Globeville, compared to just over 50 percent for Denver. This also corresponds to a lower number of rental properties, as seen in the following table. The number of vacant structures in Globeville is just below the average number for the entire city.

This photo illustrates two typical residences in Globeville. Both are one and a half story bungalows with front porches.
Housing Units by Occupancy

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th></th>
<th>2007</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Globeville</td>
<td>Denver</td>
<td>Globeville</td>
<td>Denver</td>
</tr>
<tr>
<td>Owner occupied</td>
<td>59.8%</td>
<td>49.9%</td>
<td>60.9%</td>
<td>50.7%</td>
</tr>
<tr>
<td>Rental</td>
<td>35.6%</td>
<td>45.2%</td>
<td>31.2%</td>
<td>41.0%</td>
</tr>
<tr>
<td>Vacant</td>
<td>4.6%</td>
<td>4.9%</td>
<td>7.9%</td>
<td>8.3%</td>
</tr>
</tbody>
</table>

Sources: 2000 Census, ESRI

Based on 2000 Census data, there was a higher percentage of households in Globeville that remained in the same house from 1995 to 2000 (54.0 percent) compared to the average for Denver (42.7 percent).

C. Housing Costs

Recent sales activity provides a synopsis on the change in housing prices and also indicates the relative movement in the market, in terms of the number of properties sold. Based on the data available, there was over a $12,000 or almost 10 percent decline in the average sales price for single family home sales in Globeville from 2004 to 2006. In contrast, there was a 16 percent increase in average sales price in Denver. The averages provided, however, are only based on the sales data and may not be indicative of actual property values. Further, the average sales prices in Denver are likely disproportionately influenced by higher priced properties.

2004 to 2006 Single Family Home Sales

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of Sales</th>
<th>Globeville Average Sales Price</th>
<th>Denver Average Sales Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>2004</td>
<td>32</td>
<td>$127,909</td>
<td>$287,197</td>
</tr>
<tr>
<td>2005</td>
<td>35</td>
<td>$131,226</td>
<td>$314,388</td>
</tr>
<tr>
<td>2006</td>
<td>46</td>
<td>$115,673</td>
<td>$331,886</td>
</tr>
</tbody>
</table>

Source: Denver Assessor’s Data
Recent foreclosure data for Globeville indicates that the number of foreclosures increased by almost 60 percent between 2005 and 2006. The partial data for 2007 is through the fall and reveals that the final annual number will be even higher than 2006. This sharp increase in foreclosures may also explain the decrease in recent single family home sales prices.

### 2003 to 2007 Globeville Foreclosure Data

<table>
<thead>
<tr>
<th>Year</th>
<th>No. of Foreclosures</th>
</tr>
</thead>
<tbody>
<tr>
<td>2003</td>
<td>39</td>
</tr>
<tr>
<td>2004</td>
<td>31</td>
</tr>
<tr>
<td>2005</td>
<td>36</td>
</tr>
<tr>
<td>2006</td>
<td>57</td>
</tr>
<tr>
<td>2007 (Partial Data)</td>
<td>59</td>
</tr>
</tbody>
</table>

Source: Denver Clerk and Recorder's Office

Comparing the median home value in Globeville compared to Denver provides another measure of the housing costs. From 2000 to 2007, the gap between home values in Globeville and Denver increased.

### 2000 and 2007 Median Home Value

<table>
<thead>
<tr>
<th></th>
<th>2000</th>
<th>2007</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Globeville</td>
<td>Denver</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$93,520</td>
<td>$160,050</td>
</tr>
</tbody>
</table>

Source: ESRI

One measure of housing affordability is whether or not a person is “housing burdened,” meaning that he or she is paying more than 30 percent of his or her income on housing. In Globeville, the percent of renters who are paying more than 30 percent of their income on housing is 43.4 percent, compared to 38.6 percent for Denver (source: Piton Foundation). According to 2000 Census data, the number of property owners who paid more than 35 percent of their income on housing was 22.8 percent, compared to 19.3 percent for Denver.
After demolishing the former Stapleton Homes in northern Globeville, the Denver Housing Authority (DHA) redeveloped this site in 2004 and built the new Globeville Townhomes, which contains both rental and for-sale housing. The rental units have experienced greater success and lower vacancy rates, compared to the for-sale units. DHA is working to improve the affordability of the for-sale units. There is also an adjoining parcel of vacant land that DHA will consider developing into more rental or for-sale units.

D. Recent Housing and Neighborhood Activity

Recently, several issues related to the maintenance and upkeep of properties have been reported and observed. The City and County of Denver’s Neighborhood Inspection Services (NIS) program typically handles these types of issues, such as overgrown vegetation, non-surface parking, vacant houses, outdoor storage, and inoperable vehicles. A review of the current NIS activity and complaints indicates that there are a few properties with several outstanding complaints against them. NIS is working to improve their tracking and recording methods and meeting with neighborhood representatives to help reduce the backlog of open activity.

Previously successful efforts to help maintain and clean up residences in the Globeville neighborhood have included grants for home repairs and repainting. There also have been efforts by the community to work together on graffiti removal. Currently, the Globeville Civic Association No. 1 is working on another grant application for additional neighborhood clean up.

It was reported from neighborhood residents that some homes may recently have been purchased for investment purposes. The recent higher number of sales and lower average sales price in Globeville may support this trend. Further, there is also some evidence of “house flipping” in Globeville via for sale signs with ads for houses that appear to have been recently renovated.
E. Issues for Further Consideration – Housing

- The increasing number of foreclosures in Globeville is an important issue to monitor. The City and County of Denver has created a Task Force to address the mounting foreclosure problems in Denver. One of the key mechanisms to help avoid foreclosures is homebuyer education before and after purchases. Foreclosed properties may be responsible for the recent decrease in average sales prices. In addition, vacant properties that are not maintained may become an eyesore for the community and contribute to the NIS code violation complaints.

