NEAR SOUTHEAST AREA PLAN

ADOPTED MAY 22, 2023
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# Near Southeast Area Plan

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1.1 INTRODUCTION

1.1.1 Plan Area Overview

The Near Southeast Area Plan is the neighborhood plan for the neighborhoods of Goldsmith, Indian Creek, Virginia Village, Washington Virginia Vale and University Hills north of Yale Avenue (University Hills North), providing a vision and policy guidance for land use, urban design, housing, mobility, parks, and the local economy for the next 20 years. The plan covers a portion of southeast Denver roughly between Alameda Avenue and Yale Avenue and between Colorado Boulevard and Quebec Street and the city boundary.

These neighborhoods generally represent a suburban style of development, yet incorporate a variety of types of buildings, houses, and businesses, connected by the major commercial corridors of Colorado Boulevard, Evans Avenue, and Leetsdale Drive. The area includes key features beloved by the community: great parks like Cook Park and Garland Park; regional trails and open space corridors like Cherry Creek and High Line Canal; important mobility hubs like the Colorado and Yale light rail stations; and shops, restaurants, and character-defining architecture. The people of Near Southeast value the diversity and inclusiveness of their community that is open to all and represents the unique character of their neighborhoods.

### AGE DEMOGRAPHICS IN NEAR SOUTHEAST

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<th>Age Group</th>
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### RACE/ETHNICITY DEMOGRAPHICS IN NEAR SOUTHEAST

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<td>Black or African American</td>
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<td>Asian</td>
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<td>Native Hawaiian or Other Pacific Islander</td>
<td>0%</td>
</tr>
<tr>
<td>Another Race or Ethnicity</td>
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</tr>
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</table>

Area: 5.47 square miles
Population: 40,531 people
Housing Units: 19,926 units
REGIONAL CONTEXT

Near Southeast Area Plan | Part 1 Introduction

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Map date: 6/29/2021
Denver Community Planning and Development
1.1.2 Area History

This land was the traditional grounds of the Apache, Ute, Cheyenne, Comanche and Arapaho peoples. In the late nineteenth and early twentieth centuries this area was occupied and used for agricultural purposes by primarily white settlers. Aside from farmhouses and agricultural outbuildings, there were minimal residential or commercial structures. The land use was predominately farms and dairies, interspersed with greenhouses for the cash crops, such as carnations. It also included the stage stop known today as the Four Mile House Historic Park, located about four miles from the urban core of Denver. The area continued as farmland through the Great Depression and World War II. However, as Denver’s post-war economy boomed, service members returned and vast numbers of people moved to metro Denver. By 1950, the population of Denver increased by more than one third, but there was a severe shortage of housing for the newly arrived residents.

Home builders looked to the edges of the city for new areas to develop and found growth potential in this area. They built extensive subdivisions using the latest styles (Minimal Traditional, Ranch, Contemporary and Split-Level) and technical innovations in home building through mass production. In addition to housing, these subdivisions frequently included parks, schools, places of worship, and shopping centers; all of which were developed around the automobile. These neighborhoods were almost exclusively white, due to white flight from the urban core, systemic racism in government and banking loan programs that prevented people of color from purchasing houses, and covenants or deed restrictions used by developers to ensure racial homogeneity in the new subdivisions.

Four Mile House
Located along the Cherokee & Smokey Hill Trails, brothers Samuel and Jonas Bratner built a two-story log cabin. It is purchased a year later by Mary Cawker to be operated and expanded as an inn for those traveling by stagecoach.

High Line Canal
In just two years, this engineering project brought South Platte River water to the growing area to support irrigation to farmers in south Denver. It featured 165 headgates.

Railroad Enters Area
Transportation changed when tracks were laid for trains in what today is the southern edge of Virginia Village. This line connected Denver to the Gulf Coast.

Farming Hub
As the area was platted, farming took hold with dairy farms as well as to grow various cash crops such as asparagus, horseradish, grains, carnations and other floral products.

Image Sources: Denver Public Library Special Collections, The Denver Post, High Line Conservancy
Major Growth and Suburbanization
The neighborhoods of Near Southeast began to grow and build following World War II. One of the largest developments was in Virginia Village created by Marcus Bogue Jr. It was unique as it featured 550 homes plus a school, a park and a recreation center with a pool. Throughout this time period, sections of Near Southeast were annexed to become part of the City of Denver. Additional subdivisions filled the area with nearby shopping centers as well as the Jewish Community Center and the headquarters of the Colorado Department of Transportation.

Valley Highway Opens
Transportation changed once again with a new automobile corridor. Its planning began in 1944. This 11.1 mile stretch was the first segment of highway that became Interstate-25.

George Washington HS Integration
The high school was built in 1960 and catered to predominately white students. Ten years later, a Federal Court order required integration among community and student tensions.

Light Rail Expands
Near Southeast transportation evolved again in the 21st century when a 19 mile expansion of light rail commuter trains opened with 13 new stations including Colorado and Yale stations.

Cherry Creek and High Line open for Recreation
Connections to the region changed as these two corridors turned from waterways to recreational paths. The Cherry Creek Trail was designed by Fred Wolfe to create a bicycle path. During this same time, Denver Water removed its restrictions on the High Line Canal (owned since 1924) to open up for recreational uses with surrounding municipalities. These trails have continued to grow and build a linear and connected system of trails.
1.1.3 Planning Process

The Near Southeast Area Plan planning process began in July 2021, and over the period of 24 months, created a shared community vision for the area and identified policies and strategies to achieve that vision. The process included extensive public engagement that brought together local organizations, business owners, residents, city planners and staff from relevant agencies and departments who shared their perspectives, knowledge and expertise on crafting the plan.

STEERING COMMITTEE

A steering committee of local stakeholders guided the development of the plan. Members represented residents, local organizations and business owners. They helped develop the plan’s guiding principles and recommendations, reviewed and refined the plan content, and served as a liaison to the Near Southeast community.

ONLINE OUTREACH

Online materials and activities were created to give people who could not attend the public meetings more opportunities to participate. Through a series of mapping and survey exercises, online participants helped to identify and analyze existing conditions, shared their ideas and priorities, and provided feedback on recommendations and plan content.

The COVID-19 Pandemic raised several challenges for community outreach during the planning process. With social distancing guidelines in place early in the process, in-person meetings were not an option, and virtual meetings were used instead. Later in the process, as in-person meetings became viable again, they were combined with virtual meetings to provide a variety of engagement opportunities. Virtual meetings enabled individuals who could not attend meetings to join in the comfort of their own homes.

ENGAGEMENT, EQUITY ANALYSIS AND TARGETED OUTREACH

To create a more equitable planning process, community input was analyzed by comparing the demographics of plan participants to Near Southeast residents. Gaps in participation were identified, and additional targeted outreach was focused on underrepresented residents. This engagement ranged from building partnerships with local organizations, doing additional outreach throughout the area, and holding additional meetings on topics and in locations accessible to under-represented groups.

Additional outreach was undertaken through community navigators, who are members of the community compensated for their time to help improve engagement with segments of the community. Community navigators helped improve engagement with immigrants and refugees, faith-based organizations, renters, and youth.

Community Engagement Statistics

- 7,255+ Online Survey Responses
- 5,419+ Comments
- 4,082+ Touchpoints
- 1,082+ In-person Interactions
- 39 Community Events & Meetings
- 15 Steering Committee Meetings
- 10 Focus Groups
- 422 participants in student surveys
- 62 participants in renter food truck events
- 11 minority-owned business participants
- 1 focus group with immigrant and refugee community
PLAN TIMELINE AND FEEDBACK SUMMARY

Phase 1 - Understanding the Area
- Desire for improvements to commercial corridors, particularly Evans Avenue, with better design, walkability, and shopping, dining and entertainment options
- Better and safer mobility options for all modes
- More diverse and affordable housing options
- Preserve and improve parks, trails, green spaces and landscaping

Phase 2 - Define the Issues and Develop Initial Recommendations
- Growth should be accompanied by better design, improved mobility and more community amenities
- Housing options should be appropriately scaled, served by infrastructure and improve affordability
- Affordability and services for those experiencing homelessness should be prioritized
- Desired businesses should be supported
- Mobility improvements at key intersections and corridors
- Walking and biking networks should have improved connectivity and amenities

Phase 3 - Refine Recommendations
- Landscaping should be improved to be more sustainable and resilient
- Reduced water and energy use, reduced heating and improved air quality should be achieved through a range of actions
- Direct most growth to key intersections along the corridors and ensure infrastructure needs are met
- Prioritize affordability and character when integrating new housing options into neighborhoods
- Ensure corridors and centers transitions well into neighborhoods and minimize impacts from additional height and development
- Target affordable housing in areas served by amenities and transit
- Support new and existing local businesses with a variety of tools
- Provide additional mobility connections while limiting speeding on neighborhood streets
- Prioritize sidewalk improvements along routes to key destinations
- Improve connections to trails at parks and reduce conflicts between users
- Enhance landscaping in centers and corridors with appropriate trees and plant that limit water use

Phase 4 - Community Review of Draft Plan
- Clarify missing middle housing policies and strengthen affordability recommendations
- Allow additional growth along Evans corridor with clearer recommendations for improving mobility infrastructure
- Adjust place and height recommendations to achieve better transitions and compatibility with neighborhoods
- Add more detail to trail improvement recommendations
- Improve streetscape and landscape recommendations for key corridors and parkways
- Identify additional intersections for pedestrian and bicycle safety improvements
- Identify additional streets for traffic calming opportunities
- Add recommendations for additional bike lane opportunities and identify those existing bike lanes needing an upgrade
- Update economy related sustainability recommendations to include “Waste No More”
- Expand arts/cultural economy and continuing education policies with additional recommendations from community input
- Update and added additional housing statistics and goals
- Include additional intersection safety improvements based on neighborhood level feedback

Pre-Planning Work
- Initial community discussion and awareness buildings
- Community-led work using NPI toolkits
1.1.4 Planning Context

To advance the vision and core values of Comprehensive Plan 2040, the City and County of Denver and its departments rely on a series of plans (including Blueprint Denver: A Blueprint for an Inclusive City and Game Plan for a Healthy City) to provide high-level policy direction and guide decision making.

The Near Southeast Area Plan serves as a supplement to Comprehensive Plan 2040 and advances citywide visions and core values by providing important and specific guidance for the Goldsmith, Indian Creek, University Hills North, Virginia Village and Washington Virginia Vale neighborhoods.

NPI OVERVIEW

The Near Southeast Area Plan is a part of the Neighborhood Planning Initiative (NPI). NPI is a long-term commitment by the city to ensure every neighborhood in Denver can enjoy the benefits of planning and the implementation of community recommendations and investment priorities. NPI provides a framework for neighborhood planning that is intentional, equitable and measurable, and is flexible enough to allow each plan to address the specific circumstances and concerns of each neighborhood.

EXISTING NEIGHBORHOOD PLANS

The Near Southeast Area Plan replaces the previous neighborhood plans in the area. Through the development of the Near Southeast Area Plan, previous plans were evaluated and relevant recommendations from those plans identified. Those relevant recommendations were then vetted with the community to ensure they were still appropriate, updated as needed and incorporated in the Near Southeast Area Plan. The following plans are superseded by this Near Southeast Area Plan:

- Colorado Station Area Framework Plan (2003)

The plan also overlaps portions of several neighborhood and small-area plans that cover areas outside of Near Southeast. In the locations where this plan overlaps another plan, the Near Southeast Area Plan supersedes the other plan for those locations, but the other plan remains in effect for the areas not covered by this plan. As with the plans listed above, relevant recommendations for these areas have been incorporated into this plan. This applies to the following plans:

- Colorado Boulevard Plan (1991)
- Cherry Creek Greenway Master Plan (2000)

CONSISTENCY WITH CITYWIDE PLANS

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

The Near Southeast Area Plan is consistent with and furthers the policies and recommendations of Comprehensive Plan 2040 and Blueprint Denver, refining the citywide guidance for a smaller area. Adoption of the Near Southeast Area Plan by Denver City Council updates the Comprehensive Plan 2040 and Blueprint Denver recommendations for this part of the city. Any future updates to citywide plans should incorporate and refine recommendations for Near Southeast based on this plan.
INTRODUCTION
This section provides an overview of the Near Southeast area and the planning process, lays out the vision and high-level recommendations for the area in the Executive Summary, and describes how the plan advances the city’s goals for equity and sustainability.

AREA-WIDE RECOMMENDATIONS
This section provides the recommendations that are applicable across the entire Near Southeast area, divided into four topics:

- Land Use and Built Form
- Housing and Economy
- Mobility
- Quality of Life Infrastructure

Within each topic, the plan describes the community’s vision, how success will be measured in achieving that vision, key existing conditions and recommendations. The recommendations are formatted as follows: policies, which are the key recommendations to advance the vision; background, which illustrates the context for the policies; and strategies, which are more detailed actions to advance the policies. Topic sections also include framework maps, showing where key recommendations apply in the area.

NEIGHBORHOODS OF NEAR SOUTHEAST
Each neighborhood in Near Southeast has its own section summarizing conditions and providing recommendations specific to that neighborhood. The neighborhoods are:

- Goldsmith
- Indian Creek
- University Hills North
- Virginia Village
- Washington Virginia Vale

FOCUS AREAS AND TRANSFORMATIVE PROJECTS
This section provides detailed guidance for key areas of Near Southeast where many different policies overlap and describes important projects in each area that are vital for achieving the goals for that area. The focus areas are:

- Colorado Station
- Yale Station
- Evans Avenue and Monaco Parkway
- Leetsdale Drive and Monaco Parkway
- Indian Creek industrial area

IMPLEMENTATION
The implementation section describes the tools and partnerships that will be used in achieving the vision, identifies priority recommendations, and describes how implementation progress will be measured.

APPLYING THE NEAR SOUTHEAST AREA PLAN TO REZONINGS
The Near Southeast Area Plan is a policy document that does not rezone any property. All rezonings must follow the standard rezoning process including Planning Board and City Council public hearings. However, the Near Southeast Area Plan, as an adopted city plan, will play an important role in guiding rezoning decisions. Future rezonings must be consistent with the neighborhood context, place, height and street type designations in this plan, along with the equity considerations and other recommendations.

However, many of the zoning recommendations in this plan are intended to be implemented legislatively, either through citywide processes or area-specific text amendments, instead of through applicant-driven rezonings. In addition, many of the zoning recommendations anticipate public investments in infrastructure improvements, such as Evans Avenue corridor improvements.

Therefore, requests for one-off applicant-driven rezonings should be evaluated to determine if they are better suited for an area-wide rezoning or if they should not be found consistent with this plan until after additional infrastructure is in place.

PLAN BOUNDARIES
These recommendations only apply to the areas within the plan boundaries, which means where the boundary is a street, they only apply to one side. The other sides of those streets will be planned through subsequent planning efforts, and this plan may serve as a starting point for recommendations for those plans with the goal of creating consistent corridors.
How to Read the Recommendations

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

Policy
A key recommendation that advances the plan vision. The first letter(s) of the policy number indicate the major category as organized by chapter:
- LU - Land Use & Built Form
- HE - Housing and Economy
- M - Mobility
- Q - Quality of Life
- G, IC, U, V and W - Neighborhoods

Background
This text provides helpful context to improve understanding of the policy and related strategies.

Strategies
These are more detailed actions to help achieve the policy.
1.2 EXECUTIVE SUMMARY

1.2.1 Vision

The Near Southeast plan is an all-inclusive plan that covers four broad categories: Land Use and Built Form, Housing and Economy, Mobility, and Quality of Life Infrastructure. Each of these categories provides detailed recommendations for the improvement of various aspects of the neighborhoods based on community need and input. Throughout the planning process, three core goals emerged:

- **Modernize centers and corridors in terms of land use, design and mobility** - focus growth into major corridors where redevelopment is most likely to occur and be of benefit to the community including Evans Avenue, Colorado Boulevard, Leetsdale Drive, and major centers like Colorado Station and Yale Station.

- **Balance housing affordability, options and preservation in neighborhoods** - maintain the unique quality and character of the Near Southeast neighborhoods while providing a variety of housing types to address the need for affordability within corridors and transition areas.

- **Improve sustainability through mobility, green infrastructure and ecologically beneficial landscapes** - enhance the community’s adaptability and resiliency to climate and economic conditions with a focus on multimodal safety, park enhancements, trails, and resilient landscaping and stormwater strategies.

### Relevant Recommendations

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<tr>
<th>Modernize Centers and Corridors</th>
<th>Land Use and Built Form</th>
<th>Housing and Economy</th>
<th>Mobility</th>
<th>Quality of Life Infrastructure</th>
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<tr>
<td>LU-1 Elements of a complete neighborhood and height (p. 40)</td>
<td>HE-7 Prioritize development of commercial areas (p. 78)</td>
<td>M-14 Enhance pedestrian safety (p. 120)</td>
<td>Q-3 Improve landscaping (p. 154)</td>
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<td>LU-2 Mixed-use design (p. 44)</td>
<td>HE-10 Support local businesses (p. 80)</td>
<td>M-16 Improve bike safety (p. 125)</td>
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<td>LU-3 Community corridors (p. 46)</td>
<td>HE-11 Attract new businesses (p. 80)</td>
<td>M-17 Implement transit along corridors (p. 130)</td>
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<td>LU-4 Local centers and corridors (p. 47)</td>
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<td>M-18 Mobility hubs (p. 131)</td>
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<td>LU-5 Community and regional centers</td>
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<td>M-21 Freight plan (p. 138)</td>
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<td>LU-6 Multi-unit residential (p. 50)</td>
<td>HE-1 Preserve existing affordable housing (p. 72)</td>
<td>M-15 Install bike facilities (p. 125)</td>
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<td>LU-7 Residential low design and preservation (p. 56)</td>
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<td>M-19 Transporation demand management (p. 133)</td>
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<td>LU-8 Missing middle housing and ADUs (p. 59)</td>
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<td>M-22 Encourage alternative mobility options (p. 139)</td>
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<td>LU-10 Improve development regulations (p. 64)</td>
<td>HE-14 Encourage green business practices (p. 82)</td>
<td>M-15 Install bike facilities (p. 125)</td>
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<td>Q-5 Efficient resource use (p. 160)</td>
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NEAR SOUTHEAST CORE GOALS

Look for these icons throughout the plan to find the priority policies for each goal:

Modernize centers and corridors in terms of land use, design and mobility - focus growth into major corridors where redevelopment is most likely to occur and be of benefit to the community including Evans Avenue, Colorado Boulevard, Leetsdale Drive, and major centers like Colorado Station and Yale Station.

Balance housing affordability, options and preservation in neighborhoods - maintain the unique quality and character of the Near Southeast Neighborhoods while providing a variety of housing types to address the need for affordability within corridors and transition areas.

Improve sustainability through mobility, green infrastructure and ecologically beneficial landscapes - enhance the community’s adaptability and resiliency to climate and economic conditions with a focus on multimodal safety, park enhancements, trails and resilient landscaping and stormwater strategies.
1.2.2 Community Priorities

MODERNIZE CENTERS AND CORRIDORS

To spearhead sustainable growth through Near Southeast’s major corridors in the study area, the corridors must be modernized, provide a comfortable and safe environment for all mobility users, and have a mix of community serving businesses and housing to generate transit trips. Development density will be focused along the corridors (Evans Avenue, Colorado Boulevard, Leetsdale Drive, and at major centers like Colorado Station and Yale Station).

Community priorities include:

LU-1 Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. (p. 40)

LU-2 Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, improve design outcomes in centers and corridors to create places that reflect the character and community of Near Southeast. (p. 44)

LU-3 Facilitate phased redevelopment of corridors to achieve urban design goals, improve mobility and increase opportunities for desired uses, such as affordable housing, dining, entertainment and local retail. (p. 46)

LU-4 Provide opportunities for community members to easily access goods and services, gathering places, and dining and entertainment options by strengthening existing and creating new local centers and corridors in Near Southeast. (p. 47)

LU-5 Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community. (p. 48)

HE-7 Prioritize the development and investment of commercial areas. (p. 78)

HE-10 Create a local business support office tasked with assisting and promoting small businesses, providing or connecting small businesses with resources, and strengthening or adding formal business organizations in Near Southeast. (p. 80)

HE-11 Attract new businesses to Near Southeast to better serve residents’ needs. (p. 80)

M-14 Enhance pedestrian safety where there are unsafe crossings and missing, narrow or inadequate sidewalks in Near Southeast. (p. 120)

M-16 Improve safety for bicyclists along corridors and at inadequate street crossings where there are existing safety concerns. (p. 125)

M-17 Prioritize implementing transit along corridors in Near Southeast. (p. 130)

M-18 Install rider and safety, accessibility amenities at transit stops and better connect transportation modes via mobility hubs. (p. 131)

M-21 Develop a citywide freight plan. (p. 138)

Q-3 Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal irrigation, offers ecological benefits, and improves the community in key locations, such as along existing and contemporary parkways and other important routes. (p. 154)
BALANCE HOUSING OPTIONS
Address Denver’s need for affordable housing for all residents while maintaining the unique character that has made Near Southeast beloved.

Community priorities include:

LU-6
Provide a variety of high-quality and affordable housing options, ranging from triplexes and townhomes to small apartments and garden courts to large apartment and condominium buildings, while preserving desirable design characteristics and compatibility in residential low-medium, residential high-medium and residential high places. (p. 50)

LU-7
Promote improved design for new construction and additions in residential low places to maintain affordability and accommodate new housing options while encouraging the preservation of historically significant areas, buildings and design features. (p. 56)

LU-8
Provide additional housing options, promote preservation and prevent involuntary displacement in residential low places by allowing duplexes and accessory dwelling units in appropriate locations and under appropriate conditions. (p. 59)

HE-1
Preserve existing affordable housing and improve housing quality through renovation, rehabilitation and other incentives. (p. 72)

HE-2
Prioritize new affordable housing and increase housing diversity, particularly in areas near transit, services and amenities to support households of different sizes, ages and incomes in all neighborhoods. (p. 73)

HE-3
Stabilize residents at risk to prevent involuntary displacement by connecting them to existing support resources and programs. (p. 74)

IMPROVE SUSTAINABILITY
Create a Near Southeast that is adaptable, sustainable and resilient to future climate and economic conditions. This includes recommendations for housing, mobility and infrastructure.