- The supply of moderately priced homes in Globeville is an important asset to the community. As the Denver region continues to grow and nearby development pressure increases, the change in housing prices in Globeville and the extent to which housing remains affordable should be tracked. In addition, the amount of housing investment in Globeville is another important indicator of the market and should also be tracked.

- Although there are numerous rental properties in Globeville, the majority of the housing stock is single-unit residences. The popularity of the DHA Globeville Townhomes rental units may indicate a need for additional multi-family housing options in the area.

- There have been a number of recent complaints to Denver’s NIS for code violations related to property maintenance in residential areas. NIS representatives will continue to work with property owners, particularly “absentee landlords,” on enforcement and resolution of NIS open activity, and in addition, make system improvements to provide more accessible information on neighborhood complaints.
V. Transportation/Mobility
A. Streets, Roads and Rail Lines

This transportation map illustrates the street, highway, and rail network for Globeville. Interstates 25 and 70 bisect the neighborhood vertically and horizontally. Washington and Lincoln Streets connect north-south under Interstate 70, and 44th and 48th Avenues connect east-west under Interstate 25.

Burlington-Northern railroads are located at the western edge of Globeville and along the southeast corner.

Washington Street, at the eastern edge, is the main arterial through the neighborhood (shown in red). A portion of Fox Street and Park Avenue in the southwest corner is also an arterial.

Collector streets (shown in green) include Fox Street; Broadway; Franklin; and portions of 44th, 45th, 46th, 47th, 48th, and 51st Avenues. The remainder of streets are designated as local streets. Definitions for the different street types can be found in Appendix C.
As the map on the previous page indicates, the Globeville neighborhood is bisected by Interstates 25 and 70. Access underneath the freeways is limited to only the collector and arterial streets, shown in green and red respectively. Hence, through-access on a significant number of the local streets in Globeville is limited by the freeways. The northwest area of Globeville has fewer streets, but this area also has larger industrial uses in it. Access in the northeast corner is also limited by industrial uses, the South Platte River, the railroads, and by parkland in the area. Where a gridded street pattern in Globeville exists, it does facilitate connectivity for the neighborhood.

Washington Street is the longest arterial through the neighborhood, and it provides an important alternate north-south connection to the freeway and to downtown. It also extends beyond the City’s boundary into Adams County to the north. In November 2000, traffic counts were collected on Washington Street at 51st Avenue; over 14,000 automobiles traveled northbound and southbound that day. Denver has previously sought funding to improve the capacity and function of Washington Street through Globeville, including widening it from 2 lanes to 4 lanes and adding curb and gutter.

Street, sidewalk and alley improvements have occurred in the past few years in residential areas throughout Globeville, but there are still areas that are in need of improvements, including curb and gutter and sidewalks. The places that appear to be most in need are some industrial areas and where transitions from residential to industrial or railroad uses occur.

The Burlington Northern Railroad has lines that run north-south along the western edge of Globeville (west of Interstate 25) and through the southeast section of the neighborhood. There are also numerous spurs running through the neighborhood to serve various businesses and industrials uses. Based on visible vegetation in some tracks, some of these spurs no longer appear to be in use.

### B. Transit, Bicycle and Pedestrian Connections

The map on the following page depicts the transit, bus, bicycle, and pedestrian connections in Globeville. Non-vehicular access under both freeways is also limited by the street access. There are some locations in Globeville, primarily in the northeast industrial area that are missing sidewalks.

The proposed future rail stations at 38th and Inca and 40th and 40th are also shown. The 38th and Inca Station will be the closest station to the Globeville neighborhood, but it is isolated from where the majority of Globeville residents live. Globeville residents may be able to access the 40th and 40th Station, via Washington and 38th Streets, and connect to downtown and the airport.
There are two bus routes in Globeville. The Number 7 (North Washington) Bus runs north-south along Washington Street and then connects to 38th Street at the river. The Number 8 (North Broadway/Huron) Bus travels mainly along Lincoln and then crosses under the freeway to Fox Street. Connecting the existing bus routes to the future rail stations will provide important non-vehicular station access for Globeville residents and employees.

There is an east-west existing bike route, shown in pink. The South Platte River also provides a north-south bike route and path, which crosses the river just north of 38th Street.
C. Commuting Patterns

The percentage of Globeville residents driving to work alone is 54.6 percent, almost 14 percent less than the average for Denver. There is also a corresponding higher percentage of people in Globeville carpooling to work. Although there are more households in Globeville with 2 vehicles, there are fewer households with one car, and there are more households in Globeville with no cars compared to Denver. Yet, there is not a higher percentage of people using public transportation in Globeville. These statistics exemplify the transportation planning paradoxes in Globeville. The physical barriers (interstates, railroads, and river) and large number of single family residences likely contribute to the need to have an automobile for personal use.
D. Issues for Further Consideration – Transportation

- Vehicular, bicycle, and pedestrian access in Globeville is limited and impacted by freeways and railroads, which both serve as physical barriers in the neighborhood. Circulation into and around the neighborhood is important for both residents and businesses. As new development or redevelopment occurs, it may be a good opportunity to seek ways to improve connectivity and expand the street grid where appropriate, and also to improve or complete sidewalk links, particularly in industrial areas where they are missing.

- Improving access to and from the new rail stations in the Globeville neighborhood will be critical for both Globeville residents and local businesses. It will be important to study the bicycle connections and bus service to the stations as part of the future station planning processes.

- Washington Street serves as an important north-south connection in the area. Yet, the corridor improvements previously proposed currently remain unfunded. If Adams County widens the section of Washington Street north of Denver’s boundary, a bottleneck could occur in the Globeville area. Also, the lack of funding to widen Washington Street could inhibit the redevelopment of the Asarco site and additional investment in the area.

- There remain industrial and residential areas in Globeville in need of infrastructure improvements (such as the installation of curbs and gutters, sidewalks, alley paving, etc.). A plan or study could be undertaken to first identify the exact locations and types of improvements needed and then identify how those needs may be met.

- There are a number of existing rail spurs in Globeville that do not appear to be in use any longer. These may warrant future further study to determine if there is any potential for reuse of the lines, such as for pedestrian and bicycle trails.
VI. Environmental Sustainability
A. Physical Setting

Globeville is situated just west of the South Platte River. The river provides a physical boundary, a recreation amenity, and wetland habitat. It also creates areas of the neighborhood with 100-year and 500-year floodplains, as indicated on the map below. Much of the land along the Washington Street corridor immediately adjacent to the railroads is zoned industrial (see the Globeville Zoning Map on page 25). However, there are also some residential areas in the floodplains.
Currently, a multi-million dollar, multi-year drainage improvement project is underway in northeastern Globeville, near the Franklin Street Bridge. These improvements will remove approximately 300 acres from the floodplain, after the application is approved by FEMA. There is also a related regional effort underway to improve drainage conditions in the area for both Adams County and Denver County. A three foot retaining wall will be added along the north and east embankments of Heron Pond. This will effectively increase the capacity of the pond from its current 50-year storm rating to accommodate a 100-year flood while still being protective of surrounding residential areas.

According to the Denver Parks and Recreation 2003 Gameplan, the latest parks master plan, the Globeville neighborhood has less than 5 percent tree canopy cover. Comparatively, the goal for the City is 15 to 18 percent tree canopy cover in urban residential areas. As expected, the large amount of industrial and railroad land in Globeville has contributed to the decreased amount of trees and vegetation in the Globeville neighborhood overall.

B. Brownfields

Given the history and present use of large portions of the Globeville neighborhood as industrial areas, there are a number of past and unresolved environmental issues. A significant source of environmental contamination has been the Asarco plant located in northern Globeville, along 51st Avenue and west of Washington Street. Although the majority of the 78-acre site is in Adams County, it is significant to the Globeville neighborhood because it is adjacent to a residential community, whereas the surrounding land and uses in Adams County are mostly industrial. At the time of the 1989 Globeville Neighborhood Plan, the Asarco plant was still in operation. Although redevelopment of the site was not foreseen at the time, the plan identified the Asarco site as an area of environmental concern.

The Asarco plant began operating in 1886. It refined metals, including gold, silver, lead, copper, and cadmium, from ores mined along the Front Range and central Rocky Mountains. In more recent times, Asarco manufactured high purity metals. In 1993, the Asarco site was proposed as a national Superfund site, but was never listed. Three lawsuits were filed against Asarco, including one by private property owners, and Asarco, overseen by the Colorado Department of Public Health and the Environment (CDPHE), conducted testing and remediation on numerous residential and commercial properties. Cleanup of community soils began in the summer of 1994. Cleanup of approximately 700 residential properties was completed in the summer of 2002. Seventy acres of commercial property have also been remediated. The on-site terrace drain was completed early in 1999 and treats about
12,000 gallons of groundwater per day. Due to a shortage of funding from the Asarco Trust, there is still, however, on-site groundwater and soil contamination on the Asarco property that has not been remediated.

Asarco subsequently declared bankruptcy in 2005 and ceased operations at this facility in September 2006, before a sale of the property to a local brownfields redeveloper could be completed. In order for the site to be redeveloped, it must undergo an extensive and costly environmental cleanup. The City and County of Denver and Adams County are working together on solutions to help finance the cleanup and facilitate the redevelopment of this contaminated site into a new industrial park that would be beneficial for both counties. Additionally, future redevelopment of the site is limited to industrial uses only, based on the agreement previously made between Asarco and the State of Colorado.

The 2003 Washington Street Corridor Advisory Enhancement Plan (not adopted) identified the 51st Avenue and Washington Street node as a neighborhood-serving commercial area. Although the proposed development on the Asarco site would keep the use generally as industrial (not commercial), it would improve the existing built environment (with new facilities and streetscape improvements at that node) and provide a new employment base for the neighborhood.

There are additional concerns regarding environmental contamination along the Washington Street Corridor and other industrial areas in Globeville. Phase 1 Environmental Assessments and some Phase 2 and Phase 3 Assessments have previously been conducted in various areas throughout Globeville. A review of the City’s GIS data reveals that there were historical landfills scattered throughout the neighborhood, but no currently operating landfills in Globeville. It is anticipated that as redevelopment occurs within industrial areas and the Washington Street Corridor that environmental assessments will need to be repeated and that some sites will require clean up.

C. Air and Water Quality and Noise

Due to the proximity of Globeville to highways, railroads, and industrial sites, there is excessive noise in the neighborhood, as well air and water quality issues associated with these uses. Residents recently reported that there have been odors coming from industrial sites located west of Interstate 25, as well as the Purina Plant in the nearby Elyria Swansea neighborhood. In addition, the City and County of Denver has received several noise complaints from residents regarding the industrial uses since 2004.
The City continues to monitor the water quality of the South Platte River. Concerns over Escherichia coli (E. coli) bacteria and other contaminants are citywide issues that are not unique to Globeville. There are also a number of wetlands and wildlife habitats located along the banks of the South Platte River.