Community priorities include:

LU-10
Improve development regulations in Near Southeast to achieve the plan vision by bringing properties into the Denver Zoning Code, improving sustainability, and reducing climate impact. (p. 64)

HE-14
Invest and encourage green business practices and development. (p. 82)

M-15
Implement and upgrade planned Denver Moves: Bikes and install new bikeways not previously identified in Denver Moves: Bikes. (p. 125)

M-17
Prioritize implementing transit along corridors in Near Southeast. (p. 130)

M-19
Adopt Transportation Demand Management strategies and policies to shift peoples travel behavior and meet City goals. (p. 133)

M-22
Encourage and incentivize the use of emerging alternative mobility options in Near Southeast. (p. 139)

Q-1
Ensure parks in Near Southeast serve the community and meet its needs by improving park accessibility and quality. (p. 149)

Q-2
Ensure trails continue to serve mobility and recreation needs in Near Southeast by completing new trails, improving access to existing trails, and making trails safer and easier to use. (p. 152)

Q-3
Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal irrigation, offers ecological benefits, and improves the community in key locations, such as along existing and contemporary parkways and other important routes. (p. 154)

Q-4
Improve the sustainability and resiliency of Near Southeast through enhanced green infrastructure and better stormwater and flood management. (p. 157)

Q-5
Improve the quality of life in Near Southeast through more efficient use of water, improved air quality, more access to renewable energy, improved ecosystem health, added mitigation of heat island effects and appropriate waste management. (p. 160)
1.3 PLANNING FOR AN EQUITABLE NEAR SOUTHEAST DENVER

EQUITABLE PLANNING FOR NEAR SOUTHEAST

Equity means everyone, regardless of who they are or where they are from, has the opportunity to thrive. A primary goal of Blueprint Denver is to guide change to improve equity across the city. To advance this goal, the plan evaluates equity through the lens of three core concepts: Access to Opportunity, Vulnerability to Displacement, and Housing and Jobs Diversity. Incorporating these three concepts into the planning process helps to define and prioritize recommendations to promote a more equitable Denver by highlighting equity-based needs in particular areas.

For the Near Southeast Area Plan, the three equity concepts have influenced the strategies and recommendations in the plan and their prioritization by highlighting areas with particular equity concerns. This approach enables Near Southeast to work towards a vision that prioritizes equity within the plan area and also contributes to a more equitable Denver.

The data and analyses that inform the core concepts on the following pages are intended to provide a high-level overview of the plan area rather than parcel-by-parcel direction. The specific measures of Access to Opportunity, Vulnerability to Displacement, and Housing and Jobs Diversity should be used as indicators that highlight the need for further investigation.
1.3.1 Access to Opportunity

Access to opportunity reflects the Blueprint Denver goal for all neighborhoods to be complete with equitable access to a high quality of life. It is evaluated based on the measures listed on the previous page. This measure includes the Neighborhood Equity Index, which is a measure of barriers to opportunity according to which Near Southeast has moderate access to opportunity. Access to transit is high in the southwest portion of the area, near the RTD Light Rail stations, while access to centers and corridors is lower in the interior of neighborhoods. The Neighborhood Equity Index scores, which is a measure of barriers to opportunity, vary somewhat across the area, but are generally moderate.

**Access to Opportunity**

**Neighborhood Equity Index:**
A. Social determinants of health
   - Percentage of high school graduates or the equivalent for those 25 years of age or older
   - Percentage of families below 100% of the federal poverty line
B. Access to fresh food: percent of residents within 1/4 mile (10 minute walk) to a full-service grocery store
C. Access to parks: percent of living units within 1/4 mile (10 minute walk) to a quality park or open space
D. Access to health care: percent of pregnancies without first trimester prenatal care
E. Children at a healthy weight: percent of children that are overweight or obese
F. Average life expectancy

**Access by walkshed (1/2 mile), bikeshed (2-mile) and driveshed (5-mile) to each local center, local corridor, community corridor and regional center from the future places map.**

**Access to Quality Transit:**
Households within 1/2 mile of high-capacity transit or 1/4 mile from the frequent transit network
There are several policies and strategies in this plan that can improve access to opportunity in Near Southeast:

**LU-1**
Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. (p. 40)

**LU-3**
Facilitate phased redevelopment of corridors to achieve urban design goals, improve mobility and increase opportunities for desired uses, such as affordable housing, dining, entertainment and local retail. (p. 46)

**LU-4**
Provide opportunities for community members to easily access goods and services, gathering places, and dining and entertainment options by strengthening existing and creating new local centers and corridors in Near Southeast. (p. 47)

**LU-5**
Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community. (p. 48)

**HE-15**
Partner with Denver Public Schools, local universities, community organizations, and other major area employers in connecting Near Southeast residents to new opportunities through workforce training and continuing education. (p. 83)

**LU-1**
Enhance pedestrian safety where there are unsafe crossings and missing, narrow or inadequate sidewalks in Near Southeast. (p. 120)

**M-14**
Improve safety for bicyclists along corridors and at inadequate street crossings where there are existing safety concerns. (p. 125)

**M-16**
Prioritize implementing transit along corridors in Near Southeast. (p. 130)

**Q-1**
Ensure parks in Near Southeast serve the community and meet its needs by improving park accessibility and quality. (p. 149)

**Q-7**
Make Near Southeast a healthy community through improved access to health care, programs to promote healthy living, and by reducing heat and increasing availability of cooling options. (p. 163)

**Q-8**
Help residents of Near Southeast access affordable, healthy and quality food options through partnerships and community gardens. (p. 164)
Denver residents value diversity, inclusiveness and opportunity for all. These values are threatened by involuntary displacement, which occurs when residents or businesses can no longer afford to stay in an area due to increasing property values and rents. This can also include displacement caused by a loss of culture, family and other factors. Vulnerability to Displacement is measured by several factors shown below that have been linked to involuntary displacement. The southwest and northeast portions of Near Southeast are the most vulnerable to displacement, scoring high on all three measures of the index. Indian Creek and the center of Virginia Village have relatively low vulnerability to displacement.

Vulnerability to Displacement

Where are populations most vulnerable to displacement?

1. Median household income
2. Percent of Renters
3. Percentage of population with less than college degree

Less Vulnerable

More Vulnerable
There are several policies and strategies in this plan that can reduce vulnerability to displacement in Near Southeast:

**LU-6**
Provide a variety of high-quality and affordable housing options, ranging from triplexes and townhomes to small apartments and garden courts to large apartment and condominium buildings, while preserving desirable design characteristics and compatibility in residential low-medium, residential high-medium and residential high places. (p. 50)

**LU-7**
Promote improved design for new construction and additions in residential low places to maintain affordability and accommodate new housing options while encouraging the preservation of historically significant areas, buildings and design features. (p. 56)

**LU-8**
Provide additional housing options, promote preservation and prevent involuntary displacement in residential low places by allowing duplexes and accessory dwelling units in appropriate locations and under appropriate conditions. (p. 59)

**HE-1**
Preserve existing affordable housing and improve housing quality through renovation, rehabilitation and other incentives. (p. 72)

**HE-2**
Prioritize new affordable housing and increase housing diversity, particularly in areas near transit, services and amenities to support households of different sizes, ages and incomes in all neighborhoods. (p. 73)

**HE-3**
Stabilize residents at risk to prevent involuntary displacement by connecting them to existing support resources and programs. (p. 74)

**HE-15**
Partner with Denver Public Schools, local universities, community organizations, and other major area employers in connecting Near Southeast residents to new opportunities through workforce training and continuing education. (p. 83)
1.3.3 Housing and Jobs Diversity

Diversity of housing and jobs captures the city’s vision for complete neighborhoods with equitable access to quality employment options and housing choices that accommodate households of different ages, sizes and incomes. It is evaluated based on the measures listed below. Near Southeast has relatively low housing diversity, particularly in the center of Virginia Village. University Hills North has the best housing diversity in Near Southeast, but still only scores a two out of five, scoring low in middle-density housing, rental housing and income-restricted housing.

Near Southeast has fairly low jobs diversity, with relatively few jobs and those jobs skewed to retail in most census tracts. The intensity of colors on the map indicate the number of jobs, and the areas without color do not have enough jobs to conduct the diversity analysis. Only one portion of the area, in eastern Goldsmith, has a job makeup similar to the rest of Denver, with the other parts of Near Southeast skewed primarily towards retail.

**Housing and Jobs Diversity**

**Housing Diversity:**
1. Percentage of middle-density housing (2-19 units)
2. Home size diversity
3. Ownership vs. rental
4. Housing costs
5. Amount of affordable (income restricted) housing units

**Jobs Diversity:**
1. Jobs density
2. Jobs sector mix
There are several policies and strategies in this plan that can improve housing and jobs diversity in Near Southeast:

**LU-1**
Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. (p. 40)

**LU-6**
Provide a variety of high-quality and affordable housing options, ranging from triplexes and townhomes to small apartments and garden courts to large apartment and condominium buildings, while preserving desirable design characteristics and compatibility in residential low-medium, residential high-medium and residential high places. (p. 50)

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**HE-3**
Stabilize residents at risk to prevent involuntary displacement by connecting them to existing support resources and programs. (p. 74)

**HE-13**
Encourage and ensure amenities to improve the quality of life at the workplace. (p. 81)

**HE-14**
Invest and encourage green business practices and development. (p. 82)

**HE-15**
Partner with Denver Public Schools, local universities, community organizations and other major area employers in connecting Near Southeast residents to new opportunities through workforce training and continuing education. (p. 83)
The science is clear; our planet is facing a global crisis attributed largely to human behavior that is changing our climate. Climate change worsens existing threats and will impact everything from water availability to housing and the economy. As we look to our future, we recognize that reversing our contribution to climate change is critical, as is getting into balance with the resources that support us and building resiliency to the impacts that are already here. How we plan our city can help us positively evolve the ecosystem we are part of, that makes our community livable and viable, and rebalance our relationship to limited essential resources. It can also empower Denver residents to make choices and day to day adjustments that contribute to lowering global carbon emissions and support the health of our community. Commitment to these goals is fundamental to Denver’s future and success.

The Near Southeast Area Plan will help Denver achieve its goals for climate change mitigation, sustainability and resiliency, and includes recommendations relevant to each topic.

**CLIMATE ACTION**

**Climate change mitigation focuses on reducing greenhouse gas emissions. Relevant recommendations include:**

**LU-1**
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. (p. 40)

**LU-2**
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, improve design outcomes in centers and corridors to create places that reflect the character and community of Near Southeast. (p. 44)

**LU-3**
Facilitate phased redevelopment of corridors to achieve urban design goals, improve mobility and increase opportunities for desired uses, such as affordable housing, dining, entertainment and local retail. (p. 46)

**LU-5**
Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community. (p. 48)

**M-17**
Prioritize implementing transit along corridors in Near Southeast. (p. 130)

**M-18**
Install rider and safety, accessibility amenities at transit stops and better connect transportation modes via mobility hubs. (p. 131)

**M-19**
Adopt Transportation Demand Management strategies and policies to shift peoples travel behavior and meet City goals. (p. 133)

**M-22**
Encourage and incentivize the use of emerging alternative mobility options in Near Southeast. (p. 139)
SUSTAINABILITY

Sustainability is defined in *Blueprint Denver* as “The long-term social, economic and environmental health of a community. A sustainable city survives today without compromising the ability of future generations to meet their needs.” One facet of sustainability includes promoting renewable resources and limiting use of non-renewable resources.

Relevant recommendations include:

**LU-6**
Provide a variety of high-quality and affordable housing options, ranging from triplexes and townhomes to small apartments and garden courts to large apartment and condominium buildings, while preserving desirable design characteristics and compatibility in residential low-medium, residential high-medium and residential high places. (p. 50)

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**HE-14**
Invest and encourage green business practices and development. (p. 82)

**HE-15**
Partner with Denver Public Schools, local universities, community organizations, and other major area employers in connecting Near Southeast residents to new opportunities through workforce training and continuing education. (p. 83)
RESILIENCY
Resiliency focuses on adapting to climate change and changes in resource availability and ensuring the community can respond to challenges.

Relevant recommendations include:

Q-3 Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal irrigation, offers ecological benefits, and improves the community in key locations, such as along existing and contemporary parkways and other important routes. (p. 154)

Q-4 Improve the sustainability and resiliency of Near Southeast through enhanced green infrastructure and better stormwater and flood management. (p. 157)

Q-7 Make Near Southeast a healthy community through improved access to health care, programs to promote healthy living, and by reducing heat and increasing availability of cooling options. (p. 163)

Q-8 Help residents of Near Southeast access affordable, healthy and quality food options through partnerships and community gardens. (p. 164)
2.0 LAND USE & BUILT FORM

IN THIS SECTION
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   2.1.1 Long Term Vision for Land Use and Built Form P.30
   2.1.2 Measurable Goals P.31
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2.1 LAND USE & BUILT FORM INTRODUCTION

The Land Use and Built Form topic covers the basic elements necessary for creating equitable and complete neighborhoods as the Near Southeast area grows and changes over the next 20 years. Land use recommendations describe appropriate locations and intensities for housing, shopping, employment and entertainment. Built form recommendations describe how new buildings and renovations can promote the desired neighborhood character. These elements set the foundation upon which the other topics in this plan – Mobility, Quality-of-Life Infrastructure, Housing and Economy – build. The appropriate mix of uses and character-enhancing buildings help residents have access to the goods, services and amenities necessary to thrive.

Future land use and built form guidance is proposed using two organizational systems: Neighborhood Contexts and Future Places. Neighborhood Contexts describe the desired general characteristics of an area, including street and block patterns and intensity of development. Future Places describe more specifically what new uses and building scales are appropriate. Together, these systems articulate how the area is envisioned to look and feel in 2040. Near Southeast currently has a mix of places: commercial centers and corridors, residential areas and special-purpose districts, like schools and industrial areas. However, not all of these places fulfill the community’s aspirations. There are underutilized properties and others with unappealing designs. Some buildings and uses that community members value are being replaced by those that may not contribute to desired neighborhood character. With significant changes expected from increased population and employment growth and the re-imagining of major corridors, the recommendations of this section are vital for guiding changes to advance the community’s vision.

Community input throughout the planning process has highlighted the importance of land use and built form. When asked what they are most concerned about, a top issue from participants was the negative impacts of some development and the resulting loss of neighborhood character. When asked what big ideas they had to improve the area, one of the most common themes was to reinvigorate and beautify Evans Avenue. The community’s vision for land use and built form in the Near Southeast area reflects these concerns and desires.

2.1.1 Long Term Vision for Land Use and Built Form

In 2040, Near Southeast is an equitable, inclusive and resilient community with a strong identity, mixing its suburban legacy with urban amenities. The community has adapted to climate change through sustainable neighborhood design, including buildings, parks and infrastructure. Major corridors, including Evans Avenue, Colorado Boulevard and Leetsdale Drive, are parts of a complete multi-modal network and have each evolved into safe, welcoming and unique corridors full of local businesses and entertainment options and distinctive building designs complete with sustainable and resilient landscaping with compatible transitions to surrounding residential areas. There are new housing options along these corridors and near the Colorado and Yale transit stations providing a mix of affordable options for all community members. The neighborhoods are full of a variety of housing that reflects the eclectic design patterns of the area, from minimal traditional to mid-century modern to contemporary, contributing to the preservation of Near Southeast’s history. New housing options, including accessory dwelling units, duplexes, and other missing middle housing, have blended into the existing neighborhood fabric, helping to keep the area affordable and providing options for all types of households. Residents in every neighborhood can safely navigate to parks and local activity centers with community-serving businesses, entertainment options and amenities. The neighborhoods reflect the diversity of Denver, with community ties strengthened through events, organizations and gathering places that celebrate the culture of Near Southeast.
2.1.2 Measurable Goals

To determine whether the vision is being achieved, the city will track four measures related to walkability, strategic growth, design and regulation.

- Ratio of private investment in the areas identified in the growth strategy compared to the other parts of the area:
  - 5 to 1

- Percent of the area subject to additional design-focused standard:
  - 2020: 1.2%
  - 2040: increase

- Number of neighborhoods where at least 50% of households have access to quality transit, jobs and retail in walking & rolling distance:
  - 2020: 4
  - 2040: 5

- Percent of area with Former Chapter 59 zoning:
  - 2020: 24%
  - 2040: 0%

2.1.3 Blueprint Denver

To achieve neighborhood planning goals, the plan includes refinements to the future places established in Blueprint Denver, including more specific height guidance, as well as recommendations for residential and commercial design, historic and character preservation, and compatible infill development.

A truly inclusive city is composed of complete neighborhoods and great places accessible to everyone, regardless of age, ability or income.

As Denver continues to evolve as an inclusive city, we must strive to create complete neighborhoods for everyone. Access to vital community amenities should not be limited to only certain neighborhoods in our city. Although Denver aspires to be a city of complete neighborhoods, this does not mean all neighborhoods should be the same or remain static. Even complete neighborhoods continue to evolve. The completeness of each neighborhood is defined by its distinct and authentic history, culture and character, as well as its access to a variety of housing types, services, green spaces and employment opportunities. The context-appropriate integration of utility infrastructure is also part of a complete neighborhood.

Blueprint Denver establishes a framework to plan and implement complete neighborhoods. Three interrelated elements form the foundation of a complete neighborhood: land use and built form, mobility and quality-of-life infrastructure. How the complete neighborhood elements vary and combine result in the different places and streets found in our city’s many neighborhoods. In turn, the interaction of places and streets results in the various neighborhood contexts found across the city.

The ability to calibrate the different elements of a complete neighborhood by neighborhood context, place and street type provides a considerable amount of nuance when mapping our unique and evolving neighborhoods. The Near Southeast Area Plan refines and updates the context, place and street type designations of Blueprint Denver. This plan also advances the land use and built form, mobility and quality-of-life infrastructure recommendations of Blueprint Denver and adds a new element of economy and housing. Together, these tools can be used to create the complete neighborhoods necessary to achieve the vision of Blueprint Denver for an equitable and inclusive city.
2.1.4 Framework

The framework map illustrates the priority recommendations from the community:

- Make sure infrastructure and regulations are in place for mixed-use and residential places before increases in development potential are allowed.
- Direct growth to corridors and key intersections where infrastructure is or will be in place, paired with mobility and design improvements.
- Preserve and improve affordability through building preservation and design improvements, affordability policies and adding more housing options.

**Key Land Use Themes**

- **Thoughtful growth** - direct growth to appropriate places with infrastructure and elements of a complete neighborhood
  - LU Policies 1, 6 and 9
- **Center and corridor upgrades** - improve the appearance and functionality of commercial and mixed-use areas
  - LU Policies 2-5 and 10
- **Neighborhood values** - preserve the affordability and design the community enjoys while adding housing options
  - LU Policies 7, 8 and 11
2.2 CONTEXT

Neighborhood Contexts reflect established land patterns, such as lot and block sizes, era of construction, and existing building heights and density. Neighborhood contexts also reflect future expectations for how new development is expected to occur and how it should respond to existing patterns. The assigned contexts are reflected in the Denver Zoning Code as well. For context descriptions, please refer to Blueprint Denver, Chapters 4 and 5.
2.3 PLACES

Places are an organizational system that describes the desired character of an area. Places work together to promote complete neighborhoods for the residents living within or near each of them. Each place expresses itself differently depending on the neighborhood context where it is located. The Near Southeast Area Plan updates the Blueprint Denver place designations and provides more specific building height guidance. A brief description of place types is below; see Chapters 4 and 5 of Blueprint Denver for more detailed place descriptions.

**Suburban**

- **Regional Center**
  - Contains a high mix of uses providing a dynamic environment of living, dining, entertainment, shopping, and a diverse set of employment options.
  - Larger scale mixed-use buildings are common. Structures should respond in form and mass to the streets and the public spaces around them.
  - High degree of urban design with continuous building frontages that define the public realm.

- **Community Center**
  - Typically provides some medium mix of office, commercial and residential uses.
  - A mix of larger and smaller scale buildings, set back from the street to accommodate streetscapes.
  - Transitions gradually within the center out to the surrounding residential areas.

- **Local Center**
  - Primarily provides options for dining, entertainment and shopping.
  - May also include some residential and office uses.
  - Pedestrian scale with a range of building setbacks, though closer to the street is preferred.

- **Community Corridor**
  - Typically provides some mix of office, commercial and residential.
  - Buildings have a distinctly linear orientation, but may provide an opportunity for infill in large setbacks that are a result of historic suburban development.

**Local Corridor**

- **Residential High**
  - Characterized by a high number of multi-unit residential buildings, typically on larger properties.
  - A mix of non-residential uses should also be found in appropriate locations.

- **Residential High-Medium**
  - Contains a mix of medium-scale, multi-unit residential types and can accommodate compatible commercial/retail uses.
  - Building heights and scaling help provide transitions to adjacent places.

- **Residential Low-Medium**
  - Mix of low- to mid-scale multi-unit residential options.
  - A variety of lower scale residential forms including row houses and small multi-unit buildings are found.
  - Limited mixed-use along some arterial and collector streets and some intersections.

- **Residential Low**
  - Generally characterized by single-unit uses on larger lots. Accessory dwelling units and compatible two-unit uses are appropriate and can be thoughtfully integrated.
  - Limited mixed-use along some arterial and collector streets and at intersections, as well as where commercial uses have been already established.
Urban Edge

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

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

Residential Low-Medium
- Mix of low- to mid-scale multi-unit residential building forms.
- Small-scale multi-unit buildings are dispersed among single and two-unit residential building forms.
- Limited neighborhood serving commercial can be found, particularly at intersections.

Residential Low
- Predominately single and two-unit building forms on small to medium-sized lots.
- Accessory dwelling units and duplexes are appropriate and can be integrated where compatible.
- Some civic and institutional uses are compatibly integrated throughout. A limited mix of uses can occur along arterial and collector streets, as well as where commercial uses are existing.

General Urban

Residential Low-Medium
- Primarily residential with a mix of single and two-unit homes interspersed amongst lower-scale, multi-unit buildings.
- Neighborhood-serving commercial uses are limited, and are primarily found at intersections and along corridors.
- Lot coverage may be high, and setbacks generally respect the existing neighborhood character with buildings oriented towards the street.

Urban Center

Regional Center
- Contains a high mix of uses providing a dynamic environment of living, dining, entertainment, shopping, and a diverse set of employment options.
- Larger scale mixed-use buildings are common. Structures should respond in form and mass to the street and public spaces around them.
- High degree of urban design with continuous building frontages that define the public realm.

Community Corridor
- Typically provides a mix of office, commercial, and residential uses.
- Buildings have a distinctly linear orientation along the street.
- Building footprints are typically larger.

Special District

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

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

Campus
- Campus buildings vary greatly in size and form. Multi-story single-use and mixed-use buildings are typical.
- Typically dominated by a single, large institutional user. Some supporting retail and residential may occur.
Near Southeast Area Plan | Part 2 Land Use & Built Form

Residential High

Residential Low-Medium

Residential Low

FUTURE PLACES MAP

Proposed place change
Regional Center
Local Center
Community Center
Campus
High
High-Medium
Low
Low-Medium
Value Manufacturing
Innovation/Flex
Other Park and Open Space
Public Park and Open Space
## 2.4 RECOMMENDATIONS

### 2.4.1 Elements of a Complete Neighborhood and Height

“Elements of a complete neighborhood” is a term used throughout this plan. It is most often associated with Land Use Policy LU-1 which seeks to attain certain valuable community needs when new development occurs while simultaneously directing growth in a responsible manner. These are elements that intend to benefit the community at-large but may not be provided by or implemented by the city because they need to occur on private property. Some examples of elements of a complete neighborhood for this purpose are listed on the following page:

<table>
<thead>
<tr>
<th>Element</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Publicly accessible open space</td>
<td>37%</td>
</tr>
<tr>
<td>Improved access to services, shopping, and restaurants</td>
<td>37%</td>
</tr>
<tr>
<td>Community-serving businesses and uses</td>
<td>30%</td>
</tr>
<tr>
<td>Enhanced landscaping</td>
<td>30%</td>
</tr>
<tr>
<td>Improved mobility options</td>
<td>29%</td>
</tr>
<tr>
<td>Affordable housing</td>
<td>29%</td>
</tr>
<tr>
<td>Greater sustainability (solar panels, green roof, etc.)</td>
<td>27%</td>
</tr>
<tr>
<td>Improved design</td>
<td>25%</td>
</tr>
<tr>
<td>Historic preservation and reuse of existing buildings</td>
<td>18%</td>
</tr>
<tr>
<td>Increased setbacks</td>
<td>16%</td>
</tr>
<tr>
<td>Housing for certain groups like senior or family-friendly</td>
<td>13%</td>
</tr>
<tr>
<td>Other</td>
<td>9%</td>
</tr>
</tbody>
</table>

**Source:** Near Southeast Plan Phase 2 survey
New Buildings and Homes
To create a climate-safe future, we must move all new construction toward resiliency, decreased carbon impact, balanced reliance on nonrenewable resources, sustainability and net zero energy. A city goal is that, by 2030, the city’s building code will require all new construction of buildings and homes to achieve net zero energy. The city is supporting the community in this transition with resources, incentives and education.

Existing Homes (Single Unit Residential)
Existing homes are responsible for 15 percent of Denver’s greenhouse gas emissions. The city is working to scale emission reduction solutions for existing homes with outreach and education, and by offering incentives for homeowners to electrify, adopt solar and install electric vehicle chargers.

Existing Buildings (Commercial and Multi-Unit Residential)
Existing commercial and multi-unit buildings are responsible for 49% of Denver’s greenhouse gas emissions. The city is focusing efforts on equitable resources for under-resourced buildings (URBs). URBs are typically located in underserved areas and/or serve frontline communities (ex. affordable housing or human service providers). The city has identified approximately 20 buildings in this area that could be categorized as URBs. These buildings may be eligible for additional support in transitioning to net zero energy.

Green Building Ordinance
All commercial buildings in Denver 25,000 square feet or larger are required to comply with the Green Building Ordinance, which includes options that result in added green space, lower energy use and properties that holistically impact the health of the environment less negatively. While most projects incorporate these features onsite, an additional option allows developers or owners to pay a fee in lieu to comply. Those fees go into the Green Building Fund which can be used to create and improve green space, green infrastructure, green roofs and our urban forest, and to advance solar and energy efficiency projects for low-income households, further dispersing benefits across Denver to areas most in need.

Affordable Housing
Providing income restricted residential units by leveraging the requirements and incentives of the Expanding Housing Affordability policy and through additional resources and programs designed to achieve higher percentages of affordable units and/or serve lower income levels.

Sustainability, Climate Change Mitigation and Resiliency
Including additional design features or programs to reduce developments impact on the environment, such as net-negative development that removes more carbon from the atmosphere than it adds over the life of the building. Development that positively contributes to health and beneficial evolution of the ecosystem, including residents.

Design Quality
Unique or iconic design that contributes to the character of Near Southeast, improving the urban environment and benefiting the residents and visitors of the area.

Open Space
Providing additional publicly accessible open space, either publicly or privately owned and maintained, to serve as community gathering and recreation spaces.

Community-Serving Uses
Providing space or subsidies for uses the community has identified as needed that may otherwise struggle to locate in Near Southeast, such as space for new businesses, non-profits and entertainment venues.

Improved Mobility
Including additional pedestrian or bicycle connections, transit stations or shelters, or shared or alternative mobility programs.

Enhanced Landscaping
Providing additional high-quality, regionally appropriate, ecologically beneficial, biodiverse, heat and drought resistant, and sustainable landscaping with guarantees for long-term maintenance that improves quality of life in the area.
Various regulatory tools may be applied in addition to updates to standard zone districts to achieve the goals of this plan, including:

**Conservation Overlay**
A conservation overlay is a zoning code tool that is intended to perpetuate existing elements of neighborhood character as change occurs. In particular, the conservation overlay district tool has been used to modify bulk planes (such as lowering the height), adjust lot coverage, and allow exceptions/encroachments in the bulk plane for accessory structures and for cross-gables. Currently, Krisana Park is the only conservation overlay in Near Southeast.

**Design Overlay**
A design overlay is a zoning code tool that is intended to establish a common design character for future development and could be used where various underlying zone districts exist or in multiple different locations. They can modify most zoning standards and add new ones.

**Historic districts**
City codes also provide rules for establishing historic districts. This adds a design review process, using design guidelines. Some other special district overlays, such as conservation overlays, can be combined with historic district designation. Applications for work in a historic district are administered by city Landmark staff, with some projects requiring review by the Landmark Preservation Commission.

**Existing Overlays**
There are two types of zoning overlay currently in Near Southeast:

**Use Overlays**
There are three use overlays found in different parts of Near Southeast. The UO-1 allows adult uses, the UO-2 allows billboards, and the UO-3 allows limited commercial uses in certain individual Denver Landmarks or Historic Districts.

**Conservation Overlay**
The CO-5 conservation overlay applies to Krisana Park, applying additional restrictions on height and bulk plane to promote consistent style with the established character.

Denver adopted the Denver Zoning Code in 2010, replacing an older code, known as Former Chapter 59 (FC59). However, not all properties were brought into the new code, and about 24 percent of Near Southeast has retained FC59 zoning. Those properties were left in the old code because they had some form of customization, such as a planned unit development, waivers and conditions, or a planned building group. These customizations create several problems for the area such as:

**Lack of transparency and predictability** - Each instance of custom zoning is unique. When there are many instances of custom zoning within an area, such as in Near Southeast, it can become difficult to understand what is allowed on a particular property. This is because each instance of custom zoning follows its own rules that must be reviewed and understood on a case-by-case basis.

**Not flexible over time** - Custom regulations tend to become outdated, sometimes very quickly, depending on the shifting needs and desires of an area. The only way to change those regulations is to rezone, which can be a lengthy and costly process.

**Unpredictable process** - The wide use of custom zoning can result in inequitable outcomes since neighborhoods with more resources are often able to have a stronger voice in negotiations during the rezoning process. It is also a longer and more complicated process for applicants to navigate, with unknown outcomes.

**Difficult to administer over time** - It is more challenging for staff to review and understand site-specific rules for multiple properties across the city. This results in more resources spent reviewing and enforcing special standards.

Therefore it is a key recommendation of this plan to bring these FC59 properties into the Denver Zoning Code as soon as possible (see Policy LU-10, p. 64).
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.

As Denver continues to grow, Near Southeast needs to grow as well. By directing growth to appropriate places with adequate infrastructure, we can ensure Near Southeast does so sustainably and in a way that benefits the community. Because Near Southeast has a suburban development pattern with some areas having poorly connected street grids or other infrastructure, additional care should be taken in determining when and where significant growth should occur.

A. Regional and Community Centers should accommodate the most growth in Near Southeast, creating opportunities for affordable housing and housing meeting other community needs, jobs, shopping, dining and entertainment options.

B. Ensure regional and community centers and corridors where additional height is recommended have adequate mobility infrastructure to support development. Prioritize completing needed infrastructure through city projects or using tools applicable citywide. Applicant-driven rezonings to allow additional height in regional and community centers should assess mobility infrastructure needs and address identified deficiencies to ensure consistency with this plan. Prioritize mobility improvements for pedestrians, bicycles, and transit consistent with the recommendations of this plan, particularly Policy LU-5 (p. 48).

1. Until needed mobility network infrastructure or appropriate tools are in place, proposed applicant-driven rezonings to increase allowed height in regional and community centers and corridors consistent with adopted plans should go through an established coordinated review process, regardless of development size. Proposed rezonings with minimal infrastructure impact, such as small lots, may be determined not to require additional review. For other proposals, the review process should require an adequate mobility infrastructure analysis prior to approval of the proposed rezoning.

2. The adequate mobility infrastructure analysis should focus on evaluation of the connectivity of the pedestrian, bicycle, and vehicular street network and whether additional connections or improvements to the street network are needed on the subject site or in the surrounding area, with the goal of creating a well-connected public grid with short, urban block sizes consistent with this plan. Improving access to existing or planned transit, including high-capacity transit, should also be evaluated, acknowledging that additional development may be a prerequisite for high-capacity transit improvements. Applicable mobility studies and infrastructure plans should be included in the analysis.

3. The adequate mobility infrastructure analysis should be used to determine what, if any, mobility infrastructure improvements should be completed in conjunction with development of the subject site, on that site or in the surrounding area. If the determined adequate infrastructure cannot or will not be provided with the development or other in-progress improvement, the proposed rezoning is not consistent with this policy. Infrastructure adequacy should be balanced against growth needed to support future transit and the other goals of this plan and exceptions may be made for proposals that achieve other important plan goals.

C. Consider appropriate tools for implementing and financing infrastructure and public realm improvements, such as development impact fees, cost recovery districts or tax increment financing.

D. Ensure new development will have quality design. Properties should be rezoned into appropriate MS or MX zone districts, either through applicant-driven or legislative rezonings. Design improvements or standards and guidelines for centers and corridors should be created, possible as part of a citywide process. Rezonings that allow additional height may not be consistent with this strategy until design recommendations have been implemented unless other significant community goals are being accomplished through the development (see Policy LU-2, p. 44).
RECOMMENDATIONS

**LU-1**

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. (Continued from previous page.)

**E.** Promote the construction of affordable and mixed-income housing through incentives like the Expanding Housing Affordability Program. Encourage new affordable housing to locate near transit and other amenities. Incorporate affordable units at a variety of income levels into market-rate residential areas to create mixed-income communities. Encourage larger units with more bedrooms to accommodate families and for-sale options.

**F.** In areas where additional height and growth is recommended, ensure elements of a complete neighborhood, in particular affordable housing, are provided along with new development.

**G.** In areas where incentive heights do not apply or recommended future heights exceed what can be achieved through established incentive programs, leverage additional height allowances to achieve additional elements of complete neighborhoods, including publicly accessible open space, community-serving uses, improved mobility options, enhanced landscaping, improved sustainability and high-quality design. This may occur where the existing zoning allows lower height than the base height shown on the map. Develop regulations for Near Southeast or citywide that implement programs to achieve these elements of a complete neighborhood where additional height is allowed. Consider individual agreements and other tools for properties until a broader solution is available. Prioritize open space, improved mobility, and sustainability as additional elements of a complete neighborhood most desired by the community.

**H.** Greater heights than what are recommended in this plan should be found consistent with the plan only in extraordinary circumstances, such as achieving other important plan goals or an error in the plan maps.

1. For example, a development that is entirely affordable housing may be justified in exceeding height recommendations, if the increased height is necessary for the project to be successful.

**I.** Heights in Residential Low places are shown as 2.5 stories, but that height may not be achievable if allowed heights are reduced through changes in zoning to achieve design, preservation, and affordability goals, such as zoning text amendments or conservation overlays (see Policy LU-7, p. 56).

**STRATEGIES**

Adaptive Reuse of Mid-Century Modern Buildings

Adaptive reuse is a strategy that alters the primary use of an existing building while “reusing” much of the structure’s site layout and architecture. It retains the “embodied energy” of a building while reducing demolition waste. The costs of renovation after purchasing or renting an older building can be less expensive than building a new structure.

Near Southeast’s Mid-Century Modern architecture (residential, commercial, and even industrial) is important to reuse as a tool to revitalize neighborhoods. One example of adaptive reuse can be found in Birmingham, Alabama, home to the Poultry and Egg CO building. Built in 1951, the Poultry and Egg CO has served primarily as an industrial property with an attractive all brick facade. The redesign updated openings with modern bay windows and a loading dock was replaced with a large shared courtyard. The building has been divided into five spaces spanning from a barber, professional offices, and a local coffee shop highlighting the potential overlap between adaptive reuse, preservation, and affordability. Dividing the original building into spaces that are below 1,000 square feet allows for more affordable spaces. A redevelopment like the Poultry and Egg CO would not only breathe new life into the unique Mid-Century style of the Near Southeast area, but it would also provide community gathering spaces with affordability in mind. This would help to refocus the currently auto-centric corridors to be more pedestrian friendly while preserving the unique character of the study area.

Background photo: Poultry and Egg Co building under renovation in Birmingham, AL.
While *Blueprint Denver* place type categories provide general guidance on building heights, this plan provides detailed height guidance for specific areas to direct growth and achieve urban design goals. The Future Base Height Guidance Map depicts the recommended building heights within Near Southeast when incentive heights are not applied. The Future Height Guidance with Incentives Map depicts the maximum recommended building heights that could be achieved under the existing Expanding Housing Affordability incentive program if additional affordable housing is provided. These heights may or may not be achievable on specific sites subject to a variety of factors, including but not limited to:

- Existing zoning;
- Protected district standards;
- Sufficiency of infrastructure;
- Need for elements of a complete neighborhood (such as affordable housing) as recommended in this plan.

These height recommendations are to be used along with the place designations to determine appropriate zone districts and development patterns in Near Southeast. In the areas shown with 2.5 story maximums, those heights may not be achieved if future regulatory changes (such as zoning text amendments or conservation overlays) limit heights in Residential Low areas to implement desired design goals.

**Future Base Height Guidance Map**
This map shows the maximum building heights that should be allowed when Expanding Housing Affordability incentives are not applied.

**Future Height Guidance with Incentives Map**
This map shows the maximum building heights that should be allowed when Expanding Housing Affordability incentives are applied.

**Value Manufacturing Heights**
Heights within the Value Manufacturing place type and Industrial - Light (I-A) zoning are controlled by floor area ratio (FAR). See LU-9 (p. 63) and appropriate zone districts for details.
Citywide Guidance

The strategies listed below are those that could or perhaps should be achieved through citywide implementation rather than Near Southeast. Pilot projects in Near Southeast may be appropriate.

LU-1.C – Financing tools (p. 40)
LU-1.D – Centers and corridors design (p. 40)
LU-1.E – Affordability (p. 40)
LU-1.F – Elements of a complete neighborhood (p. 40)
LU-2.C – Adaptive reuse (p. 45)
LU-2.D – Parking management (p. 45)
LU-6.A – Multi-unit affordability (p. 50)
LU-6.B – Multi-unit design (p. 50)
LU-6.C – Multi-unit preservation and reuse (p. 51)
LU-7.A – Single-unit/two-unit design (p. 56)
LU-7.C – Single-unit/two-unit affordability (p. 57)
LU-8.A – Missing middle (p. 59)
LU-8.B – ADUs (p. 59)
LU-9.B – Industrial design (p. 63)
LU-9.C – District design (p. 63)
LU-10.A – Former Chapter 59 (p. 64)
LU-10.B – Sustainability (p. 64)
2.4.2 Mixed-Use Design

RECOMMENDATIONS

A. Urban design – Transform the centers and corridors of Near Southeast into safe, welcoming, pedestrian-oriented places that are integrated with the surrounding neighborhoods and where community members can meet daily shopping needs and find dining and entertainment options. Accomplish these goals through updates to zoning standards, creation of design standards and guidelines, and infrastructure investments.

1. Locate new buildings closer to the street to create a sense of enclosure and human scale in mixed-use areas while still allowing for wide sidewalks, landscaping, and amenity space between the street and buildings.
   a. Prohibit parking between buildings and the street through rezonings, changes to zoning standards, design standards and guidelines, or other tools.
   b. Setbacks should be updated as needed and calibrated to specific street improvements while responding to the community character and historic patterns.
      i. Consider required minimum primary setbacks of around 10 feet and build-to requirements between 10 and 20 feet to create a sense of street activation and enclosure.

2. Create high-quality streetscapes that prioritize pedestrians, bicyclists and transit riders and orient buildings toward pedestrian spaces and pathways.
   a. Identify and preserve future street connections to create smaller, more walkable blocks within centers and along corridors.
   b. Encourage infill development that is consistent with new and existing street connections.
   c. Design streetscapes to be complete streets, to accommodate all modes of travel and to prioritize the pedestrian experience and comfort. Design pedestrian spaces to be comfortable, clear and directly connected to primary building entrances. Design landscape spaces to support appropriate vegetation. See Denver’s Complete Streets Design Guidelines and Forestry Guidelines.
   d. Take snow management into account so there is room to store plowed/shoveled snow and sidewalks can be kept free of snow and ice.

3. Align and orient new development to enhance connections and activation to existing trails, open spaces and other public amenities.

4. Improve landscaping and tree planting opportunities in centers and corridors (See Quality of Life Infrastructure Policy Q-3, p. 154).
   a. Ensure new street connections or developments to provide adequate space for a thriving urban tree canopy, landscaping and green infrastructure. If space is limited in the right-of-way, consider alternative street cross sections, alternative landscape design features and enhanced setbacks with a continuous line of trees along the sidewalk.
   b. Provide usable space for community gatherings. All new landscape areas shall consider the water requirements, ongoing maintenance, public benefits and spatial programming to ensure the site design is consistent with the intended use and long-term requirements.
      i. Ensure plazas, patios and other “hardspace” areas are open, highly accessible spaces for people to congregate and have furnishings and other design elements to create a comfortable space for people to enjoy throughout the year.
   c. Consistent with landscape recommendations in the Quality of Life Infrastructure section, update landscape standards to improve resiliency and sustainability by using appropriate plant types. Coordinate with citywide efforts such as forestry master planning and rules and regulations updates and Denver Green Code.
RECOMMENDATIONS

5. Include additional public amenities in centers and corridors, such as plazas, seating, trash, compost and recycling bins, and improved lighting. Explore methods for funding and maintaining these improvements, such as special districts.
6. Update sign requirements, either as part of a citywide project or area Design Standards and Guidelines, to improve the quality of signage in Near Southeast.
   a. Signs should primarily be wall or projecting signs with high-quality materials and lighting.
   b. Limit billboards and other large signs by removing the UO-2 overlay when properties rezone.
   c. Ensure appropriate lighting of signs and limit impacts on surrounding areas.