D. Issues for Further Consideration – Environmental Sustainability

- Despite the previous clean up efforts that have occurred, the perception of some residents is that outsiders view the Globeville neighborhood as “contaminated.” Redevelopment of the Asarco site would benefit the community by achieving the cleanup of the groundwater and soil contamination. It would serve as a major investment in the northern portion of the Globeville Neighborhood, which hopefully would spur further investment in the area by the private sector and additional improvements along the Washington Street Corridor.

- Once the floodplain improvements are completed, the physical condition of areas of the Globeville neighborhood that are currently subjected to flooding will be greatly improved. This represents an additional opportunity to invite further neighborhood investment.

- There is an opportunity to increase the amount of vegetation and tree canopy cover in Globeville, particularly in the South Platte River area. It will be important for the Globeville neighborhood and civic associations to participate in the Mayor's Million Tree Initiative.
VII. Economic Activity
According to 2007 estimates of income data for the Globeville neighborhood, almost one-third of the households make less than $25,000 per year. This percentage is significantly greater than the City’s, which was just over 21 percent of households. Also, in 2007, the median household income for Globeville was $41,236, approximately $11,000 less than the average household income citywide. There are also greater numbers of persons, children (under 18), and families in poverty in Globeville, compared to Denver. However, there are fewer single mothers with children in poverty in Globeville.

According to DPS data, 91.4% of Globeville’s children attending DPS schools receive free lunches, compared to 69.4% of the DPS students citywide.
B. Employment and Business Data

The North American Industry Classification System (NAICS) data in the following table provides detailed information about the types of businesses located in the Globeville neighborhood. In total, there are an estimated 5,167 employees working in Globeville.

<table>
<thead>
<tr>
<th>Business Summary by NAICS Codes</th>
<th>Globeville</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number of Employees</td>
<td>Number of Businesses</td>
</tr>
<tr>
<td>Agriculture, Forestry, &amp; Mining</td>
<td>11</td>
<td>3</td>
</tr>
<tr>
<td>Transportation, Warehousing, &amp; Utilities</td>
<td>417</td>
<td>9</td>
</tr>
<tr>
<td>Construction</td>
<td>505</td>
<td>33</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>529</td>
<td>30</td>
</tr>
<tr>
<td>Wholesale Trade</td>
<td>1,208</td>
<td>62</td>
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<tr>
<td>Retail Trade</td>
<td>527</td>
<td>44</td>
</tr>
<tr>
<td>Information</td>
<td>265</td>
<td>9</td>
</tr>
<tr>
<td>Finance &amp; Insurance</td>
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<td>Real Estate</td>
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<td>11</td>
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<tr>
<td>Professional Services</td>
<td>184</td>
<td>21</td>
</tr>
<tr>
<td>Management</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Administrative &amp; Support Services</td>
<td>249</td>
<td>13</td>
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<tr>
<td>Education Services</td>
<td>55</td>
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<tr>
<td>Health Care &amp; Social Assistance</td>
<td>204</td>
<td>9</td>
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<tr>
<td>Arts, Entertainment &amp; Recreation</td>
<td>45</td>
<td>7</td>
</tr>
<tr>
<td>Accommodation &amp; Food Services</td>
<td>593</td>
<td>21</td>
</tr>
<tr>
<td>Other Services</td>
<td>124</td>
<td>23</td>
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<tr>
<td>Public Administration</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Unclassified Establishments</td>
<td>54</td>
<td>12</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>5,167</strong></td>
<td><strong>315</strong></td>
</tr>
</tbody>
</table>

Sources: Business Data provided by InfoUSA, Omaha NE Copyright 2007, ESRI forecasts

The Railyard Marketplace in southern Globeville provides new retail and commercial uses at the edge of the neighborhood. More neighborhood serving retail is desired by the community.
There are more Transportation, Warehousing, and Utilities; Construction; Manufacturing; and Wholesale Trade businesses in Globeville compared to Denver. Conversely, there are by far fewer Professional Services. Although there is a fair amount of Accommodation and Food Services and Other Services in Globeville, there is not a significant amount of neighborhood-serving retail.

C. Issues for Further Consideration – Economic Activity

- The average household income for residents in the Globeville neighborhood is lower compared to Denver. Further, there are more persons and families living in poverty in the neighborhood. Access to education and to better paying jobs are both crucial components to breaking the cycle of poverty for lower income residents and providing them with additional options for employment. A well-trained and skilled local labor force could also serve as an asset to nearby businesses and industries.

- Although the transition of some industrial areas in Globeville into more mixed-use environment is a signal of positive investment in the neighborhood, it is important monitor this trend and to maintain some areas of the neighborhood for industrial services and uses. High quality industrial spaces and businesses are important assets to the City and region. Manufacturing, warehousing and other industrial businesses also can provide local jobs for Globeville and other nearby neighborhood residents.

- Residents of Globeville have long expressed the desire and need for additional neighborhood-serving retail, most importantly, a small grocer. The access and mobility challenges for area residents make it more difficult to easily reach retail and services located outside the neighborhood. It is important to continue to explore opportunities for enhancing retail and services in Globeville.
VIII. Legacies, Community Facilities and Assets
A. Parks

There are a number of parks and open space areas located within and nearby the Globeville neighborhood. According to the Denver Parks and Recreation 2003 Gameplan, residents of the Globeville neighborhood are served by over 7.5 acres per 1,000 people (Denver’s City goal is to provide 10 acres per 1,000 residents). Some of this parkland is found in the form of natural areas, including the Heron Pond Natural Area and South Platte River trails.

Argo Park is located north of Interstate 70, at Logan Street and East 47th Avenue, in a residential area of Globeville. Argo Park features a lighted baseball and softball field, football field, basketball court, playground, picnic table, and an outdoor pool. The pool underwent almost $1,000,000 of improvements in 2005, and more recently, a sprayground was built in 2007. Broadway Park is a smaller neighborhood park located adjacent to the Stapleton Recreation Center in northern Globeville.

Northside Park is a 13-acre park located along the Platte River near the 12-acre Heron Pond Natural Area. The park was part of the former Northside Treatment Plant, which was an old sewage treatment plant for the City. The treatment plant was remediated and redeveloped, with many of the old structures modified and used as benches, and structural elements in the park. The park also includes two playing fields, an entry plaza, trails, a viewing blind, restroom, and bike racks. A major element of the park is the channel that was constructed to create wetlands and wildlife habitat in the park. A trail is located along this channel that connects to the Heron Pond Natural Area, which was the first site in the Denver to gain official status of a designated natural area in 2005.

Globeville Landing Park is located adjacent to the South Platte River, at 38th Street and Arkins Court, but just outside of the eastern edge of Globeville. This park offers fishing, as well as a bicycle and pedestrian walkway. Globeville Landing is an important placeholder because it preserves this area from other development and allows for potential future parks opportunities.

B. Recreation Centers

Two recreation centers are located in Globeville. The Stapleton Recreation Center is the larger facility and located in northern Globeville at 51st Avenue and Lincoln Street. It recently underwent a renovation to improve its facilities and provide additional equipment and materials. The Globeville Recreation Center is a smaller facility located at 44th Avenue and Grant Street. It serves the southeastern portion of the Globeville neighborhood and offers a gym, game room, and boxing ring.
Broadway Park (Stapleton Park on signage) and the adjacent Stapleton Recreation Center are located in northern Globeville.
C.  Schools

Garden Place Elementary School is a Denver Public Schools (DPS) facility located in Globeville, south of Interstate 70, and east of Interstate 25. The original building first opened in 1902 to educate children of the immigrants who came to work and live in Globeville. There have been various renovations and additions to Garden Place over the years, including as recently as 2001 when two classrooms were added.

The current student population is 386, down from 444 for the 2005-2006 school year. It is currently just under 60 percent capacity (source: the Piton Foundation). Garden Place Elementary School has struggled academically; the school’s test scores are below the averages compared to other DPS schools. However, the education level and retention rates of teachers at Garden Place are comparable, demonstrating a commitment of the staff to the education and success of area children.

Laradon Hall is a private institution in northern Globeville that provides services to children and adults with developmental disabilities. Initially established in 1948, Laradon Hall was the first school in the Rocky Mountain region to offer support and education to children with developmental disabilities. The current population of the school is 365. The future population of the school is anticipated to be 600 after expansion plans are completed.

D.  Libraries

There currently is no Denver Public Library located in Globeville. The nearest one is the Valdez Perry Library, located in the Elyria Swansea neighborhood to the east at 4690 Vine Street.

E  Historic Preservation

Previously two historic districts in Globeville were proposed, but never adopted. There are numerous structures within these proposed districts that contributed to the historic significance. There are also several structures in Globeville that have achieved National Register status, including Holy Rosary Catholic Church, Holy Transfiguration/Transfiguration of Christ Orthodox Cathedral, and St. Joseph Polish Catholic Church. There is only one property, Laradon Hall (formerly known as Globeville School) that is a designated local landmark. There are currently no locally designated historic districts in Globeville.
Holy Rosary Church, located in northern Globeville, is listed on the National Register of Historic Places.
F. Neighborhood Organizations and Civic Institutions

There are several Registered Neighborhood Organizations for Globeville, including two specific to the neighborhood boundaries: Globeville Civic Association #1 and Globeville Civic Association #2. There are additional organizations listed for the neighborhood that either are City-wide (Inter-Neighborhood Cooperation, for example) or cover a larger area that includes portions of Globeville (Northwest Neighbors Coalition, for example). The Elyria Swansea/Globeville Business Association is also active in the area.

Numerous churches and other religious facilities are located in Globeville. Some of the larger religious institutions include Globeville Community Church, Greater Harvest Church of God and Christ, Holy Rosary Catholic Church, Holy Transfiguration/ Transfiguration of Christ Orthodox Cathedral, and St. Joseph Polish Catholic Church. In addition, there are smaller churches scattered throughout the neighborhood. Also, the Cross Community Coalition has a family resource community center located in southeastern Globeville on 48th Avenue.

G. Issues for Further Consideration – Legacies, Community Facilities and Assets

- There is a significant amount of parks and open space located in Globeville. The South Platte River trail, Northside Park, and Heron Pond are amenities for area residents, but access, particularly pedestrian and bicycle, to them is challenging, and wayfinding signage is limited. Industrial areas and the Washington Street Corridor separate all of these from the residential areas in Globeville.

- Residents in Globeville would like to explore the possibility of renaming both Northside Park and the Stapleton Recreation Center. There is a desire by the community to rename the recreation center to avoid confusion with the new Stapleton neighborhood, built on the former airport site, where a new recreation center will someday be built. Renaming Northside Park stems from the desire to move away from the park’s history as a treatment plant.