B. New mixed-use design – Require high-quality design for new construction and renovations in centers and corridors.
1. Apply appropriate zone districts to centers and corridors, such as S-MS, S-MS-A, S-MX and S-MX-A districts. S-CC districts are not appropriate in Near Southeast.
   a. Prohibit auto-oriented building forms, such as drive-thrus, car washes and gas stations.
2. Improve the standard of design and encourage more interesting designs through updates to the S-MS, S-MS-A, S-MX and S-MX-A zone districts and/or the creation of design standards and guidelines.
   a. Incorporate materials and design characteristics that reflect the surrounding neighborhoods.
   b. Require variation in massing and setbacks to create visual interest in new buildings.
   c. Limit the overall length of buildings to improve pedestrian circulation.
3. Require or incentivize increased measures, such as mass reduction, upper story setbacks and height step downs, to promote compatibility with existing development and surrounding areas through zoning or design standards and guidelines.
   a. Transition from taller, mixed-use buildings to adjacent low-scaled areas through tools such as upper story setbacks, strategic site design and building placement, and other design elements.
      i. Consider upper story mass reduction for buildings taller than 5 stories in the higher intensity locations in the Near Southeast to ensure pedestrian-friendly and compatible design.
   b. Require articulation patterns and materials to continue along all sides of buildings to avoid large expanses of uninterrupted facades, especially on the back side of tall buildings which can be seen from adjacent lower scale areas.
   c. Ensure appropriate lighting of signs and limit impacts on surrounding areas.
   d. Consider placement and screening of parking lots and structures as they relate to adjacent residential areas.
   e. Ensure adequate standards are in place to mitigate potentially negative impacts of mixed-use development when adjacent to a lower scaled residential area. Potential strategies include:
      i. Well designed and fully contained trash enclosures
      ii. Limitations on hours of operations
      iii. Screening with fences or privacy walls with architectural interest
      iv. Enhanced landscaping buffers
      v. Sensitive parking and loading design
4. Consistent with adopted citywide policies, encourage sustainable building practices and reduced resource use. Prioritize increased landscaping, trees, shade and reduced water use (see Policy LU-10, p. 64, and Quality of Life Infrastructure Policy Q-5, p. 160).

C. Mixed-use preservation and reuse – Facilitate the adaptive reuse of existing structures and properties in Near Southeast through flexibility in development requirements and incentives for reuse.
1. Large format “big box” stores and strip mall developments may present particular opportunities for unique reuse options.
2. Encourage preservation and adaptive reuse as a catalyst to revitalize local and community centers and corridors.

D. Parking – Reduce the visual impact of parking and encourage more efficient use of land through improved parking strategies in zoning and other regulations.
1. Consider opportunities for shared parking, including in structures or underground, to facilitate redevelopment.
2. Implement Transportation Demand Management strategies to reduce parking demand and monitor parking needs to ensure supply is appropriate.
3. Screen parking from sidewalks with landscaping primarily and other materials as necessary.
4. Calibrate parking requirements to account for needs and mobility options.
5. Consider designing parking structures to be reused if no longer needed for parking.
2.4.3 Community Corridors

RECOMMENDATIONS

**LU-3**

Facilitate phased redevelopment of corridors to achieve urban design goals, improve mobility and increase opportunities for desired uses, such as affordable housing, dining, entertainment and local retail.

Colorado Boulevard, Evans Avenue and Leetsdale Drive are identified as Community Corridors in Near Southeast, however they are not meeting the community’s needs and should evolve to have better and safer mobility options, more pedestrian-oriented design and a wider range of community-serving uses. This evolution will be phased over years but should make improvements at every step.

A. Coordinate additional development with improvements to mobility infrastructure, consistent with recommendations in the Mobility section. Accomplish these goals through capital improvements, Large Development Review or requirements at time of site development.
   1. As properties redevelop, create additional street connections from arterials into surrounding neighborhoods to create a cohesive street grid. Ensure improvements are made to neighborhood streets to improve safety and mitigate traffic before connections are completed.
   2. Add new and improve existing pedestrian and bicycle infrastructure to make walking and biking to, along and through corridors easier, safer and more convenient.
   3. Consistent with adopted citywide policies in Denver Moves Transit, coordinate with RTD on transit improvements, including the addition of enhanced transit on major corridors.
      a. As planning for enhanced transit on corridors, including Colorado, Leetsdale and Evans, advances, updates to this plan may be needed to orient development around future transit stations and make other appropriate changes.

B. Retrofit existing developments to meet new urban design goals for a walkable and attractive environment.
   1. Identify underutilized properties to serve as catalysts for evolving the corridors. Encourage new buildings on these properties, such as in large parking lots, to be closer to the street.
   2. Work with property owners and other partners to encourage updates and improvements to existing developments in the near term as the corridors evolve.
   3. As a complete street network is connected, work with property owners and businesses to orient buildings to new streets to improve walkability.

4. Complete a corridor study for the Evans Avenue corridor to identify specific mobility improvements needed to support future growth in the area and improve safety. Zoning changes to allow additional growth on the corridor may need to be contingent on implementing mobility improvements called for in the next steps study (see Policy LU-1, p. 40).

C. Based on the place and height maps, allow additional growth in appropriate places with elements of complete neighborhoods, such as publicly accessible open space, community-serving uses, improved mobility options, enhanced landscaping, improved sustainability and high-quality design.

D. Consistent with Housing and Economy recommendations, pursue strategies to develop affordable housing and retain and attract desired businesses, such as restaurants, entertainment venues and locally-owned businesses.

E. Develop a plan for placing overhead utilities along corridors underground. Work with utility companies and other partners to identify funding opportunities and other needs.
2.4.4 Local Centers and Corridors

RECOMMENDATIONS

LU-4

Provide opportunities for community members to easily access goods and services, gathering places, and dining and entertainment options by strengthening existing and creating new local centers and corridors in Near Southeast.

Local centers and corridors serve a vital role in the community by providing convenient access to daily needs. Local centers and corridors currently in the Near Southeast are primarily car-oriented uses, strip mall developments or other developments with large surface parking lots that prioritize vehicular circulation over the pedestrian experience. Improving existing and adding new local centers and corridors will help make neighborhoods in Near Southeast more complete and will provide a space for needed services adjacent to multi-unit residential areas.

A. Local center development – Facilitate the evolution of the Florida and Holly and Jewell and Holly local centers into more pedestrian-friendly community gathering places with a wider variety of uses. Accomplish these goals through updates to zoning standards, creation of design standards and guidelines, rezonings and infrastructure investments.
   1. Revitalize local centers by encouraging more pedestrian-friendly development that is closer to the street and reducing the visibility of surface parking, by locating parking behind buildings, reducing the overall size of parking lots or screening with landscape buffers, increased tree plantings or other design elements.
   2. Encourage adaptive reuse and strategic infill at local centers. Reflect neighborhood patterns through similar architectural and site design details, including contextual setbacks. Where adaptive reuse is appropriate, buildings should be redesigned to be human-oriented with large storefront windows, entrances opening to pedestrian walkways and plazas, and site furnishings to provide places for people to spend time and congregate.
   3. Add a continuous line of street trees along sidewalks and streets of local centers. Create space within the site for additional tree planting area.
   4. When institutional uses, such as religious centers, schools or other community buildings, leave, allow missing middle residential and limited commercial uses on the properties.
      a. Limit impacts of commercial uses by restricting hours, lighting and noise.
      b. Encourage the retention and adaptive reuse of structures over demolition.
   5. Consistent with Housing and Economy recommendations, encourage additional uses in the local centers, such as specialty retail, restaurants and affordable housing.
   6. Support a shared parking program and other strategies to reduce the parking area. Space reclaimed from excess parking should be used for appropriate development or for trees and other landscape elements, green infrastructure or for community gathering spaces that are complementary to the local center.
   7. Work with property owners to create a public plaza space for community gathering and events.

B. Existing local centers - Support the revitalization of the local centers at Florida and Holly and Jewell and Holly into more pedestrian-friendly community gathering places with a wider variety of uses. (See Neighborhood sections, p. 167 for more details.)

C. New local centers and corridors – Improve access to community services by adding new local centers and corridors adjacent to existing residential areas through the conversion of vacant institutional uses, outdated auto-oriented uses or in other areas designated as a Local Center (see Places Map, p. 36). (See Neighborhood sections, p. 167, for more details.)

Suburban Context Zone Districts

Common mixed-use suburban zone districts referenced in the plan policies include:

S-CC – Commercial Corridor zone districts are intended to promote automobile access on the city’s most auto-dominated corridors. They have very flexible requirements, allowing large buildings set back far from the street behind parking lots.

S-MX – Mixed Use zone districts are for larger sites and major intersections where a balance of pedestrian street presence and vehicle accessibility is desired. They have moderate requirements for building placement and parking orientation and screening.

S-MX-A – MX-A zone districts are a variation of Mixed Use (MX) zone districts that are intended for areas where pedestrian orientation should be prioritized. They have stricter requirements about bringing buildings close to streets and making parking less visible.

S-MS – Main Street zone districts are for linear corridors where a higher degree of walkability and pedestrian activity is desired. They have stricter requirements about bringing buildings close to streets and making parking less visible.
2.4.5 Community and Regional Centers

RECOMMENDATIONS

LU-5

Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community.

The Community and Regional Centers in Near Southeast are the greatest opportunity for transformation. In general, the transformation is envisioned to happen along the entire Community Corridors (see LU-3, p. 46, for more details) and is focused around transit infrastructure. However, key areas along Community Corridors have been identified as Community and Regional Centers. See Transformative Projects, p. 220, for more information.

A. Center development – Transform the Community and Regional Centers into walkable, mixed-use community destinations by connecting new public street grids where necessary and encouraging a variety of uses, including residential, office, retail, dining and entertainment. See Focus Areas and Transformative Projects, p. 220.

1. Ensure new development is accessible for the surrounding community by designing a comprehensive network of pedestrian, bicycle, and vehicular streets. Accomplish these goals through capital improvements, Large Development Review, or requirements at time of site development. Consider creating infrastructure master plans or other guides ahead of anticipated development in these areas to identify needs and preferred locations for future streets and other infrastructure.

   a. Include elements of a complete network (pedestrian, bicycle and vehicular streets) as part of the overall site plan when properties redevelop. Buildings should be oriented to the street and pedestrian circulation should be prioritized over other modes. Locate parking behind buildings.

   b. Bus stops and transit stations should be designed as part of the overall site circulation, when applicable.

   c. Parking should be limited and part of a shared parking strategy with adjacent properties to reduce the amount of parking needed. When large parking areas are unavoidable, design spaces to be multifunctional, such as space for a farmers market, food truck gathering and large community events.

   d. Minimize the heat island effect through greening the built environment. Incorporate areas for tree planting, allowing space for large canopy trees to grow to full size. Integrate green infrastructure with streetscapes, open spaces, parking lots and building footprints, and create spaces for gathering and leisure areas.

   e. Encourage redevelopment to generally improve the below grade character of the station. Explore stepping back the retaining walls, introducing active uses at or near the train level, and utilizing the air rights over the light rail station.

2. Colorado Station – Facilitate the continued evolution of Colorado Station through infrastructure improvements that are coordinated with land use and urban design considerations. See Focus Areas and Transformative Projects, p. 220.

   a. Implement a street grid on the south side of the station. Consider limiting vehicle traffic on some new streets. See Strategy B - TOD Access and Mobility, p. 49, for more details.

   b. Ensure a high quality of architectural and site design. See Policy LU-2, p. 44.

   c. Encourage additional uses, including affordable housing, a wide variety of retail and dining, and plazas, to serve as community gathering places and connections to the transit station.

   d. Minimize the heat island effect through greening the built environment. Incorporate areas for tree planting, allowing space for large canopy trees to grow to full size. Integrate green infrastructure with streetscapes, open spaces, parking lots and building footprints, and create spaces for gathering and leisure areas.

3. Yale Station – Support growth within close walking distance to Yale Station and strengthen connections to the station. See Focus Areas and Transformative Projects, p. 222.

   a. Expand Community Center at Yale Station to east of I-25. Coordinate with Arapahoe County to help ensure viability and evolution of the station area.

   b. Incorporate properties on the east side of I-25 into the center with better connections under the highway. See Mobility recommendations, p. 85, for more details.

   c. In collaboration with Arapahoe County, consider allowing Residential Low-Medium development on the properties on Vassar Avenue just north of the Yale Station Community Center if a direct connection to the station area is created.

   d. Encourage more community-serving uses, such as plazas, retail, dining and residential, including affordable housing options.

   e. Address parking needs in the area to limit impacts on surrounding residential areas through transportation demand management, shared parking, permitting or other methods.
RECOMMENDATIONS

4. Evans and Monaco – Implement a street grid along Evans that creates walkable, human scaled blocks. Encourage a mixture of uses and support redevelopment to transform this center into an area for community gathering and entertainment options. See Focus Areas and Transformative Projects, p. 224.

5. Leetsdale and Monaco – Encourage the evolution of the area to a well-connected, walkable, mixed-use center by improving safety and streetscapes and increasing landscaping, trees and sustainable design. See Focus Areas and Transformative Projects, p. 226.
   a. Utilize creative design solutions and flexibility in zoning and other regulations to address challenges presented by the diagonal orientation of Leetsdale, irregularly shaped parcels, limited connectivity and the topography of the area.

6. Other community centers – Evolve other community centers in Near Southeast into walkable mixed-use areas by connecting new street grids where necessary and encouraging a variety of uses, including residential, office, retail, dining and entertainment.

7. Promote compatible uses near transit stations by prohibiting inappropriate uses, such as self-storage units near them through an expanded buffer requirement.

8. Use appropriate tools to require construction of infrastructure, such as large development review and infrastructure master plans.

B. TOD access and mobility – Improve access to the Colorado and Yale transit stations and mobility around and through the stations with new street connections and improved pedestrian and bicycle infrastructure. See Focus Areas and Transformative Projects, p. 220.

1. Colorado Station – Make infrastructure improvements to facilitate the development of the station area into a complete mixed-use development that complements the transit station.
   a. Implement an internal street grid on the south side of the station. New streets should be shared streets, have wide sidewalks and be well landscaped. Consider limiting vehicle traffic on some streets.
   b. Improve access at Ash Street, Birch Street, and possibly Bellaire Street, including by aligning the streets north and south of Evans Avenue where appropriate.
   c. Install structured parking and/or develop shared parking strategies for station users to allow for the redevelopment of the Park and Ride lot.
   d. Create a public plaza near the light rail stop.
   e. Explore installing new bus bays for more efficient routing of buses connecting to the light rail stop.
   f. Improve safety of pedestrian crossings on Colorado Boulevard and Evans Avenue, particularly at Birch Street, Ash Street, and Buchtel Boulevard/Colorado Center Drive.
   g. Add protected bike lanes to improve bicycle circulation through the area. Ensure sufficient bicycle parking is provided.
   h. Explore additional vehicle or pedestrian and bicycle connections across the rail tracks to better connect the north and south sides of the station.
   i. Explore additional vehicle or pedestrian connections across I-25, such as at Bellaire Street, to better incorporate the area north of I-25.

2. Yale Station – Make infrastructure improvements to facilitate easier access to the light rail stop and better connections to properties on the east side of I-25.
   a. Improve sidewalks and bicycle facilities along the length of Yale Avenue between Colorado Boulevard and Quebec Street.
   b. Improve safety of the crossings of the on and off ramps to I-25.
   c. Add improved design elements under the I-25 overpass to make it more inviting for pedestrians and cyclists and improve perceptions of safety.
   d. Explore adding connections from the station into the neighborhood to the north.
   e. Improve safety of pedestrian crossings on Yale Avenue.
2.4.6 Multi-unit Residential

RECOMMENDATIONS

Provide a variety of high-quality and affordable housing options, ranging from triplexes and townhomes to small apartments and garden courts to large apartment and condominium buildings, while preserving desirable design characteristics and compatibility in Residential Low-Medium, Residential High-Medium and Residential High places.

Blueprint Denver describes a citywide goal to ensure that new construction creates great places while respecting the existing character in Denver’s neighborhoods. This is especially important in the neighborhoods of Near Southeast where many residents want new development to respond to the scale and design of existing streets and buildings in surrounding areas. Higher density developments especially should incorporate design techniques that create a human scale and a cohesive transition to lower-scale neighborhoods.

A. Provide a variety of housing options in Residential High, High-Medium and Low-Medium places. See Housing and Economy policies, p. 67.
   1. Promote affordability and mixed-income housing development in Near Southeast through a variety of tools. See Housing and Economy section, p. 67.
      a. Explore partnerships with community land trusts and other community partners to develop missing middle housing types that include on-site affordable (income-restricted) units.
      b. Connect residents to programs to mitigate involuntary displacement in neighborhoods and provide options for people who are displaced to find new housing in the same area.
      c. Consider developing policies to promote affordable units in developments of fewer than 10 units, especially in areas vulnerable to displacement and where properties are rezoned to allow more intense development. These areas should be prioritized for affordable housing created using linkage or other fees generated from these developments and other sources (see Housing and Economy Policy HE-2, p. 73).
   2. Encourage the construction of housing of varying sizes and types, including larger options for families, options for seniors and for-sale options at many price points. Prioritize funding for and explore programs to incentivize the creation of desired housing types in Near Southeast.
   3. In Residential Low-Medium places with three story maximum height recommendations, appropriate building forms include everything from duplexes, triplexes and 4-plexes to townhomes, rowhomes, small apartment buildings and garden courts.
   4. In Residential Low-Medium places with 2.5 story maximum height recommendations, appropriate housing types include duplexes, triplexes, 4-plexes and townhomes.
   5. Explore allowing expanded live-work opportunities in Residential High, High-Medium and Low-Medium places.

B. New residential design in Residential High/High-Medium/ Low-Medium - Improve the design and compatibility of development in Residential High, High-Medium and Low-Medium places.
   1. Update zoning and design requirements to ensure compatibility of new housing development with surrounding areas. Consider modifications to height, bulk, setback, and open space requirements to fit with the existing character of Near Southeast.
RECOMMENDATIONS

MULTI-UNIT RESIDENTIAL

LU-6

Provide a variety of high-quality and affordable housing options, ranging from triplexes and townhomes to small apartments and garden courts to large apartment and condominium buildings while preserving desirable design characteristics and compatibility in Residential Low-Medium, Residential High-Medium and Residential High places. (Continued from previous page.)

a. Incorporate materials and design characteristics that reflect the surrounding neighborhoods.
b. Require variation in massing and setbacks to create visual interest in new buildings.
c. Limit the overall length of buildings to improve pedestrian circulation between buildings.
d. Require or incentivize increased measures, such as mass reduction, upper story setbacks and height step downs, to promote compatibility with existing development and surrounding areas through zoning or design standards and guidelines.
e. Require articulation patterns and materials to continue along all sides of buildings to avoid large expanses of uninterrupted facades, especially on the back side of tall buildings which can be seen from adjacent lower scale areas.
f. Consider placement and screening of parking lots and structures as they relate to adjacent residential areas.

2. Introduce missing middle housing types in designated places adjacent to corridors, creating transition areas that scale down intensity from corridors into surrounding residential neighborhoods. Limit rezonings in newly designated places until design requirements have been updated as described above.

3. Support designs that incorporate similar material, architectural style and aesthetics of surrounding residential contexts using appropriate tools.

4. Design landscape and streetscape areas to accommodate increased use from adjacent multi-unit residential development.

C. Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage preservation and adaptive reuse of residential buildings in Residential High, High-Medium and Low-Medium places.

1. Remove barriers to reuse by providing flexibility in change-of-use requirements and helping property owners through the review process. Allow adaptive reuse for properties by permitting compatible alternative uses when a building is preserved.

2. Support renovations and maintenance by connecting property owners to city and other programs that provide financial and other assistance to continue existing uses or allow new appropriate uses.

3. Encourage affordability and limit involuntary displacement by connecting residents to programs and supporting the maintenance of naturally occurring affordable housing units.

4. Support improving energy and water efficiency by connecting property owners to government, utility, and third party programs and incentives to help make building, site and landscape upgrades.

5. Support preservation and rehabilitation of significant buildings by working with property owners to apply appropriate preservation and design tools.
2.4.7 Residential Low Design & Preservation

In recent years, a large number of scrapes of residential lots have caused neighborhood concerns. These lots have been replaced with larger, more expensive houses. This has created less desirable impacts such as increased property taxes as well as both voluntary and involuntary displacement. Community feedback identified the desire to retain the neighborhood character as well expand density. The proceeding policies and recommendations encourage the following:

- Preservation of existing housing stock,
- Creation of design standards for better forms,
- Development and expansion of programs to reduce involuntary displacement.

These tools provide options and modifications to expand to allow additional units while maintaining local neighborhood characteristics.

Policies for Residential Low areas focus on developing design guidelines and affordability programs in single-unit zone districts. Duplex Guidance Policies build upon these by adding options to expand to a second unit where street grids and other infrastructure can support gradual growth. These policies will require additional development and community outreach to create the guidelines, zoning requirements, and applicable programs after this plan is adopted to respect the existing neighborhood contexts.

**POLICIES FOR RESIDENTIAL LOW**

These priorities address areas within Residential Low places to better meet neighborhood needs such as improving neighborhood design, increasing affordability, and retaining neighborhood characteristics that make each of them unique. These policies only apply to Residential Low areas. Rezonings are not involved with these polices.

**Traditional Residential**

Areas that are not appropriate for individual rezonings to allow duplexes but may accommodate missing middle options following citywide missing middle implementation.

**Affordability Priority**

Areas where policies should be implemented to promote affordability, reduce scrapes and prevent displacement. Based on Vulnerability to Displacement equity scores and ratio of structure value to land value.

**Preservation Priority**

Areas where preservation tools, such as landmark districts and conservation overlays, should be considered. The areas identified on the map are based on Discover Denver recommendations, historic context recommendations, and community input. For example, Krisana Park has a conservation district overlay to help retain its historic character.

**Other Places**

Areas that can accommodate a wider range of development types, from additional missing middle options like townhomes through large apartment and mixed-use developments.

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**Residential Low Design Improvements.**

In Residential Low places zoning standards should be updated to ensure additions and new builds are compatible with the existing design character by reducing allowed lot coverage and overall square footage of houses. This will also help discourage demolishing existing structures and incentive preservation and affordability.
RESIDENTIAL LOW POLICY MAP
GUIDANCE FOR DUPLEXES

The following guiding principals build off those previous listed but provide the opportunity to expand or develop areas with additional units in the form of a duplex. Designated areas on the map have been determined to have adequate street networks, sidewalks and bike facilities to support additional housing. Rezonings (individual or larger sections/blocks) should be found consistent with this plan only after the regulations to achieve design, affordability, and preservation goals have been put in place.