- The 1989 Globeville Neighborhood Plan recommended exploring a local historic district designation, and if that was not feasible, then applying for a National Historic District designation. There remains a great opportunity to complete the National Historic District designation given the integrity of the previously proposed districts.
IX. Public Safety and Health
A. Crime Indicators

A review of crime data for 2004 and 2006 indicates that crime rates for Globeville have decreased during this timeframe, although they were still well above the City averages.

<table>
<thead>
<tr>
<th>Globeville Crime Data</th>
<th>2004</th>
<th>Denver</th>
<th>2006</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>Crime rate per 1,000 Persons</td>
<td>152.8</td>
<td>84.1</td>
<td>138.0</td>
<td>77.6</td>
</tr>
<tr>
<td>Burglary crime rate per 1,000 households</td>
<td>78.6</td>
<td>29.5</td>
<td>71.0</td>
<td>25.8</td>
</tr>
<tr>
<td>Violent crime rate per 1,000 Persons</td>
<td>14.7</td>
<td>7.0</td>
<td>13.2</td>
<td>6.7</td>
</tr>
</tbody>
</table>

Sources: Piton Foundation, Denver Department of Safety

B. Police and Fire Stations

Globeville is located in two police districts: District Number 1 and District Number 2. Interstate 25 is the dividing line between the districts. The main station for District Number 1 is located just west of Globeville in the Sunnyside neighborhood, and the main station for District Number 2 is located east of Globeville in the Northeast Park Hill neighborhood.

Police districts in Denver are further subdivided into precincts. The two precincts that cover Globeville are Precinct Number 114 and Police Precinct No. 221. Police Precinct No. 114 is west of Interstate 25 and Park Avenue and also includes the Chaffee Park neighborhood. Police Precinct Number 221 is generally east of Interstate 25; it includes areas of Globeville north and south of Interstate 70 and a small portion of the Elyria Swansea neighborhood.

There is no fire station located in Globeville, which is part of Fire District Number 6. Globeville is served by two fire stations: Fire Station Number 7 on West 38th Avenue (on border of Sunnyside and Highlands neighborhoods) and Fire Station Number 9 on Brighton Boulevard (just south of I-70 in Elyria Swansea).
C. Health Indicators and Facilities

There is a lack of data available on a neighborhood level related to health and wellness. Data available from the Colorado Department of Public Health and Environment (CDPHE) related to births provides at least some information regarding infants and their mothers. In 2006, the premature birth rate in Globeville and Denver was comparable, but the low birth rate in Globeville was less than that for Denver. A more telling indicator is the fact that over 10 percent of the births in Globeville were to mothers who had late or no prenatal care.

**2006 Infant Health Indicator Data**

<table>
<thead>
<tr>
<th></th>
<th>Globeville</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Premature Birth Rate</td>
<td>11.7</td>
<td>11.8</td>
</tr>
<tr>
<td>% Low Birth Weight Rate</td>
<td>6.5</td>
<td>9.7</td>
</tr>
<tr>
<td>% Births to women receiving late or no prenatal care</td>
<td>10.4</td>
<td>4.4</td>
</tr>
</tbody>
</table>

Sources: Piton Foundation and CDPHE

There is a community health clinic in the Globeville neighborhood, La Clinica Tepeyac Inc, located at Lincoln and 50th Avenue. This facility provides healthcare for the Latino community and uninsured throughout Denver. La Clinica Tepeyac has received numerous awards and honors including the 2005 “Outstanding Community Agency” award by the Hispanic Annual Salute Foundation in Denver and the 2004 “Hero in Health” award from Anthem Blue Cross/Blue Shield for serving the uninsured in Colorado.

D. Issues for Further Consideration—Public Safety and Health

- Although the crime rates in Globeville have declined in the past two years, there remains additional work to continue this trend and make Globeville a safer place to live and do business.

- Access to quality healthcare for all residents, especially children and pregnant women, is an important issue not only in Globeville, but also for numerous other Denver residents.
X. Appendices
Appendix A – Summary of Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis

The following is a summary of the issues heard during the group dialogue and collected from the forms completed during the Globeville Civic Association No. 1 General Meeting on Tuesday January 9, 2007. Additional feedback was provided after the July 10, 2007 Globeville Civic Association No. 1 General Meeting.

Strengths

• The rich history of the Globeville neighborhood as an ethnically diverse mining community, and the boxcar houses that were built then.
• Globeville is in close proximity to downtown Denver. It serves as a regional “intersection” or node, with two major interstates (I-25 and I-70) crossing within an established residential neighborhood. Globeville is also central to several established residential neighborhoods.
• There is a strong sense of community in Globeville. It has the feel of a traditional, small town community, with many families living in the neighborhood long-term. There is evidence of this community pride in the home, parks, and churches.
• There is also a strong sense of empowerment in Globeville. The community has been able to accomplish things on their own. For example, the community, including businesses and churches, is able to organize and turn out for important issues, such as when closure of the ramp at Interstate 70 was an issue.
• Globeville is culturally diverse, with Mexican, Eastern European, Central and South American residents.
• There is a mix of land uses in Globeville: residential, commercial and industrial.
• There are employers and numerous jobs located within and nearby to the Globeville neighborhood, as well as a large resident work force.
• There are strong community services in Globeville, including the churches and recreation center.
• The South Platte River, with its bicycle and pedestrian pathway, runs through Globeville, and is a unique and irreplaceable natural asset.
Weaknesses

- The number of absentee landlords and the high number of renters in the neighborhood.
- Neighborhood Inspection Services needs improvement. The City does not follow up on “junkyard” accessory uses at homes. Globeville desires neighborhood inspection “equity” and parity with other Denver neighborhoods.
- The community is divided/separated by Interstate 70 and Interstate 25. The freeways and railroad tracks contributes to transportation difficulties Globeville and isolate it from adjacent neighborhoods.
- Arterial streets and intersections lack improvements to facilitate traffic resulting in through traffic using neighborhood streets. These arterials also carry a lot of truck traffic further dividing the neighborhood.
- There are curb and gutter improvements needed in Globeville. Also, alley paving is not up to par or done at all in some locations. These conditions, along with flooding, negatively affect the impression of Globeville to visitors and residents alike.
- Limited and unimproved vehicular and pedestrian connections to adjacent neighborhoods and parks/open space.
- The perception of the tunnel under I-70 and 47th Street as an unsafe place (parents not letting their children cross it to either side of the neighborhood).
- There are several concerns regarding zoning and land use in Globeville, particularly related to the industrial zoning, an increased number of industrial areas in the neighborhood, and the mix of uses.
- There are drainage and environmental concerns in Globeville, given the historical landfills and dumping of industrial waste. There are additional areas that need clean up, and the perception that the neighborhood is labeled as contaminated.
- There is low enrollment in the elementary school, and there is no neighborhood middle school. Further, there is uncertainty regarding the middle and high schools; they are either closed or under redesign.
- According to Piton Foundation data, approximately 75-85% of the neighborhood children are receiving reduced lunches at school.
- The Globeville Townhomes project at 51st Avenue and Logan did not bring in owners as promised and instead are accommodating mostly renters.
- There is no current neighborhood plan for Globeville.
- People are not interested in getting involved.
- The tendency to locate neighborhood unfriendly uses in the neighborhood.
- Visual pollution of billboards, advertising, junk yards, trash and debris.
- Language differences have led to closed cultural values.
- Lack of neighborhood security leading to property crime.
- The following points were also seen as weaknesses in Globeville: appearance of the neighborhood, not having affordable grocery stores, lack of attention to basic services, high volume of low income families, overpopulation (high density) with the single family housing, and generally being neglected at times.

Opportunities

- The Globeville neighborhood has affordable land, housing, and vacant and/or underdeveloped lands available for redevelopment.
- There is potential for development, business clean up, and design improvements along the Washington Street Corridor, Broadway/Brighton Boulevard, 45th Street, the Platte Valley and other former industrial areas.
- Follow through with the traffic and streetscape improvements already proposed in the City’s “River North Plan”, including improvements to the Brighton Boulevard / 38th Street intersection to facilitate rush hour traffic and reduce traffic on local streets trying to avoid the intersection, to provide a “Gateway to Downtown” for visitors from DIA and for daily commuters from the east metro area, and to improve retail opportunities along the corridor for residents and commuters.
- There is a good amount of existing open space available in the Globeville neighborhood and opportunities to expand the amount of open space. Specifically, for example, there are opportunities to expand river open space and the east river bikeway through Globeville. This can be implemented by the City vacating redundant streets and working with developers along the river to expand it as an amenity in new development.
- By re-using its old industrial buildings and incorporating history, character and materials into new development, portions of Globeville could redevelop as employment centers that would expand neighborhood job opportunities and compliment Downtown.
- Three future Fastracks corridors will likely enter Downtown using the existing Globeville rail yards. This will be an opportunity to connect to and serve the Globeville neighborhood.
- There is an opportunity for increased cultural pride through more community festivals, parades, and picnics.
- The National Western Stock Show, Rodeo, and Horse Show at the National Western Complex, located just to the east of Globeville, is an important an annual event.
Threats

- Although there were 3 separate cleanups that occurred in previous industrial uses in the neighborhood, the area is sometimes still labeled as “contaminated,” which has a negative connotation. Further, there are industrial areas that still need to be cleaned up.
- Globeville needs to be included, identified and identifiable as a vital Denver neighborhood possessing all the attributes of history, culture, quality and character that makes it great. Its image needs to be upgraded by its vision of the future based on the foundation of its past.
- Increased industrial development and pollution threaten the residential areas of the Globeville neighborhood, as do an overabundance of destructive uses.
- If more highway uses are added to the area, an increase in traffic could occur.
- Social and issues such as crime, neglect, graffiti, drugs, and gentrification threaten the neighborhood.
- There is a lack of youth monitoring and provision of at-risk services. There is also a lack of “healthy” adult entertainment, and too many bars and liquor stores in the neighborhood.
## Appendix B – Summary of Globeville Zoning Categories

### Residential Zoning

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>R-1 Single-Unit Detached Dwellings, Low Density:</strong> Same as R-0 except that other additional home occupations and room-renting to one or two persons are allowed upon application and issuance of a permit. Density = 7.3 dwelling units/acre.</td>
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<tr>
<td><strong>R-3 Multi-Unit Dwellings, High Density:</strong> Building size is controlled by bulk standards, off-street parking and open space requirements. Building floor area cannot exceed 3 times the site area. Maximum density is determined by the size of the units and the factors mentioned above.</td>
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</tr>
<tr>
<td><strong>R-5 Institutional District:</strong> Allows colleges, schools, churches and other institutional uses. Maximum lot coverage is 60% of the zone lot. Building height is controlled by bulk standards.</td>
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</tbody>
</table>