**Affordability + Duplex**

In areas designated as Affordability + Duplex, additions to convert existing houses into duplexes should be allowed if the additional unit is income restricted to ensure affordability and reduce displacement risk.

**Preservation + Duplex.**

In areas designated as Preservation + Duplex, additions that preserve a significant portion of the existing house should be allowed through building form standards that are calibrated to existing neighborhood patterns. These additions could turn the house into a duplex, add an ADU, or just add living space to the existing house.
**Duplex General**
Allow duplexes, tandem houses and live-work units of compatible scale and design in areas with adequate infrastructure. Rezoning should be found consistent with this plan only after the regulatory framework is in place to achieve design goals.

**Affordability + Duplex**
These areas can convert to a duplex when Affordability Priorities are met and programs are implemented to promote affordability and reduce involuntary displacement. Rezoning should be found consistent with this plan only after the regulatory framework is in place to achieve design and affordability goals.

**Preservation + Duplex**
These areas can convert to a duplex when Preservation Priorities are met and the existing structure is preserved as an additional unit is added. Rezoning should be found consistent with this plan only after the regulatory framework is in place to achieve design and preservation goals.
RECOMMENDATIONS

LU-7

Promote improved design for new construction and additions in Residential Low places to maintain affordability and accommodate new housing options while encouraging the preservation of historically significant areas, buildings and design features.

The majority of homes in Near Southeast were built in the 1950s and 1960s and are smaller in scale than homes built today. Residents have expressed a strong desire to maintain the existing scale and built character within residential areas. While some areas have more instances of redevelopment or additions, there are also many areas that have sufficient consistency and integrity as to potentially qualify for historic district designations.

A. Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, work with neighborhoods to ensure that zoning tools help new construction fit into the neighborhood through future regulatory efforts.

1. Update zoning regulations to create more contextual standards for massing, scale and building placement for additions and new builds. The following should be considered and studied in greater detail:
   a. Reductions to the building lot coverage standard to ensure new homes and additions are similarly sized to the existing neighborhood and adjustments to side setback standards to promote more gradual transitions through sensitive building locations.
   b. Reductions in height and adjustments to bulk plane standards to promote more compatible scale and massing.
   c. Additional form standards to reduce the appearance of building mass and to promote architectural features (e.g., roof pitch) that are unique to a neighborhood and/or desired by residents.

2. Ensure new construction is sustainable through reduced energy and water use and other appropriate measures
   a. Through citywide efforts, such as updates to the building code, improve the energy and water efficiency of new construction.
   b. Connect residents to opportunities for renewable energy, both onsite and offsite, as described in Quality of Life Infrastructure recommendations.
   c. Connect residents to city programs to improve sustainability, such as programs to help replace heating and cooling units with more efficient options.
   d. Support green stormwater management techniques, like green roofs, rain barrels, increased tree canopy, rain gardens and increased permeable surface materials.

3. Allow larger lots in Residential Low areas to split into two lots to increase housing supply.
   a. In areas with minimum zone lot sizes of 6,000 square feet, allow zone lots larger than 9,000 square feet to split. Create a new single-unit zone district in the suburban context with a minimum lot size of 4,500 square feet to facilitate this. Zone lots smaller than 9,000 square feet in these areas should maintain the 6,000 square foot minimum size.
   b. In areas with minimum zone lot sizes of 9,000 square feet, allow zone lots larger than 12,000 square feet to split. The minimum zone lot size for these properties should be 6,000 square feet. Zone lots smaller than 12,000 square feet in these areas should maintain the 9,000 square foot minimum size.
RECOMMENDATIONS

LU-7

Promote improved design for new construction and additions in Residential Low places to maintain affordability and accommodate new housing options while encouraging the preservation of historically significant areas, buildings, and design features. (Continued from previous page.)

c. Ensure newly created lots have appropriate regulations so new structures are compatible with the surrounding area with regard to height, setbacks and lot coverage as described in this strategy. Do not allow lot splits until appropriate regulations are in place.
d. Lots that are split should not be eligible for duplexes, even if they otherwise meet the requirements. ADUs should be allowed on newly split lots.
e. Consider adjustments to lot dimension requirements to facilitate preserving existing structures when lots are split.

B. Preservation in Residential Low - Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to be more consistent with the scale of existing homes and promote natural affordability within Low Residential places.
1. Prioritize preservation by pursuing appropriate tools, such as landmark districts, individual landmarking, conservation overlays and incentives. Preservation priority areas are those that have been identified by Discover Denver recommendations, historic context recommendations and community input as potentially having historic significance, though other areas should not be excluded from consideration for preservation.
   a. Use appropriate tools, such as zoning text amendments and conservation overlays, to achieve design goals for Residential Low places, such as adjusting building massing and scale.

b. Support requests for landmark districts or individual designations for historically, architecturally or culturally significant structures or districts.
c. See neighborhood sections, p. 167, for additional details on neighborhood character and design.
d. Connect residents to resources to encourage preservation, such as technical assistance, financial incentives, grants and other assistance.

2. Complete Discover Denver surveys for Goldsmith, Indian Creek, University Hills North and Washington Virginia Vale

3. Promote the upkeep and rehabilitation of existing buildings by connecting residents to resources to improve or update their homes, including removing asbestos siding.

4. Promote the salvaging and reuse of building materials during construction

5. Encourage preservation of existing housing by reducing incentives for demolition through improved design standards and providing more new housing options in desired locations in Near Southeast. See Strategy A, p. 56.
   a. Calibrate lot coverage, height and bulk plane standards to incentivize preservation of existing houses.
   b. Consider regulations that would reduce the overall mass allowed for a completely new structure when an existing house has been demolished and would allow an increase in lot coverage, height or bulk when a house is preserved and specific design criteria are met.

C. Prevent involuntary displacement and promote affordability in affordability priority areas by connecting residents to programs (see Housing and Economy section, p. 67) and using incentives to maintain affordability.
2.4.8 Missing Middle Housing and ADUs

WHAT IS MISSING MIDDLE HOUSING?
Missing middle refers to two to 19 unit residential buildings, such as duplexes, triplexes, row houses, small apartments, and similar neighborhood housing options that fall “in the middle” between single unit and large apartment buildings. Missing middle also refers to units that are attainable to middle-income households. These housing types can help provide more affordable options for middle-income households and homeownership opportunities for residents who rent.

Missing middle is an important strategy to help ease Denver’s housing shortage and make neighborhoods more inclusive. In particular, missing middle options have helped seniors remain in neighborhoods they love when family sizes are reduced from children moving out or when incomes become fixed from retirement (often referred to as “aging in place”).

Missing middle homes can also keep neighborhoods family-friendly, as households with children often desire yards and locations within residential areas, as opposed to apartments on commercial streets like Colorado Boulevard. Missing middle housing can provide these options to families at more affordable prices compared to single unit homes.

COMMUNITY FEEDBACK
“The Most Important Considerations for Missing Middle Housing Are...”

<table>
<thead>
<tr>
<th>Consideration</th>
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<td>Limiting involuntary displacement</td>
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<tr>
<td>Limiting shadows on adjacent properties</td>
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<tr>
<td>Limiting the apparent/visual size of new housing</td>
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<td>Limiting parking impacts</td>
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<td>Preserving historic character</td>
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</tr>
<tr>
<td>Other</td>
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</tbody>
</table>

Source: Near Southeast Plan Phase 2 survey
RECOMMENDATIONS

LU-8

MISSING MIDDLE HOUSING & ADUS

Provide additional housing options, promote preservation and prevent involuntary displacement in Residential Low places by allowing duplexes in appropriate locations and under appropriate conditions and by allowing accessory dwelling units.

Duplexes and ADUs have not generally been allowed in most of Near Southeast. Providing more of these options is important for achieving plan goals for housing diversity and affordability and can be used to incentivize affordability and preservation.

A. Missing middle in Residential Low - Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options within Residential Low places by allowing duplexes in appropriate places and in ways that promote affordability and preservation and prevent involuntary displacement.

1. Single-unit areas should remain primarily single-unit with options for more housing types allowed with appropriate provisions addressing design, preservation, displacement and affordability in place.
2. Ensure missing middle housing additions are consistent with the design character of neighborhoods.
   a. Missing middle options in Residential Low places should be consistent with the design goals for Residential Low places. Implement regulations to ensure compatibility of design and adequacy of infrastructure before approving rezonings to allow duplexes (see Policies LU-1, p. 40, and LU-6, p. 50).
   b. Create an S-TU zone district to allow duplexes in more areas within the Suburban context. The S-TU zone district should be consistent with the design goals of Residential Low places but allow two primary units in structures compatible with existing single-unit areas. Special consideration should be given to compatibility where additional design guidance applies, such as the CO-5 Krisana Park Conservation Overlay.
   c. Rezonings to the S-TU zone district should be allowed only with the implementation of the design, affordability, and preservation recommendations of this plan.
   d. Use these recommendations to provide guidance for future citywide projects to implement Blueprint Denver missing middle goals. Citywide policies may add additional missing middle options in Near Southeast not contemplated by these recommendations.
3. Promote affordability of low residential housing and prevent involuntary displacement.
   a. In affordability + duplex areas, develop programs and regulations to incentivize and facilitate creation of affordable units, manage the affordable units, reduce displacement, promote compatibility of design and ensure adequacy of infrastructure. When these programs are in place, allow properties to add one additional primary unit under the program conditions to ensure affordability and prevent involuntary displacement (See Policies LU-1, p. 40, and LU-6, p. 50).
   b. Consider additional policies to encourage preservation of existing structures or reduce the size of units to reduce displacement pressures. Pair these policies with others intended to help residents stay in their existing homes (see Housing and Economy Policy HE-3, p. 74).
4. Allow duplexes in areas with adequate infrastructure. In preservation + duplex and affordability + duplex areas, allow duplexes only if goals of those areas are met. In duplex general areas, implement regulations to ensure compatibility of design and adequacy of infrastructure before approving rezonings to allow duplexes (see Policies LU-1, p. 40 and LU-6, p. 50).
   a. Utilize pilot programs in specific areas to ensure new policies achieve plan goals and limit unintended consequences before applying them to larger areas.
5. Encourage a variety of housing sizes and types in Residential Low areas, including options for families and seniors.

B. ADUs – Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, support the addition of affordable and compatible accessory dwelling units (ADUs) in Near Southeast.

1. Through citywide efforts, update ADU regulations to improve compatibility of detached ADU forms in Suburban contexts.
2. Improve affordability of ADUs, including through citywide efforts to reduce costs and barriers.
3. Until a uniform citywide approach to ADU development is complete, support neighborhood-wide and individual rezonings to allow ADUs where prohibited.
   a. Prioritize neighborhoods that have shown the strongest interest in allowing ADUs sooner, such as Virginia Village.
4. Ensure ADUs are consistent with neighborhood design goals for Residential Low places.
5. Ensure mobility options support ADU residents, as described in Mobility recommendations.
6. Consider alternative design options for properties that back to collector streets.
ENCOURAGE DIVERSE HOUSING OPTIONS

Residential Low

Areas with historic or architectural significance may be preserved with landmark designation, design overlays, or unique mass and form standards. These tools should be applied based on community interest.

Detached ADUs located behind the existing house provide “gentle density” when not visible from the street. Form standards and lot coverage should be calibrated to encourage ADUs.
Additional building forms should be allowed in appropriate locations and calibrated to the existing context, including modifications to height, bulk, setback and site design standards, to ensure compatible design. Higher-density developments closest to centers and corridors should be more urban in form with buildings located near the property line and vehicular access located behind the building.
Multi-dwelling units should be located in centers and along corridors. Transition from centers and corridors to lower-scale residential areas with mid-scale multi-unit residential.

Plazas, usable open spaces and landscaped areas should be encouraged by calibrating form standards.

New residential design in High/High-Medium

Corridor / Center

Transition

New residential design in High-Medium / Low-Medium

Multi-unit dwellings increase in height and scale closer to centers and corridors.

“Missing middle” housing includes small apartment buildings.

Townhouses are included in Low-Medium residential areas.

Transition between Corridor / Center and lower scale residential.
2.4.9 Industrial and Special Districts

RECOMMENDATIONS

**A.** Ensure industrial areas in Near Southeast evolve to meet the needs and goals of the community.

1. Allow a broader range of uses in the Innovation/Flex place in Indian Creek, including retail, office and residential, while maintaining light industrial use allowances. (See Focus Areas and Transformative Projects, p. 220.)
   a. Improve the urban design and connectivity of the Innovation/Flex area. Connect the area to the Cherry Creek greenway by making improvements to Cherry Creek South Drive with safe and convenient crossings and access points.
   b. Improve the design and functionality of the Cherry Creek Waste Transfer Facility to reduce external impacts (See Quality of Life Infrastructure Policy Q-5, p. 160).
2. Encourage the rezoning of industrial zoned properties outside the Value Manufacturing and Innovation/Flex places to appropriate mixed-use zoning. Consider city-led rezonings to achieve this.

**B.** Industrial design – Limit impacts of industrial uses on surrounding areas through improved design.

1. Improve transitions and buffering of industrial uses adjacent to residential areas.
   a. Continue to require additional side setbacks when an industrial use shares a side property line with a residential zone.
   b. Continue to require walls, fences or hedges that physically block the industrial building from adjacent residential areas when abutting a residential zone on the side or rear property line.
2. When a change in use is proposed, processes such as Large Development Review should be used to determine what change is appropriate and achieve community goals, such as improved public space, pedestrian connections, design and sustainability.
3. Large redevelopments should be used as opportunities to add additional housing, including affordable housing, at appropriate scales.
4. Where mixed-use is appropriate, community serving uses such as local restaurants and retail should be prioritized.
5. Ensure mobility and other infrastructure is adequate to support redeveloped properties. Use them as opportunities to create additional safe bicycle and pedestrian connections where needed.
6. Explore opportunities to create additional parks and community open space when large properties redevelop, especially in areas that are more than a 10-minute walk from existing parks. Ensure new parks and open spaces are accessible to the whole community and provides amenities desired by the community (See Quality of Life Infrastructure Policy Q-1, p. 149).
7. Promote sustainability of redevelopments by encouraging reuse of existing buildings and use of green building techniques, climate-appropriate landscaping and other techniques. Work with developers early in the development review process to identify opportunities (see Policy LU-10, p. 64).

**C.** Other districts - Ensure compatible development on institutional and other large sites within neighborhoods, supporting existing uses as appropriate.

1. Improve design outcomes in Campus places and zone districts with height limits, transitions, and other design and regulation updates to ensure compatible development.

Promote the improvement of industrial areas and other Special District context areas to have appropriate mixes of community-serving uses, high-quality design, and safe and well-connected mobility options.

A portion of Indian Creek is designated for industrial place types (Value Manufacturing and Innovation/Flex), and there are several Campus designations around Near Southeast. These places present opportunities for additional housing and community-serving uses when they redevelop and need additional design guidance to ensure they are good neighbors.
2.4.10 Regulatory

RECOMMENDATIONS

Improve development regulations in Near Southeast to achieve the plan vision by bringing properties into the Denver Zoning Code, improving sustainability, and reducing climate impact.

Former Chapter 59 zoning is outdated, and bringing properties into the Denver Zoning Code will ensure the latest improvements to the code apply to help achieve this plan’s goals. Additional regulatory improvements can help achieve goals such as increased sustainability.

A. Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, continue updating and improving zoning regulations.

1. Encourage rezoning properties out of Former Chapter 59 and into the Denver Zoning Code to improve design outcomes, equity and responsiveness to evolution in zoning regulations.
   a. City-led rezonings may be appropriate in cases such as large residential developments and commercial properties that have retained Former Chapter 59 in areas likely to redevelop. See Neighborhood section, p. 167, for more details.
   b. Work with property owners and the community to balance existing entitlements with appropriate scale of new development.
   c. Rezonings out of Former Chapter 59 into a comparable Denver Zoning Code zone district do not need additional adequate mobility infrastructure analysis as described in Policy LU-1.B (p. 40). Rezonings out of Former Chapter 59 into a Denver Zoning Code zone district that significantly increase development entitlement should only occur where adequate mobility infrastructure is or will be in place, following the guidelines of Policy LU-1.B.

B. Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, support more sustainable and resilient building practices through requirements and incentives and working with other agencies and organizations. Efforts should include providing more shade and resilient landscaping, reduced water use, and use of sustainable local materials, among others.

1. Implement changes to the building code and property regulations to move new construction toward resiliency, sustainability and net zero energy, eventually requiring all new buildings, homes and associated sites to collectively achieve net zero energy; result in lower overall carbon impact; utilize lower levels of limited essential resources; support citywide ecosystem health; and empower residents to pursue further practices that contribute to the long term livability and viability of Denver.

2. Connect homeowners to emissions reductions solutions for existing homes with outreach and education and by offering incentives to electrify, adopt solar and install electric vehicle chargers in existing homes.

3. Connect owners of commercial and multi-unit residential buildings to programs, such as Energize Denver, to reduce greenhouse gas emissions, focusing on under-resourced buildings, such as income-restricted housing and human services providers.

4. Utilize funding from the Green Building Fund to create and improve green space, green infrastructure, ecoregional green roofs, urban forest, and advance solar and energy efficiency projects for low-income households.

5. Connect property owners to resources to support installation and maintenance of ecologically beneficial landscapes comprised of heat and drought resistant, biodiverse, pollinator supportive trees and understory plantings.
2.4.11 Community

RECOMMENDATIONS

Strengthen the sense of community in Near Southeast through improved design, facilitating interactions and more community events.

Near Southeast has many assets valuable to the community, and strengthening those assets and community connections can help everyone enjoy them and benefit from living in the area.

A. Recognize and strengthen the identity of Near Southeast through the design of city improvements, public art, parks and private development.
   1. The identity should take its cues from the extensive parks and existing architecture and design in the area, notably the mid-century style found in the neighborhoods, with new construction paying homage to the past.
   2. Public investments should recognize and strengthen this identity through their design.
   3. Design standards and guidelines and other design tools in Near Southeast should build on these valuable design elements.
   4. Preservation of iconic elements, including buildings, landscapes and signs, should be prioritized.

B. Support community-building initiatives in Near Southeast neighborhoods.
   1. Create more opportunities for community members to interact at events and destinations.
      a. Use the design of parks, plazas, sidewalks, trails, and other public areas to encourage active use and interaction.
      b. Create new public-gathering places at key destinations, such as Colorado Station, and program them for community use.
   2. Support existing and new community groups to build capacity and strengthen relationships between organizations and neighborhoods.
      a. Encourage communication and collaboration between neighborhood organizations and consider creating a formalized framework for cooperation and information sharing.
      b. Connect organizations to programs and funding opportunities to expand their reach to better represent all members of the community and more effectively achieve their goals.

C. Support more events in Near Southeast, such as festivals at parks, public concerts and performances, and farmers markets.
   1. Support the continuation of existing successful events.
   2. Support collaboration between area organizations in planning and executing events.
   3. Add amenities in parks and open space to support events (See Quality of Life Infrastructure Policy Q-1, p. 149).
   4. Facilitate the use of public and private gathering spaces for community events.
   5. Ensure events are held in appropriate places and mitigate potential negative impacts on surrounding residents and properties.
3.0 HOUSING AND ECONOMY

IN THIS SECTION

3.1 HOUSING AND ECONOMY INTRODUCTION P.68
   3.1.1 Long Term Vision for Housing and Economy P.69
   3.1.2 Measurable Goals P.69

3.2 RECOMMENDATIONS P.70
   3.2.1 Affordable and Quality Housing P.70
   3.2.2 Social Services P.75
   3.2.3 Economic Development and Revitalization P.78
   3.2.4 Businesses, Retail and Workforce Development P.80
3.1 HOUSING AND ECONOMY INTRODUCTION

The Near Southeast neighborhoods include well established residential neighborhoods and commercial corridors. Trends in housing and economy are impacting parts of the city, including these neighborhoods, as all work to identify ways best to change and maintain their unique neighborhood character. While much of the area is suburban in nature, this area is a transitional edge between the City and County of Denver and neighboring Arapahoe County. Many of the residential neighborhoods were established after World War II and even now new housing is being added. Denver’s population has grown by 100,000 over the last dozen years, and this trend is expected to continue over the next 20 years. According to the Denver Regional Council of Governments, this area is expected to increase population by 3,000 by 2040 bringing the estimated total to almost 43,000. The vision laid out in Blueprint Denver and Housing an Inclusive Denver is for every neighborhood in Denver to offer affordable housing options and have financially secure residents, who are not vulnerable to displacement, and have equitable access to jobs and opportunity.

Economic conditions in these neighborhoods vary neighborhood to neighborhood, but the overall area has a 4.4% unemployment rate. The top employment industries are Administrative and Support, Waste Management and Remediation Services, Health Care and Social Assistance, and Professional, Scientific, or Technical Services. Many key corridors provide services and jobs for those in the immediate area, but there are opportunities for growth and sustainability. Many services are accessible to residents and visitors to the area, but many participants have shown interest in more locally-owned businesses in more walkable or transit accessible environments within their own neighborhoods. The following recommendations look to address providing quality and affordable housing and new economic initiatives for the Near Southeast neighborhoods.

The Housing and Economy section is organized by the following subsections below:

- Affordable and Quality Housing
- Social Services
- Economic Development and Revitalization
- Business, Retail, and Workforce Development

Key Housing and Economy Themes

- **Housing Improvements** – Expand housing options by improving overall conditions and affordability
  - HE Policies 1-3
- **Local Business Support** – Connect new and existing businesses to financing, incentives and networking to better serve residents
  - HE Policies 10-13
- **Community Resources** – Invest and grow resources in development, education, workforce training and homelessness to improve community connections
  - HE Policies 4-9, 15
3.1.1 Long Term Vision for Housing and Economy

In 2040, Near Southeast has a strong economy with thriving businesses and a variety of housing options which support a diverse and inclusive community. Evans Avenue has become a destination with new development bringing more amenities, local businesses and housing, which has fostered an active, pedestrian-oriented mixed-use corridor while maintaining long-standing small businesses. Mixed-use development at Colorado Station and along Colorado Boulevard, Leetsdale Drive and elsewhere draws residents to work, dine and shop. Neighborhood centers provide opportunities for entertainment, cultural traditions and community events. Residents have access to quality jobs and job training within Near Southeast, Downtown and elsewhere in the city and region, resulting in low rates of unemployment, poverty and homelessness in Near Southeast. Innovative businesses have the resources and flexibility to start and grow in the area. Near Southeast is home to quality income restricted and naturally occurring affordable housing and a comprehensive well-designed network of supportive services that fosters a strong sense of community, reduces homelessness and provides the most vulnerable with equitable access to opportunity and the support they need to thrive. Ownership and rental housing opportunities have been added to the area while maintaining the neighborhood look and feel that many have come to enjoy. Households of all incomes, sizes and types can comfortably afford safe and desirable housing without straining their monthly budget or worrying about displacement. Residents of all ages have access to quality educational opportunities, whether it be at local schools or community centers, without having to leave their neighborhood. The variety of businesses and housing has led to a diverse neighborhood where cultural differences are celebrated, and residents feel a sense of community cohesion.

3.1.2 Measurable Goals

To determine whether the vision is being achieved, the city will track the following measures to housing and economic priorities:

- Increase and expand housing diversity among all neighborhoods meeting all five diversity housing equity goals stated in Blueprint Denver: Percent of middle density housing (2-19 units), Home size diversity, Ownership vs. rental, Housing costs, and Amount of affordable (income-restricted) housing units
- Reduce the unemployment rate to below the citywide average (Currently 3 percent citywide)
- Reduce the total number of cost-burden households to maintain and increase affordability so that housing and transportation costs are less than forty-five percent of an individuals income. (Currently, an estimated thirty-five percent of household in Near Southeast are at cost-burden levels.)

33,680 jobs currently exist in NSE

43,680

48% with bachelors degrees

48% citywide

$62,071 median household income

$68,952 citywide

EXPAND NEAR SOUTHEAST’S HOUSING DIVERSITY

REDUCE THE UNEMPLOYMENT RATE IN EACH NEIGHBORHOOD TO BELOW THE CITYWIDE AVERAGE

As of this plan’s publication, unemployment rates are low with 3% citywide average unemployment rate and 4.4% average in Near Southeast.
3.2 RECOMMENDATIONS

3.2.1 Affordable and Quality Housing

What is Affordable Housing?
The most common measure of housing affordability assesses the “burden” that housing costs put on a household. If a household pays more than 30% of their gross income in rent or mortgage payments, taxes and basic utilities, they are considered to be “cost-burdened” and susceptible to displacement should housing costs increase. The higher the cost burden, the greater the vulnerability, which leaves residents with less money to spend on other daily needs. Affordability does not just refer to subsidized housing for people at extremely low-income levels; it also affects an increasingly wide spectrum of working households in the city.

What is Quality Housing?
This looks at not only the physical condition of the buildings but also the surrounding environment and community. Quality Housing ensures healthy living conditions for those that live there. Outdated and unhealthy buildings can lead to physical and mental health conditions. These elements impact residents of all ages, from young children to the elderly. Additional amenities shared among neighbors improve the quality of life of residents in their own homes and beyond.

What is Housing Diversity?
Blueprint Denver measures housing in five different categories:
- Middle-Density Housing (2-19 units/building)
- Home Sizes (number of bedrooms)
- Housing Tenure (owner/renter)
- Housing Cost
- Affordable (income-restricted) housing units

The following recommendations look at existing conditions in Near Southeast to provide policies and programs to enable these neighborhoods to maintain and improve housing into the future. Additional citywide recommendations and programs can be applied to this area from the Denver Department of Housing Stability.
HOUSING CONCEPTS

**Income-Restricted Housing**
Income-restricted housing is housing that has a covenant that requires rents to be affordable for residents. The requirements are typically tied to specific Area Median Income levels, and many income-restricted units involve a subsidy to help maintain lower rents. There are approximately 541 existing income-restricted units in the Near Southeast Area. See Policy HE-1. (Photo: Phoenix on the Fax, Income-Restricted Housing, South Park Hill, Denver)

**Supportive housing**
Supportive housing combines apartments, where residents pay rent based on what is affordable for their income, along with on-site and community-based services to help individuals and families transition out of long-term homelessness back to having a safe place to call home. Research shows that this form of housing is an effective way to end homelessness, because it provides safe, stable homes with access to support from professionals who coordinate individualized services such as mental and physical health services, addiction treatment, job training and more. (Photo: Sanderson Apartments, Denver)

**Preservation of Existing Naturally Occurring Affordable Housing**
Naturally Occurring Affordable Housing (NOAH) refers to affordable housing that operates without subsidy or covenant requirements. A majority of affordable housing falls into this category, and NOAH is an important housing option for low-income families or individuals who do not qualify for income-restricted housing. (Photo: NOAH, East Colfax, Denver)

**Accessory Dwelling Units (ADUs)**
An ADU is a second unit located on the same zone lot as a primary single unit use. An ADU may be either “attached” (e.g. a basement unit) or “detached” (e.g. a unit over the garage or a smaller house in the backyard). These units provide sensitive ways to integrate affordable living into established neighborhoods; they allow empty-nesters to age in place by moving into a smaller unit and renting their home, or they accommodate households that want to live in the neighborhood but cannot afford a larger home. (Photo: ADU, Denver)

**Missing middle housing**
Missing middle refers to duplexes, fourplexes, rowhouses and similar neighborhood housing options that fall between large single unit homes and apartment or condo buildings. Missing middle also refers to units that are attainable to middle-income households. These housing types can help provide more attainable options for middle-income households and homeownership opportunities for households that currently rent. (Photo: Highlands Garden Village, Denver)

**Cooperative housing**
Cooperative housing is housing that is owned or rented by members who intentionally and equitably share resources, governance, rights and responsibilities. Cooperative housing can help expand access to housing for all and increases opportunities for home ownership and wealth building for middle-income earners living in increasingly expensive areas. (Photo: Chrysalis Cooperative, Boulder)

**Co-housing**
Co-housing is an intentional community of private homes clustered around shared space. Shared spaces and amenities may include community kitchens, dining areas, laundry, parks and recreational spaces. Co-housing provides opportunities for community-focused living environments that increase connection, for gently boosting density in neighborhoods since amenities such as yard space is often shared, and for giving seniors a viable option to age in their community. (Photo: Aria Cohousing, Denver)

**Campus employee/student housing**
Campus housing is dedicated to housing employees and/or students at hospitals and colleges. The housing is often owned or subsidized by the institution and is located either on or adjacent to campus. Saint Joseph Hospital is currently converting the historic Tammen Hall to income-restricted senior housing, an example of how institutions can utilize their capital and property holdings to help address housing affordability challenges. (Photo: Tammen Hall, St. Joseph Hospital, Five Points, Denver)

**Senior housing**
Senior housing serves an aging population ranging from independent living to 24/7 assisted care. There is a stronger emphasis on safety, accessibility, adaptability and longevity that many conventional housing choices lack. (Photo: City Park West, Denver)

**Family-friendly housing**
Family-friendly housing is designed to serve households of more than one generation, usually including children. This includes housing units with more than one bedroom and amenities, such as daycares and playgrounds, that serve a variety of ages. (Photo: Mariposa, Denver)

**Live-work**
Live-work provides a combination of a primary residential and commercial uses located within the same unit. Live-work units reduce commuting, often provide more affordable office space than stand-alone office space, and can play an important role in the incubation cycle for small businesses. Live-work units can help to reduce housing costs for small businesses owners who can combine office space and living costs. (Photo: live-work units, Denver)
In 2020, the Expanding Housing Affordability project was launched to establish market-based programs for new development that complement existing tools and resources, enabling the city to address housing needs for households in every neighborhood. The project includes the creation and/or expansion of three interrelated tools:

- **Linkage Fee**: Fee-based tool that applies to all new development that provides funds for the production or preservation of affordable housing. This is a current tool that will be updated to include updated fees.
- **Mandatory Affordable Housing Program**: Requires new residential development of 8 or more units to include a portion of affordable housing. Alternative compliance requirements are also proposed per the requirements of state law (HB21-1117).
- **Incentive Zoning**: Tool that will incentivize affordable units on-site and increase the supply of affordable housing. Incentives include: increases in allowed building height, parking reductions, permit fee reductions and affordable housing review team.

Denver City Council approved Expanding Housing Affordability in 2022. This legislation can help improve and add more affordable housing options to the Near Southeast neighborhoods.

More information about this program can be found on the City and County of Denver’s Expanding Housing Affordability website.

**Recommendations**

**Preserve existing affordable housing and improve housing quality through renovation, rehabilitation and other incentives.**

Many Near Southeast residents are looking to preserve the physical character of their neighborhoods and the relative affordability of the area when compared to other parts of the City. Many residents are concerned that rapid growth may result in higher housing costs. Near Southeast has 541 existing income-restricted units among its neighborhoods, with 62 percent located in Washington Virginia Vale. Nearly 58 percent of the covenants requiring affordability are expected to expire within the next 20 years. It is a priority to extend these covenants, grow support for tenants, and develop strategies to grow and ensure no net loss of existing income-restricted housing occurs through demolition, conversion or renovation. Collaborative efforts and policies can strengthen current conditions of the area’s strong housing stock into the future by improving housing affordability and quality to both homeowners and renters in Near Southeast.

**A.** Preserve existing income-restricted affordable properties by:

1. Extending expiring affordability covenants through strategies and incentives, such as working with potential purchasers to extend affordability through long-term commitments and enhancing maintenance and support for tenants.
2. Exploring partnerships (i.e., non-profits and foundations) with owners of existing income-restricted properties to encourage retention and extension of affordability covenants and, where needed, to encourage resale to qualified buyers.
3. Studying and developing strategies to ensure no net loss of existing income-restricted housing occurs through demolition or conversion of market-rate housing.

**B.** Preserve naturally occurring affordable housing, particularly in areas close to transit and in areas vulnerable to displacement, through existing and new tools such as:

1. Incentive programs for owners and landlords that provide financing for rehabilitation of small multi-unit properties and homes in exchange for affordability commitments.
2. Partner with existing cooperatives and other community-based organizations to assist tenants with acquiring and transforming housing into cooperative housing.
3. Partnerships between the City, land trusts, non-profit organizations, and residents to develop new financial and/or regulatory tools.

**C.** Support and expand non-profit housing rehabilitation programs through targeted outreach for long-term housing stability programs.

1. Work with property owners and housing providers to address challenges related to maintenance costs and rising property taxes.
**RECOMMENDATIONS**

**HE-2**

**Prioritize new affordable housing and increase housing diversity - particularly in areas near transit, services and amenities to support households of different sizes, ages and incomes in all neighborhoods.**

There is a growing need (and desire) to add more affordable housing to help address Denver’s housing crisis. To improve affordability, a diverse mix of housing options can be provided in addition to the existing housing stock of the Near Southeast neighborhoods. The area’s housing types should reflect the diverse population that lives here and should include quality options for vulnerable populations, aging in place, non-traditional living arrangements, and large and multi-generational families in all neighborhoods. In accordance with Blueprint Denver and Housing an Inclusive Denver, a majority of new affordable housing should be located near transit corridors to give residents convenient access to jobs, education, services, and amenities (See Blueprint Denver Policy LU-H 06). Improving access to multimodal options, as outlined in the Mobility recommendations (Chapter 4), can also help reduce a household’s transportation costs.

**A.** Ensure affordable housing meets community needs, including:
1. Housing that is affordable to households earning very low, low and moderate incomes, consistent with adopted city policy.
2. Permanent Supportive Housing to provide stability for our lowest income and most vulnerable residents.
3. Housing options designed to accommodate a range of households, including families, multi-generational living, aging in place, residents with disabilities and residents needing supportive services.
4. Affordable housing that will remain affordable for the long-term (99 years), consistent with city policy.
5. Affordable housing options that are of equal quality to and indistinguishable from unrestricted market-rate housing in the area.

**B.** Use financial tools, including but not limited to Low Income Housing Tax Credits, the Affordable Housing Fund and Tax Increment Financing, to help fund affordable housing development.

**C.** Create a local team of mission-driven non-profits, community leaders and developers to work with city staff on a proactive acquisition and rehabilitation strategy for affordable housing development.

**D.** Support acquisition of vacant land or properties (including under utilized sites such as parking lots or commercial/industrial sites) through the city and/or its partners, such as Denver Housing Authority, HOST, community land trust entities and affordable housing developers, with a focus on maximizing affordable units through higher density developments in Corridors and Centers.

**E.** Identify and create opportunities for congregated or scattered site land trust properties to help low and moderate-income households attain ownership.

**F.** Encourage additional building forms that are currently limited or not used within Near Southeast, such as small multi-unit, duplexes, additions to existing structures, missing middle housing and ADUs, in Low-Medium and Residential Low areas (See L-6 through L-8, p. 50-59).

**G.** Continue to support the city in incentivizing the development of affordable housing and improving the process for constructing affordable housing (See Land Use & Built Form Policy LU-2, p. 44). Tools to consider include:
1. Parking, zoning and monetary incentives, such as those included in the Expanding Housing Affordability policy.
2. Encouraging design alternatives to incorporate neighborhood context into new development or remodeled structures, and encouraging developers to participate in community engagement and feedback.

**BACKGROUND POLICY STRATEGIES**

**G.** Continue to support the city in incentivizing the development of affordable housing and improving the process for constructing affordable housing (See Land Use & Built Form Policy LU-2, p. 44). Tools to consider include:
1. Parking, zoning and monetary incentives, such as those included in the Expanding Housing Affordability policy.
2. Encouraging design alternatives to incorporate neighborhood context into new development or remodeled structures, and encouraging developers to participate in community engagement and feedback.
The Prioritization Policy is a new initiative to provide households for those at risk or who have been displaced from their neighborhood or from Denver.

- 30% of units dedicated for residents at-risk or have been displaced
- HOST related funding will include agreements for both affordable rental units and affordable homeownership units
- The first 14 days that applications are open for units will be available for affordable units
- Developers will be assessed of maintaining 30% affordable units at least every three years for rentals and during new sales for homeownership

Who will benefit from prioritizing affordable housing? People who are likely to benefit are those who:

- Have long-standing ties/deep roots in the Denver community
- Are struggling to keep up with rising housing costs (e.g. facing foreclosure or paying more than 40% of their incomes on housing)
- Need to move because they are losing their housing through no fault of their own (e.g. no cause eviction or renters who must leave because property owners are selling the unit)

How will this prioritization policy work?
A portion of affordable housing created by the city – both for rent and to own – will be part of this policy, including:

- Residential units regulated through negotiated agreements
- HOST funding recipients
- Others required through policy (such as large redevelopment areas)

See the Affordable Housing Prioritization Policy Frequently Asked Questions for more information.

**RECOMMENDATIONS**

Stabilize residents at risk to prevent involuntary displacement by connecting them to existing support resources and programs.

Near Southeast’s housing market is becoming increasingly costly for residents. The area is currently short approximately 2,200 units for the area’s lowest income households. These renters are often extremely cost-burdened by their rents and don’t have any affordable options to buy a home in Near Southeast. Consistent with the goals of Comprehensive Plan 2040, this plan recommends targeting resources to serve residents, both renters and homeowners, who are at risk of involuntary displacement. (Source: City and County of Denver, U.S. Census, and Root Policy Research.)

A. Support community relief programs to help residents stay in their homes, including but not limited to temporary rental and utility assistance, property tax rebates, homeowner preservation initiatives, ownership programs, eviction legal defense, tenant rights counseling, financial empowerment training, energy and accessibility assistance, home rehabilitation assistance, foreclosure prevention, food access and emergency relief funds.

B. Actively promote city rental assistance programs, information on renter’s rights and to cultural navigators working for nonprofits in the planning area. This includes temporary rental and utility assistance, property tax rebates, eviction legal defense, tenant rights counseling, foreclosure assistance and counseling, energy and accessibility assistance, food access and emergency relief funds to help residents remain in stable and affordable housing.

C. Engage property owners in the area, both small/ family-owned companies and larger investor-owned companies, about developing a landlord incentive program that offers incentives for providing stable housing to vulnerable renters living in or relocating back to the Near Southeast area. Design the program based on feedback from property owners about preferred incentives. Market the units participating in the program to service providers in the area who serve low income and vulnerable residents.

D. Integrate resources and strategies to address equity considerations and mitigate involuntary displacement of residents with the implementation of major city investments and projects, including regulatory changes, rezonings and transportation infrastructure improvements. Strategies include incentives or requirements for affordable housing and targeted engagement to connect vulnerable residents with resources.

E. Work with partners to increase access to programs that help residents stay in their homes, increase utilization of public housing programs (including city, state and nonprofit programs), increase homeownership and explore housing land trust programs.

F. Explore additional assistance programs and options to mitigate displacement of senior citizens. Conduct outreach with residents to determine primary needs and concerns within Near Southeast.
3.2.2 Social Services

To support thriving communities, vulnerable individuals must be connected to social services that directly support their physical, economic and mental well-being. This is particularly important for those persons who may be susceptible to housing insecurity or who are experiencing homelessness. By providing a robust social service network with programs such as eviction prevention, legal services, mental health, substance abuse treatment, domestic violence programs and financial literacy, an environment that is inclusive and accessible to all residents of Near Southeast Area can be created.

In the City and County of Denver, there are approximately 4,700 individuals who are experiencing homelessness. Some of these individuals frequent places near Interstate 25, the Cherry Creek Trail, transit areas and surrounding parks within the planning area. Concerns from Near Southeast neighbors include the increase in panhandling, encampments and overall safety.

The following recommendations and strategies are applicable on citywide level but can be specialized to the Near Southeast neighborhoods to support those experiencing homelessness to increase services (short-term and long-term) as well as outreach and awareness.

### Homeless in the City and County of Denver

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<th>Families</th>
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<th>Youth Only</th>
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<tr>
<td><strong>Persons Staying in Emergency Shelters</strong></td>
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<tr>
<td>Total of 2,455 (52% of Total Homeless Population)</td>
<td>1,882 people</td>
<td>76%</td>
<td>404 families</td>
<td>16.5%</td>
<td>169 people</td>
<td>7%</td>
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<tr>
<td><strong>Persons Unsheltered</strong></td>
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<tr>
<td>Total of 1,313 (27% of Total Homeless Population)</td>
<td>1,298 people</td>
<td>98%</td>
<td>4 families</td>
<td>.3%</td>
<td>11 people</td>
<td>.84%</td>
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<td><strong>Person Staying in Transitional Housing</strong></td>
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<td>Total of 998 (20% of Total Homeless Population)</td>
<td>452 people</td>
<td>45.3%</td>
<td>465 families</td>
<td>46.6%</td>
<td>821 people</td>
<td>8.1%</td>
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<td><strong>Person Staying in Safe Haven</strong></td>
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<td>Total of 28 (Total of 1% of Total Homeless Population)</td>
<td>27 people</td>
<td>96%</td>
<td>0</td>
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<td>4 people</td>
<td>4%</td>
</tr>
</tbody>
</table>

*Everyone Counts 2022 Point in Time Survey by Metro Denver Homeless Initiative (Citywide Numbers)*
SERVICES

RECOMMENDATIONS

HE-4

Expand and improve temporary support programs and initiatives between partnering organizations.

There are currently hundreds of providers and volunteers working across the city to address the issue of homelessness. Ensuring the strength and resiliency of the system means building stronger partnerships between existing services providers across the board; doing so can help reduce duplication and inefficiency and increase accountability to better meet the diverse needs of residents experiencing homelessness.

A. Identify existing homelessness prevention resources and programs such as rapid-rehousing, drug, and alcohol rehabilitation, and others to collaborate in administering services in Near Southeast and citywide.
   1. Explore models and partnerships that can better promote and co-locate services within Near Southeast neighborhoods.

B. Conduct gap analysis with homeless service partners, school and early childhood partners, and human services partners to identify needs and missing resources such as navigation centers, hygiene centers, housing and others.
   1. Invest in new partnerships for service provisions, including mini-grants to fund innovative work from local community partners.

C. Identify locations to create safe places for parking or sleeping spaces, such as local places of worship.

D. Identify sites for possible redevelopment as tiny home communities, permanent supportive housing, non-congregate shelters and other community activities.

E. Increase funding for substance and mental health treatment services, including training and implementation of cross-sector teams to address needs of people experiencing homelessness, school children, immigrants, refugees or other vulnerable populations.

BACKGROUND POLICY

CONNECTING AFFORDABILITY

Rocky Mountain Community Land Trust’s mission is to help families become first-time home buyers and assist these families in becoming successful homeowners. This agency actively partners to provide transitional housing for homeless families and affordable rentals for low-income households. Although finding affordable housing is a critical component of the process, ensuring the family keeps the home is also important too. RMCLT has a program called the “Post-Purchase Support Program” that helps families keep the homes they purchased with the Land Trust. This program also supports communities by helping families develop self-confidence and become more self-sufficient.

Establishing a similar organization could benefit Near Southeast to provide quality affordable housing for limited or low-income households and other affordable options. Additional benefits would include an increase in housing stability, less housing insecurity, the creation of more opportunities for economic growth due to less financial hardship on residents, and possibly even less strain on taxpayers. In addition to financial benefits, having a local non-profit advocating for a neighborhood can help draw attention to more systemic societal issues that affect communities around the Denver area.