### Commercial Zoning

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td><strong>B-2 Neighborhood Business District:</strong> This district provides for the retailing of commodities classed as “convenience goods,” and the furnishing of certain personal services, to satisfy the daily and weekly household or personal needs of the residents of surrounding residential neighborhoods. This district is located on collector streets, characteristically is small in size, usually is entirely surrounded by residential districts and is located at a convenient walking distance from the residential districts it is designed to serve. The district regulations establish standards comparable to those of low density residential districts, resulting in similar standards. Building floor area cannot exceed the site area.</td>
<td></td>
</tr>
<tr>
<td><strong>B-4 General Business District:</strong> This district is intended to provide for and encourage appropriate commercial uses adjacent to arterial streets, which are normally transit routes. Uses include a wide variety of consumer and business services and retail establishments that serve other business activities, and local transit-dependent residents within the district as well as residents throughout the city. The regulations generally allow a moderate intensity of use and concentration for the purpose of achieving compatibility between the wide variety of uses permitted in the district. Building height is not controlled by bulk standards unless there is a property line to property line abutment with a residential use. Building floor area cannot exceed twice the site area.</td>
<td></td>
</tr>
</tbody>
</table>
### Industrial Zoning

<table>
<thead>
<tr>
<th>I-0 Light Industrial/Office District:</th>
<th>I-1 General Industrial District:</th>
<th>I-2 Heavy Industrial District:</th>
</tr>
</thead>
<tbody>
<tr>
<td>This district is intended to be an employment area containing offices, and light industrial uses which are generally compatible with residential uses. I-0 zoned areas are designed to serve as a buffer between residential areas and more intensive industrial areas. Bulk plane, setback and landscaping standards apply in this district. Building floor area cannot exceed 50% of the site area; however, office floor area may equal site area. Some uses are conditional uses.</td>
<td>This district is intended to be an employment area containing industrial uses which are generally more intensive than those permitted in the I-0 zone. Bulk plane, setback and landscape standards apply in this district. Building floor area cannot exceed twice the site area. Some uses are conditional uses.</td>
<td>This district is intended to be an employment area containing uses which are generally more intensive than that permitted in either of the other two industrial zones. Bulk plane, setback and landscape standards apply in this district. Building area cannot exceed twice the site area. Some uses are conditional uses.</td>
</tr>
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</table>

### Mixed Use and Planned Unit Development

<table>
<thead>
<tr>
<th>C-MU-30 Commercial Mixed-Use District:</th>
<th>R-MU-30 Residential Mixed-Use District:</th>
<th>PUD Planned Unit Development:</th>
</tr>
</thead>
<tbody>
<tr>
<td>The C-MU-30 district provides for a wide range of commercial, office, retail, industrial, and residential uses that allow property owners the flexibility to respond to the long-term evolution of development trends. Although residential uses are permitted in the &quot;C-MU&quot; districts, it is expected that residential uses shall be responsible for buffering themselves from nonresidential uses that may locate on adjacent property. Maximum gross floor area is equal to one (1) times the area of the zone lot.</td>
<td>The R-MU-30 district is a primarily residential district allowing higher density multiple unit dwellings of a density appropriate to the center-city and other activity centers such as light rail transit stations. Supporting commercial development, such as consumer retail and service uses and small-scale office uses, is encouraged to create a truly mixed-use environment. No maximum residential density is prescribed. Instead, maximum height, setbacks, and open space requirements determine the scale of buildings.</td>
<td>PUD is a form of development generally characterized by a unified site design for clustering buildings and providing common open-space, density increases, and a mix of building types and land uses. The process involves site plan review, during which the city agencies and neighborhood residents have considerable input in determining the nature of the development. In effect, any PUD is a specific zone district for a specific area, including precise regulations written by the applicant, and when approved by City Council, is enforced by the city. It allows maximum flexibility during the planning stage and maximum assurance that exactly what is proposed will be developed.</td>
</tr>
</tbody>
</table>
Appendix C – Summary of Blueprint Denver Street Definitions

*Blueprint Denver* provides the following definitions for streets:

**Arterial Streets**
Arterials are designed to provide a high degree of mobility and generally serve longer vehicle trips to, from, and within urban areas. Denver’s arterial system interconnects major urban elements such as the central business district, employment centers, large urban and suburban commercial centers and residential neighborhoods.

Movement of people and goods, also known as “mobility,” rather than access, is the primary function of an arterial street. Arterial streets serve a city-wide function and are, therefore, designated using a broader city-wide perspective.

Posted speed limits on arterial facilities generally range from 30 to 45 miles per hour, depending on the type of area being served. Streets in higher density central business districts or residential neighborhoods usually accommodate the lower end of the speed range. Traffic volume and capacity of an arterial street depend, in part, on the number of through and turning lanes, signals, the number of driveways and access points, and the volume of bus and truck traffic. The volume and capacity of arterials can range from 10,000 vehicles a day on a two-lane arterial to 75,000 vehicles on a six-lane arterial.

**Collector Streets**
Collectors are designed to provide a greater balance between mobility and land access within residential, commercial and industrial areas. The makeup of a collector street largely depends on the density, size and type of nearby buildings.

Posted speed limits on collector streets generally range from 25 to 35 miles per hour. Traffic volume and capacity can range from 5,000 vehicles a day on a two-lane facility to 20,000 vehicles a day on larger multi-lane facilities.
### Local Streets
The design features of local streets are influenced less by traffic volumes and are tailored more to providing local access. Mobility on local streets is typically incidental and involves relatively short trips at lower speeds to and from other streets. Because of their “neighborhood” nature, travel speeds are usually lower than collectors and arterials.

Posted speed limits on local streets range from 25 to 30, depending on available right-of-way and the adjacent land uses. Traffic volumes on local streets should not exceed 2,000 vehicles a day.