Image Source: Rocky Mountain Community Land Trust
**RECOMMENDATIONS**

**HE-5**

Support long-term housing stability for residents experiencing homelessness.

Homelessness is a multi-faceted issue requiring many-sided solutions. Long term solutions towards housing stability for residents experiencing homelessness requires further investments in programs and infrastructure to improve the quality of life and everyday needs of residents. The strategies below aim to encourage innovative solutions and models that integrate homeless service provisions into other mainstream services to address existing gaps in the system.

**A.** Develop more permanent supportive housing, combining low-barrier affordable housing, health care, and other supportive services to help create stability for vulnerable residents.

**B.** Partner with Denver Housing Authority and Colorado Division of Housing to leverage federal and state resources to expand tenant-based long-term vouchers with the ability to layer on supportive services when needed.

**C.** Expand support for permanent supportive housing pipeline through continued partnership with Denver Housing Authority and Colorado Division of Housing, local services funding and creation of locally funded voucher program.

**D.** Explore innovative opportunities to bring additional housing to address the needs of people experiencing homelessness, school children, immigrants, refugees and other vulnerable populations. Opportunities include hotel acquisition and rehabilitation, social impact bond financing based on health savings created by supportive housing, and training and implementation of cross-sector teams.

**HE-6**

Build access to, awareness of and support of social services for residents in Near Southeast.

Successfully addressing the issue of homelessness requires the commitment and sustained advocacy of all partners involved, from city agencies to service providers, and especially, local communities. The strategies below aim to strengthen the social service system by proactively engaging residents around the issues related to homelessness to increase the knowledge of available resources.

**A.** Implement HOST’s Five-Year Strategic Plan and administer the Early Intervention Team outreach program to support residents in encampments with help regaining housing, connection to safe, temporary places to stay, and connection to behavioral health and crises stabilization resources when needed to reduce harms.

**B.** Prioritize non-police and law enforcement contact and continue to support growth in city programs that deploy emergency response teams to pair a mental health clinician with emergency medical technician to respond to individuals experiencing crises related to mental health issues, poverty, homelessness and substance abuse.

**C.** Expand early intervention team responding to 311 calls to better serve individuals.

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**Public Comments from Phase 3 Surveys**

- Housing first policies should come before any other drug rehab requirements.
- Prioritizing non-police and law enforcement contact should include outreach to homeless individuals.
- The only true way to prevent homelessness is guaranteed universal housing and that’s what we should strive for.
- A homeless shelter or services should be located somewhere in the planning area.
- Services need to be in located near each other or in a central location near a bus route for example.
3.2.3 Economic Development and Revitalization

Much of the Near Southeast neighborhoods were developed from the 1950s and the 1960s. Newer development in recent years has been driven by the addition of the light rail lines with major stops in University Hills North. As the city continues to grow, this area needs to focus revitalization along major corridors and commercial centers for sustainable growth. To do this, efforts require a mix of renovating existing structures and reimagining areas with new development. Understanding the current and future markets, entrepreneurs can maximize their potential with additional resources, incentives and community support. Collaboration among businesses will build a stronger economy for a thriving neighborhood.

Many residents and business owners have expressed interest in adding more cultural and arts driven activities to the area. Building an arts related economy can help spur other development and community engagement. Targeting investment into existing buildings with new uses can revitalize the greater Near Southeast neighborhoods.

RECOMMENDATIONS

HE-7
Prioritize the development and investment of commercial areas.

Near Southeast neighborhoods have the opportunity to reimagine and redevelop their commercial corridors and centers for new activities and businesses. To activate these places, concentrated efforts can form new uses and industries. This will provide the opportunity for new businesses and jobs, adding a new vibrancy to the area.

A. Provide support for existing business or non-profit organizations, Community Land Trusts or local real estate cooperatives who purchase buildings to provide below market rents for community serving businesses and non-profits.
B. Encourage and facilitate place-based investment in existing shopping centers and to add infill structures to provide additional services or uses that meet community goals related to design and neighborhood compatibility, housing, transportation and environment.
C. Support the acquisition of land or vacant properties around corridors for new walkable, pedestrian friendly commercial services and community activities as well as incorporating affordable housing on site.
D. Encourage native landscaping and more open space with large new redevelopment projects (See Q-3, p. 154).

HE-8
Encourage maintenance and adaptive reuse of commercial buildings.

Providing quality buildings and rental space is important to retain businesses. It also helps to attract new businesses. The conditions of buildings vary in each corridor and site, but by improving these conditions, businesses can have more successful operations in a safer and more modern environment. Residents have recognized that vacant properties are holding back growth in the area.

A. Identify and/or develop incentives through grants or loans for building upgrades, such as storefront improvements, equipment upgrades and streetscape enhancements (including sidewalks and native landscaping), to improve building and business conditions.
B. Provide forgivable loans for rehabilitation improvements in exchange for limits on rent increases for existing commercial tenants.
C. Identify underutilized, chronically vacant or derelict commercial spaces that could be converted into new retail uses (e.g. an indoor public market or local retail) or community spaces (e.g. community garden).
D. Identify opportunities to provide flexibility in change-of-use requirements for small businesses to encourage the reuse of existing building and analyze the cost of public realm improvements to be more proportional to private investment.
E. Prioritize creating a handbook of adaptive reuse projects and best practices from around Denver to help developers see the potential in commercial reuse, including city owned properties after the life as a civic building has ended.
F. Implement Waste No More by reusing or salvaging building materials if a building is being demolished.
RECOMMENDATIONS

Expand and enhance arts, entertainment and cultural attractions.

Near Southeast residents enjoy spending time at local area attractions, but they are looking for more activities and places to gather in their neighborhoods for entertainment without traveling too far. Improving or adding cultural based attractions or businesses can help support and diversify the area’s economy. Working together to promote, preserve and expand these cultural amenities will help build community cohesion and pride among the Near Southeast neighborhoods.

A. Support and grow events or programming at community gathering spaces such as libraries, parks and trails to activate community participation within and between neighborhoods.
   1. Perform an inventory of special and ongoing events in the area and determine opportunities for new festivals, markets or other activities.

B. Perform a feasibility study for potential live music venue within the area (See Q-1.C.5, p.149).
   1. Identify potential sites in the public realm for a festival or on-going music series, such as a park or public plaza.
   2. Review feasibility of live entertainment venue as a business expansion or new business opportunity.

C. Develop sites for maker spaces, DIY studios, and other art educational cooperatives or businesses within existing commercial areas.
   1. Partner with local schools to engage residents in local arts. (See HE-15 for additional continuing education recommendations, p. 83.)

D. Inventory existing locations of public art and identify new priority locations to add new public art (See Q-9, p. 165.)
3.2.4 Businesses, Retail and Workforce Development

Several key commercial corridors are used by neighborhood residents and those in surrounding areas, but there is a growing demand for additional business services, especially for neighborhood-serving businesses. There have been concerns with business closings and less-desired developments (such as gas-stations at key intersections) within these corridors. Collaboration among businesses and available resources provided in these recommendations can help improve economic conditions and opportunities for Near Southeast neighborhoods. Having strong business practices and corridors provide equitable opportunities for those looking for work or new job opportunities. There is a diverse mix of occupations for those living in Near Southeast, but the area lacks diversity in jobs in the immediate area as much of the jobs available are related to big box retailers.

Access to jobs and education is key to achieving Blueprint Denver’s vision for a more inclusive city where all residents have equitable access to a quality education, jobs and services, are not vulnerable to displacement, and have a greater number and more types of job opportunities. Expanding educational training and workforce options provides residents access to higher wage-jobs and opportunities.

RECOMMENDATIONS

Create a local business support office tasked with assisting and promoting small businesses, providing or connecting small businesses with resources, and strengthening or adding formal business organizations throughout Near Southeast.

New and well-established businesses are juggling many aspects of their day-to-day operations. Business leaders are looking for proper tools and resources to help them remain competitive and make sure their business practices are fitting to their goals. Currently, the East Evans Business Association is the only active group in the area. Additional supporting groups and activities can help spur activity towards economic growth, especially in areas with no immediate coordination.

A. Identify a point of contact in the Denver Economic Development and Opportunity (DEDO) department to build upon existing opportunities, partnerships and resources to support existing and new businesses.
B. Work with relevant organizations to provide technical and legal assistance with business planning, succession or transition planning, lease negotiations, maintenance fees, predatory lending, property taxes and other challenges faced by small business owners.
   1. Offer these services at a convenient location within the area, such as at a services hub or public facility (e.g. public school, library, or recreation center) as an on-going series.
C. Encourage collaboration among business corridors and sectors including support from DEDO tools such creating more formal merchant associations or Business Improvement Districts.
D. Work with Near Southeast Area organizations to develop a marketing package to help attract customers to individual businesses and business clusters as well as creating a brand or identify for the area.
E. Connect businesses with city funds and other resources which can be used to build capacity and support the city’s most vulnerable small businesses, especially those that are neighborhood-serving, to better withstand economic shocks, such as the COVID-19 Pandemic and other business disruptions, which exacerbate operating challenges.

Attract new businesses to Near Southeast to better serve residents’ needs.

An overwhelming number of participants have identified the need and interest to patronize more local businesses, especially in walkable and bikeable areas. Encouraging new types of business models and incentives can create a more vibrant business community as well as job opportunities in Near Southeast.

A. Work with property owners and business organizations to develop small business incubators and/or accelerators, particularly in existing vacant and underutilized structures, to test market new neighborhood serving retail and services. Successful incubator tenants should then be encouraged to move to permanent storefront locations within Near Southeast with assistance from local organizations.
B. Incentivize new projects that offer smaller retail spaces and/or provide below-market commercial space with incentives such as height bonuses, low-interest financing and direct subsidies.
C. Utilize small business loan programs, such as the Small Business Investment Fund and tax credit programs (e.g. business personal property and state Enterprise Zones).
D. Focus business attraction efforts towards more local restaurants (including those that have healthy food options and spaces that are family friendly and/or have outdoor seating), grocery stores, recreational retail or services, and other local services such as coffee shop and neighborhood serving retail.
E. Encourage existing business to fill service gaps by expanding or adding additional products with limited availability in area.
RECOMMENDATIONS

Prevent business displacement from within the neighborhood.

Near Southeast’s local independent retailers are highly valued by neighborhood residents, and financial stability is key to helping small businesses thrive. With rapidly changing real estate conditions, sometimes technical and regulatory assistance is not enough to prevent displacement. Financial incentives are suggested to help strengthen businesses and the ability of property owners to accommodate them.

A. Broaden the range of financial incentives and assistance for small independent businesses and landlords to strengthen the area’s tenant mix and help prevent displacement.

B. Assist small businesses in buying their building or office space by utilizing programs such as:
   1. Small Business Administration’s 504 Loan Program
   2. Mobilizing community development organizations, such as Community Development Corporations (CDCs), to acquire commercial property through community land trusts
   3. Exploring programs such as right of first refusal.

C. Offer financial incentives, such as funds for commercial rehabilitation, to landlords that are willing to sign long-term leases with small businesses or limit rent increases.

D. Incentivize new projects that offer smaller retail spaces, provide below-market commercial space, and/or provide space for an existing business to remain on-site with incentives such as density bonuses, low-interest financing and direct subsidies.

E. Offer matchmaking services to connect small independent businesses with landlords. Provide relocation assistance to displaced small businesses to help them remain as close to their prior location as possible.

Encourage and ensure amenities to improve the quality of life at the workplace.

The Near Southeast aims to grow as desirable place to own a business and work. Taking steps to add benefits improves the workplace environment as well equitable opportunities for residents within the planning area and citywide.

A. Help locally-owned businesses provide living wages and benefits to staff such as transit passes to encourage job retention and growth. (See M-19-B&C, p. 133).

B. Ensure small business technical assistance is available to English-as-a-second language business owners.

C. Connect employees to local childcare options near employment areas and support more childcare offerings in Near Southeast.
   1. Identify and inventory existing locations and related hours.
   2. Review opportunities to establish additional childcare options as a new business, in a co-operative, in partnership with places of worship or other options that may be more affordable to residents.

BACKGROUND POLICY

Attracting New Business: Rent Abatement

The Allentown neighborhood in Pittsburgh, PA created a special initiative and incentive to attract new businesses to their community. Through grant support and committee review, the Allentown Community Development Corporation and Hilltop Alliance sponsored a “rent abatement” program. Through an application process, small business owners could apply to receive a portion of their rent paid through the subsidy program for the first few months and up to a year to help get their new businesses up and running. Business are required to provide a business plan as part of their application.

This and other programs have helped to reduce the Warrington Avenue vacancy rate to less than 5% in 2021 (previously ~40% in 2016). A similar program can help attract new businesses and jobs in Near Southeast neighborhoods to create more vibrant shopping areas.

BUSINESS, RETAIL & WORKFORCE DEVELOPMENT

NSE Top Employers

16%  
Admin & Support Services

16%  
Healthcare & Social Assistance

10%  
Professional, Scientific, & Technical

10%  
Retail Trade
RECOMMENDATIONS

HE-14

Invest and encourage green business practices and development.

Businesses can make changes both large and small to their business to improve sustainability, combat climate change and provide exemplary leadership. The following recommendations can be applied to everyday business operations as well as physical infrastructure improvements to individual sites or business corridors. The more businesses participate in these practices, the greater the positive impact they will have to the Near Southeast neighborhoods and greater Denver area.

A. Provide resource and navigation to businesses and property owners who are interested in adding green and sustainable practices or materials, such as but not limited adding or expanding solar arrays to roofs or parking shelters, green roofs, native landscaping and other improvements to decrease fossil fuel use.

B. Newly constructed commercial spaces should incorporate sustainable design solutions that utilize passive solar design, energy and water conservation and waste management, as well as reduction in urban heat island (UHI) effect through permeability, color, light, green infrastructure and natural materials. Sites with additional land should provide ecological beneficial landscaping through biodiverse and native selections.

C. Implement Waste No More by working to have businesses collaborate and participate in city recycling and composting programs.

D. Encourage businesses to participate and join the “Certifiably Green Denver” Business Program.

E. Encourage businesses to add dedicated bicycle parking for both employees and customers, especially in new developments and transit areas. (See M-19-A, p. 133).

Certifiable Green Business Program

As of the publication date of this plan, only 2 businesses in Near Southeast have become a Certifiably Green Business in the City of Denver.

Certifiably Green Denver (CGD) is a free consulting and certification program that helps businesses within Denver achieve their sustainability goals. CGD provides free educational outreach and technical help. This program is voluntary and non-regulatory.

The primary goals of the program are to:

- Increase participation and adoption of sustainable practices
- Improve energy efficiency and water conservation
- Decrease the use of resources and generation of waste

Here are a few reason and benefits for businesses small and large to join:

- Compliance – Proper management practices help minimize wastes, reduce downtime and keep you in compliance with regulations.
- Cost Savings – Less waste means lower disposal and operating costs. Efficient use of materials, water and energy saves money.
- Public Image – Superior environmental practices positively affect your image with customers, the community and employees.
- Public Recognition – CGD publicly recognizes certified businesses through free advertising. This includes Internet listings and advertising in the newspaper, magazines, radio and water bill inserts. Certified businesses receive a framed certificate and a window decal from CGD.
RECOMMENDATIONS

HE-15

Partner with Denver Public Schools, local universities, community organizations, and other major area employers in connecting Near Southeast residents to new opportunities through workforce training and continuing education.

While much of Near Southeast’s employment is based in retail in the immediate area, there is a large opportunity to expand job types and new business opportunities. Residents have shown interest in expanding educational offerings at different levels to expand equity and access to opportunities. The following strategies incorporate various partnerships to make learning opportunities accessible in all neighborhoods, especially in local schools.

A. Develop partnerships with Denver Public Schools (DPS) in identifying opportunities to support students and families from cradle to career. Consider joint use agreements and making school facilities open for community events to support and expand DPS’ community hub model to Near Southeast.
   1. Work with DPS to support students throughout their educational path. Identify grant opportunities, such as US Department of Education, foundations and other sources, to find areas where neighborhood schools need support in achieving this goal.

B. Partner with DPS, local universities, business organizations and other major area employers in connecting Near Southeast residents to job opportunities through workforce training. Encourage local hiring of Near Southeast residents and businesses, particularly for city-supportive projects that offer employment opportunities.

C. Work with city departments to identify opportunities to create quality jobs through a green workforce program.

D. Consistent with HOST 5-Year Strategic Plan, help residents experiencing homelessness increase their income and housing stability by partnering with Denver Economic Development & Opportunity (DEDO) and Denver Human Services (DHS) to expand access to benefits, job training, apprenticeships and other resources.

E. Increase educational opportunities for adults in Near Southeast through adult and higher education. Provide educational opportunities at community centers, libraries and other public facilities by connecting residents to scholarships and other programs to improve access to learning.

F. Connect residents to these resources through regular outreach and cross promotion of available options to increase participation and availability.

BACKGROUND POLICY

D. Consistent with HOST 5-Year Strategic Plan, help residents experiencing homelessness increase their income and housing stability by partnering with Denver Economic Development & Opportunity (DEDO) and Denver Human Services (DHS) to expand access to benefits, job training, apprenticeships and other resources.

E. Increase educational opportunities for adults in Near Southeast through adult and higher education. Provide educational opportunities at community centers, libraries and other public facilities by connecting residents to scholarships and other programs to improve access to learning.

F. Connect residents to these resources through regular outreach and cross promotion of available options to increase participation and availability.

STRATEGIES

BUSINESS, RETAIL & WORKFORCE DEVELOPMENT

Denver Public Schools Community Hubs

In the Fall of 2022, Denver Public Schools launched their Community Hubs program – including a location in Near Southeast at Place Bridge Academy. These hubs are to help students and their families needs beyond learning in the classroom. These services may include the following and more:

For Adults
- Workforce development and interview/job preparation
- Language services
- Financial literacy
- Parenting classes

For Youth
- Academic tutoring
- Gay-Straight Alliance and LGBTQ+ support
- Financial wellness and postsecondary planning
- Individual and group therapeutic services

For Immigrant and Refugee Families
- Newcomer identification and placement
- Free childcare
- Basic needs support
- Support in navigating DPS and US school system

9 public schools
in Near Southeast with an additional 3 nearby

3 private schools
in Near Southeast with an additional 3 nearby
4.0 MOBILITY

IN THIS SECTION

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  4.1.1 Long Term Vision for Mobility  P.86
  4.1.2 Measurable Goals  P.88

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  4.3.5 TDM Strategies  P.132
  4.3.6 Neighborhood Traffic Calming  P.134
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Key Mobility Themes

- **Corridor Improvements**— Prioritize safe multimodal transportation options and operational improvements along Near Southeast corridors
  - M Policies 1-13, 17 and 18

- **Pedestrian and Bicycle Safety Improvements**— Reduce pedestrian, bicyclist and driver exposure to crashes by providing safe crossing environments, adequate and complete sidewalk space, and comfortable bicycle infrastructure
  - M Policies 14-16

- **Neighborhood Traffic Calming**— Install traffic calming elements intended to provide visual and physical cues to slow the speed of vehicles in Near Southeast and target areas where safety is of utmost concern, such as schools, parks and commercial nodes
  - M Policies 14, 16 and 20

4.1 **MOBILITY INTRODUCTION**

Near Southeast residents and businesses rely on transportation infrastructure to reach their local and regional destinations, and they demand a transportation network that prioritizes pedestrians. At some point during the day, everyone uses the transportation network to get around the city whether it’s walking, biking, taking the bus, driving, or using another option. Historically, Near Southeast neighborhoods have consisted of transportation, density and land use conditions that support a car-centric lifestyle, and the Near Southeast contains a disproportionately large number of Denver’s High Injury Network (HIN) corridors. As a result, residents have asked for mobility options and travel choices that align with their vision for a safe, comfortable and connected community.

Mobility is closely tied to the Land Use & Built Form, Housing & Economy and Quality of Life Infrastructure chapters in this plan. Transportation options influence neighborhood affordability and health outcomes and prioritize future networks with increased connectivity, safety and accessibility. The policies and strategies outlined in this section aim to significantly reduce crashes and eliminate fatalities while establishing even stronger connections within Near Southeast and beyond. While some portions of the existing Near Southeast transportation and mobility network have received recent improvements including pedestrian and bicycle intersection improvements, the mobility policies and strategies in this plan will help continue to guide future investments and infrastructure improvements throughout the remainder of Near Southeast that has yet to realize and benefit from infrastructure investment. The policies and strategies prioritize people over cars and identify new opportunities that ensure all mobility options are accessible, safe and connected, while also serving a central role in accomplishing the city’s Mobility Action Plan goals.

4.1.1 **Long Term Vision for Mobility**

In 2040, the central location of Near Southeast allows residents and visitors to safely walk, roll, bike and take transit to an abundance of local amenities and regional destinations. The area has safe multimodal networks, including well-maintained sidewalks, trails and quality streets that equitably serve the neighborhood. People of all ages and abilities move around the area comfortably on a network that prioritizes pedestrians with wider sidewalks, safer crosswalks, street trees and sustainable landscaping. Bicyclists and riders of all ages and riding levels easily access the Cherry Creek Trail and the High Line Canal, local shopping and services, and other unique neighborhood attractions like Four Mile Historic Park. Colorado Station and Yale Station provide convenient connections to jobs, schools, services, and other regional amenities. Affordable, reliable and frequent transit options serve the area creating a healthier and more resilient neighborhood. Innovative mobility options allow residents, visitors and employees in Near Southeast to meet their daily needs without relying on a single-occupancy vehicle. Serious traffic-related injuries and fatalities have been eliminated, and emissions and climate impacts have decreased. The availability of alternative modes of transportation has transformed Evans Avenue into an inviting, vibrant corridor that serves the area’s growing population, while other major corridors like Colorado Boulevard, Alameda Avenue, Quebec Street and Leetsdale Drive continue to provide vital multimodal connections between neighborhoods.
Other Plans

The mobility vision and recommendations outlined in this plan focus on the neighborhoods of Washington Virginia Vale, Virginia Village, Indian Creek, Goldsmith and University Hills North and are consistent with other recent citywide planning efforts, including:

Comprehensive Plan 2040
The 20-year vision for Denver and its people reflects the voices of thousands of Denverites who have shared their hopes, concerns and aspirations for the city’s future. The Comprehensive Plan aims to:
- Maximize the public right-of-way to create great places
- Deliver a robust, diversified multimodal network
- Strengthen local and regional connections, and focus growth, development and jobs in transit rich areas

Mobility Action Plan (MAP)
Denver’s plan to reinvent its transportation system with a focus on mobility, safety, access, equity, sustainability and smart technology to improve connectivity, economic opportunity and quality of life for everyone.

Vision Zero
Denver’s action plan to eliminate all traffic deaths and serious injuries by 2030 with a focus on safety improvements along the City’s High Injury Network (HIN) corridors.

Safe Routes to School Action Plan
This Five-Year Safe Routes to School Action Plan is intended to be a roadmap for DOTI, partnering agencies and the broader community to work together to improve safety for students and caregivers walking, bicycling and rolling to school.

Denver Moves
Transit, Denver Moves: Bikes and Denver Moves: Pedestrians and Trails – Three Mobility Plans developed by mode that contain near and long-term strategies for moving more people through the City.

Denver Game Plan for a Healthy City
The citywide parks plan with recommendations to improve parkways and trails, including:
- Ensuring all Denver residents are within a 10-minute walk of a park.
- Encouraging the creation of new “Contemporary Parkways” with guidance for updating existing and future parkways that reflect current transportation and mobility needs for all Denver residents

Transportation Demand Management (TDM) Policies
Citywide regulatory efforts that integrate strategies to improve transportation and mobility options for users in new and existing larger scale developments with the goal of reducing or replacing short-distance trips taken by single-occupant vehicles.
4.1.2 Measurable Goals

The following metrics evaluate current transportation and mobility conditions and set future targets to accomplish the walkable, bikeable and transit-friendly vision for Near Southeast, while also supporting citywide mobility and safety goals.

**Mode Share**

Mode share is defined and measured by the U.S. Census Bureau as the percentage of travelers using a particular transportation type (i.e. walking, biking, transit, driving, etc.) to reach a destination. U.S. cities aim to reduce drive-alone rates in single occupancy vehicles (SOVs) to balance and reduce the stress on their transportation systems.

In 2017, Denver’s Mobility Action Plan (MAP) set citywide commute mode share goals for 2030. The Near Southeast’s 2040 transportation mode share targets improve upon the MAP 2030 goals, with Near Southeast’s neighborhoods exceeding the 2030 MAP targets by the year 2040. The data within this section is averaged for all neighborhoods and the Near Southeast Area Plan will rely on a citywide effort to define mode share goals by neighborhood to include important regional context and analysis. Denver’s Department of Transportation and Infrastructure (DOTI) will establish targets for specific mode share goals at the neighborhood level through the Denver Moves: Everyone transportation plan and other transportation and mobility policies and programs. Denver Moves: Everyone also establishes specific post-2030 citywide goals and may do so by individual neighborhood. This plan states goals should be more aggressive than those outlined in the Mayor’s 2020 Mobility Action Plan and should continue to advance Denver’s multimodal pedestrian safety, environmental sustainability and climate action goals.

**Killed and Serious Injury (KSI) Crashes**

Denver’s Vision Zero Program aims to eliminate all traffic deaths and serious injuries on Denver’s roads by 2030 and tracks statistics on those killed and seriously injured (KSI) in roadway crashes annually. The Near Southeast Area contains many narrow and missing sidewalks and several High Injury Network (HIN) corridors in need of safety improvements. Vision Zero tracks 3-year KSI averages. The 3-year average (2018-2020) for all Near Southeast Area neighborhoods combined is approximately 50 people who die or are seriously injured within the area (see graph to the right for 3-year averages). The 2030 target for all Denver neighborhoods is to have a KSI 3-year average trending towards zero.

Source: 2019 ACS 5-Year Estimates (Census 2030: Citywide Mobility Action Plan goals 2040: goals will be set by DOTI Denver Moves: Everyone.)
Vision Zero Action Plan

Created in 2017, the Vision Zero Action Plan outlines a path towards eliminating all traffic-related deaths and serious injuries on Denver’s roads. A central pillar of Vision Zero is that people should not be killed or seriously injured as a consequence of mobility. Vision Zero recognizes that humans make mistakes and therefore the transportation system must be designed to minimize the consequences of those errors. The Action Plan identifies that 50 percent of Denver’s traffic fatalities occur on just 5 percent of the city’s streets. These 5 percent of streets are called the High Injury Network (HIN). Creating safer streets through design is an essential part of Vision Zero. For example, higher speeds not only increase the risk of a crash but also increase the risk for serious injury or death, regardless of mode.

Six out of 27 High Injury Network corridors run through the Near Southeast, and recommendations in this plan directly support the following Vision Zero goals:

- Implement safety treatments along the HIN
- Reconfigure streets and intersections to improve safety and operations
- Reduce vehicle speeds along the HIN
- Create slow zones in priority areas
4.2 STREET TYPES

Blueprint Denver outlines a complete multimodal transportation network that provides mobility choices to all residents organized into four user categories: Pedestrian, Bike, Transit and Auto/Goods movement. This complete network will give residents the ability to choose how they access jobs, education, residential, commercial and leisure destinations.

The City and County of Denver uses the functional street classification system established by the U.S. Federal Highway Administration. Functional street classifications describe the purpose and character of the street network. Designations convey if streets have been designed to move traffic at certain speeds, provide access to property with some level of frequency and predictability, and are linked to surrounding land uses. Standard street function categories classify roads into three groups: local, collector and arterial. The existing street type network in the plan area is composed of local streets, collector streets and arterial streets that primarily serve residential areas. Based on the Future Place changes outlined in the Land Use & Build Form Chapter, the Near Southeast Area Plan proposes few changes to the future street types as mapped in Blueprint Denver and includes bold strategies to prioritize multimodal transportation along key corridors to make it easier and safer for people to walk, roll, bike or take transit. Those proposed changes occur at the Leetsdale and Holly, and Florida and Holly intersections, as well as adjacent to the Yale Light Rail Station.

STREET CLASSIFICATIONS

Local
Local streets primarily serve residential areas. These streets provide the shortest trips, at the lowest speeds and the lowest volume of traffic, with the lowest degree of through travel. They provide the highest degree of property access and have the least number of travel lanes.

Collector
Collector streets serve medium distance trips with moderate speeds and move a moderate volume of traffic with medium distance trips. There are a moderate number of access points along this designation of street and connections with other routes through a moderate number of travel lanes.

Arterial
Arterial streets move the maximum number of vehicles over the longest distances. There are few access points and additional lanes to move large traffic volumes at faster speeds.

Blueprint Denver developed a typology for describing streets by their adjacent land use and character in addition to the already established functional class. Added to local, collector and arterial streets are the categories of residential, commercial, main street and mixed-use.

Commercial
Land use: contains commercial uses like shopping centers, auto services and offices. Buildings usually have on-site parking.
Function: frequent driveways to provide auto access to properties; adequate sidewalk space is still provided.
Buffer: consistent buffer between people walking or rolling and transit.

Mixed-Use
Land use: varied mix of uses including retail, office, residential and restaurants
Function: driveways are more frequent than main streets but are limited to provide a friendly environment for people walking, rolling or riding bicycles.
Buffer: fairly consistent buffer between people walking or rolling and traffic.

Main Street
Land use: characterized by a mix of uses, such as retail, services and restaurants, and residential.
Function: wide sidewalks with fewer driveways to prioritize people walking and rolling.
Buffer: consistent trees, understory plantings and/or amenity zones provide a buffer between people walking or rolling and traffic.

Residential
Land use: characterized by primarily residential uses, but may also include parks, schools, civic uses or small retail nodes.
Function: traffic calming encourages slower speeds and promotes safety for all users. Signalized cross walks with high visibility markings provide ample crossing opportunities.
Buffer: street trees or a planting area provide a buffer between people walking or rolling and traffic.
4.3 RECOMMENDATIONS

This chapter summarizes key strategies and recommendations for Near Southeast developed through stakeholder and public feedback, a multimodal existing conditions analysis, and a review of Denver’s adopted plans, reports and current projects.

The multimodal existing conditions analysis included a detailed study of crashes by mode to determine areas of highest need. As shown in the Crash Data Map, most crashes are concentrated along segments of the High Injury Network (HIN) identified in Denver’s Vision Zero Action Plan. Near Southeast has a disproportionately high crash rate on its HIN streets versus the citywide crash rate on HIN streets. Targeted improvements for pedestrians, cyclists and drivers alike on the HIN streets will improve local and citywide safety.

A detailed origin/destination analysis was completed to better understand travel patterns and inform recommendations. Most trips were found to be regional trips, with an average of 68% trips beginning in Near Southeast neighborhoods traveling to surrounding neighborhoods. Major destinations include downtown Denver, Cherry Creek and the Lowry/Central Park neighborhood. Recommendations in this plan will require additional analysis, including traffic studies, before significant improvements are installed.

Unlike other sections within this report which involve public-private-partnerships and may require more innovative implementation strategies, transportation infrastructure is primarily owned by Denver’s DOTI, which has the authority to improve conditions that meet standards as funding and resources allow. In November of 2022, voters in Denver approved the “Denver Deserves Sidewalks” ballot initiative which shifted responsibility for sidewalk maintenance and repair from property owners to the City. It also levies a new fee on property owners that will raise money to make needed repairs and fill in missing sidewalks across the entire city over the next nine years. Additional opportunities include engaging partners who can add additional funding, such as Regional Transportation District (RTD), Colorado Department of Transportation (CDOT) and local business districts.
Image of right-of-way along Leetsdale showing narrow sidewalks and poor pedestrian experience
**Near Southeast Area Plan | Part 4 Mobility**

**MOBILITY CONCEPTS**

**Balanced Streets**
Streets that improve safety, comfort and prioritize walking, rolling, biking and transit.
- Improved transit frequency, capacity and enhanced stops
- Safe, accessible and comfortable walking and rolling environment
- Improved facilities and safety enhancements for people biking or riding

**Bus Rapid Transit / Transit Priority Streets**
Streets designed to improve transit frequency, transit capacity and provide enhanced amenities at stops. Pedestrian and bicycle connections to and from transit stations are also included.

**Intersection Safety Improvements**
Safety improvements at intersections to create a safe, comfortable and accessible crossing for pedestrians and bicyclists

**Pedestrian Priority Streets**
Safe, comfortable and accessible walking environments. Where possible, stormwater management infrastructure, climate appropriate vegetation, art, signage, wayfinding and lighting should be considered and incorporated to enhance the user experience, encourage walking, rolling, biking and the use of transit.

**Mobility Hubs**
Centers with enhanced amenities that allow for seamless transition between modes. Mobility hubs can vary in scale and amenities depending on context. Local mobility hubs have basic transit stop amenities related to one or two modes, while regional mobility hubs may have more amenities related to multiple mobility networks and systems.

**Bicycle Priority Streets**
Streets designed to provide increased separation from traffic for people riding bikes with intersections that reduce conflict between bicycles and vehicles.
Modernizing Commercial Corridors

Design choices and planning trends of the 1950s created multiple strip malls and auto-centric corridors in Near Southeast. Today, these areas can feel unsafe and require modernization to be more pedestrian friendly and inviting. The District is a local mixed-use development that can be found at the intersection of Hampden Avenue and Locust Street, here in Denver. Starting in 2004, new construction created first floor retail spaces with upper story apartments. Wide sidewalks were added, separated from road surfaces (sidewalks were not present in the prior shopping center design). Parking was placed behind buildings so that pedestrians no longer need cross parking lots to reach shops. The businesses feature entrances on both sides of the building. Additionally, there is a pedestrian breezeway, where pedestrians can pass through to the rear of the building.

Similar designs could be applied to sites along major corridors in Near Southeast through zoning and development code changes, a zoning overlay district, or area design standards. These tools can help modernize these suburban corridors to be more pedestrian friendly as well as introduce housing or office spaces above storefronts.
4.3.1 Balanced Corridors

Balanced corridors serve as the framework for the Near Southeast Plan because they represent bold changes to the mobility system, prioritizing safe multimodal transportation options. These corridors present the best opportunity to provide people with safer transportation choices, while creating better and more seamless regional and neighborhood connections. Examples of potential improvements include repurposing street space to address safety via road diets, flexible bus and parking lanes, additional pedestrian crossings, reduced crossing distances, increased comfort for people riding bikes, wider sidewalks, operational improvements, green stormwater infrastructure and more usable green spaces along streets. The characteristics of corridors in the Near Southeast vary by classification, land use character, place and neighborhood context.

Balanced corridors prioritize multimodal transportation along key corridors and make it easier and safer for people to walk, bike, roll and take transit and represent the best opportunity to increase mobility choice and reduce the use of single occupancy vehicles. Denver’s current road network prioritizes the personal automobile, and the balanced street recommendations suggest how to best reallocate space for other modes in order to meet citywide goals. While space will be reallocated for other modes, Denver expects 50 percent of work trips to be made by personal automobile in 2030, and a representative portion of the road network in Near Southeast will remain focused on moving automobiles. Denver’s Vision Zero program found that driver safety greatly improves following the safety treatments recommended in this section. Creating more reliable, connected, affordable and safe mobility options will improve quality of life and help the city meet its mobility goals.
STREETS IN NEAR SOUTHEAST TODAY

The Near Southeast area represents one of the best opportunities within Denver to make significant progress towards the city’s mobility goals for 30% of people to walk, bike or take transit and for zero traffic fatalities by 2030. Near Southeast neighborhoods exhibit a slightly higher drive alone mode share than Denver’s citywide average, and the area is generally well-served by high-capacity and local transit service with strong ridership. However, there are many challenges within Near Southeast that need to be addressed to reduce the number of single occupancy vehicle trips and eliminate traffic deaths area-wide.

Several major arterial corridors designed to move vehicular traffic in and out of the area create barriers that bisect Near Southeast neighborhoods and often make it uncomfortable to walk, bike or roll. These streets also represent key neighborhood destinations and places people want to connect to or travel along. This highlights a need to improve safety for all users in these neighborhoods and to focus on increasing the number of high comfort bikeways, dedicated transit lanes and customer amenities at stops.

PERCENT OF COMMUTERS DRIVING TO WORK

- Citywide: 70%
- University Hills: 59%
- Virginia Village: 66%
- Goldsmith: 72%
- Washington Virginia Vale: 72%
- Indian Creek: 80%
EVANS AVENUE RECOMMENDATIONS

A. Pedestrian Safety and Sidewalk Quality:
1. Install separated sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
2. Upgrade existing sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
3. Install intersection improvements and improve the safety of pedestrian crossings, prioritizing locations on the Mobility Opportunities Map (p. 95).
   a. Enhanced pedestrian crossings could include such things as painted crosswalks and directional curb ramps and pedestrian priority signals.
   b. Increase the visibility of pedestrians to vehicular traffic through both lighting improvements and crossing treatments to highlight where pedestrians are crossing the road.
   c. Reduce the number of driveways and curbcuts.

B. Safety and Speeding on Streets:
1. As part of the High Injury Network, additional focus and priority should be placed on the corridor to improve safety and mitigate severe crash types.
2. Encourage safe, context-sensitive speed limits to ensure compliance, especially where bicyclists, pedestrians and other multimodal users are crossing the road.
   a. Priority locations include large crossings at Colorado Boulevard, Monaco Parkway, Quebec Street, Holly Street, Colorado Station, and those locations prioritized for pedestrian and bicyclist improvements.

C. Mode Choice:
1. Conduct a corridor study to determine the multimodal vision for the corridor, including pedestrian, bicycle, transit and infrastructure improvements.
2. Install bus priority improvements along the Evans corridor consistent with DOTI’s Bus Priority Network Study.
   a. Provide updated bus stop amenities as described in Transit Policy M-18 (p. 131).
3. Work with employers along the corridor to provide commuting incentives, such as free or reduced bus passes or rewards to employees, to encourage alternative transportation use
4. Provide resources to encourage businesses to add electric charging stations.
EVANS AVENUE OPPORTUNITIES

**Bike**
- Enhanced bike crossing and bicycle safety improvements
- Enhanced bike crossing and bicycle safety improvements
- Enhanced bike crossing and bicycle safety improvements
- Enhanced bike crossing and bicycle safety improvements

**Pedestrian**
- Enhanced pedestrian crossing and pedestrian safety improvements
- Install separated sidewalks with landscaped buffers
- Enhanced pedestrian crossing and pedestrian safety improvements
- Install separated sidewalks with landscaped buffers

**Transit**
- Study feasibility of implementing a regional mobility hub at Colorado Station
- Prioritize enhanced transit stop amenities
- Prioritize enhanced transit stop amenities
- Prioritize enhanced transit stop amenities, study feasibility of implementing a local mobility hub
COLORADO BOULEVARD RECOMMENDATIONS

STRATEGIES

A. Pedestrian Safety and Sidewalk Quality:
   1. Install separated sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing the following:
      a. Those locations on the Sidewalk Inventory Map (p. 119).
      b. Install a detached sidewalk from Colorado Center Drive to the I-25 Frontage Road.
      c. Install a detached sidewalk from I-25 north to Alameda Avenue.
   2. Upgrade existing sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing the following locations:
      a. Those locations on the Sidewalk Inventory Map (p. 119).
      b. The Colorado Boulevard and Florida Avenue intersection.
      c. Sidewalks located between the corridor and any surface lot parking.
   3. Install intersection improvements and improve the safety of pedestrian crossings, prioritizing locations on the Mobility Opportunities Map (p. 95).

B. Safety and Speeding on Streets:
   1. As part of the High Injury Network, additional focus and priority should be placed on the corridor to improve safety and mitigate severe crash types.
   2. Encourage safe, context-sensitive speed limits to ensure compliance, especially where bicyclists, pedestrians and other multimodal users are crossing the road.

C. Mode Choice:
   1. Support CDOT’s development of Bus Rapid Transit from Alameda Avenue to Yale Avenue by 2030 with community engagement, technical expertise and cost share.
   2. Provide updated bus stop amenities per Transit Policy M-18 for the entire Colorado Boulevard corridor (p. 131).
   3. Work with employers along the corridor to provide commuting incentives, such as free or reduced bus passes or rewards to employees along Colorado Boulevard, to encourage alternative transportation use.
   4. Provide resources to help and encourage businesses to add electric charging stations.

Conceptual sketch of intersection improvement opportunities at Florida Avenue and Colorado Boulevard:

A. Added Pedestrian Lighting
B. Widened Sidewalks and Landscaping
C. Separated Sidewalks
D. Bicycle Crossing Safety Improvements
**COLORADO BOULEVARD OPPORTUNITIES.**

**Bike**
- Enhanced bike crossing and bicycle safety improvements
- Enhanced bike crossing and bicycle safety improvements

**Pedestrian**
- Enhanced pedestrian crossing and pedestrian safety improvements
- Enhanced pedestrian crossing and pedestrian safety improvements
- Study the feasibility of separating the sidewalk from I-25 to Alameda Avenue

**Transit**
- Prioritize enhanced transit stop amenities, study feasibility of implementing a regional mobility hub
- Future bus rapid transit; enhanced transit stop amenities corridorwide
Go Speer Leetsdale Study

Go Speer Leetsdale examines transportation connectivity and operational needs for all modes of travel within the Speer/Leetsdale corridor. The effort evaluates how to improve the way this corridor moves people between Broadway and East Mississippi Avenue through a variety of different transportation modes, including walking, biking, public transit, and driving. The study also considers transportation facilities within approximately one-half-mile north and south of the main corridor.

The study provides a detailed roadmap for transformative change for the entire corridor and suggests a variety of transportation improvements that can equitably and cost-effectively accommodate the corridor’s current and growing trip demand. Key findings include:

- **Bicycle** - there is a need to address inadequate and disconnected bicycle facilities, as well as congestion and perceived safety concern for bicyclists along the corridor.
- **Pedestrian** - there is a need to address inadequate and disconnected pedestrian facilities, as well as improve pedestrian safety.
- **Transit** - there is a need to address unreliable transit travel times and delays that result from vehicular congestion, as well as inadequate accessibility and low rider comfort at transit stops.
- **Vehicular** - there is a need to address intersections and corridor locations with higher than expected crash frequency and severity.

**STRATEGIES**

**M-3**

**LEETSDALE DRIVE RECOMMENDATIONS**

**A. Pedestrian Safety and Sidewalk Quality:**
1. Install separated sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
2. Upgrade existing sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing the following locations:
   a. Those locations on the Sidewalk Inventory Map (p. 119).
   b. Sidewalks located between the corridor and any surface lot parking.
3. Install intersection improvements and improve the safety of pedestrian crossings, prioritizing locations on the Mobility Opportunities Map (p. 95).
   a. Study the feasibility of installing a grade-separated crossing at Leetsdale Avenue and the Garland North Greenbelt.
   b. Enhanced pedestrian crossings could include such things as painted crosswalks and directional curb ramps and pedestrian priority signals.
   c. Increase the visibility of pedestrians to vehicular traffic through both lighting improvements and crossing treatments to highlight where pedestrians are crossing the road.
   d. Reduce the number of driveways and curbcuts.
4. Prioritize maintenance and encourage snow removal during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges created for pedestrians traveling along the corridor.

**B. Safety and Speeding on Streets:**
1. As part of the High Injury Network, additional focus and priority should be placed on the corridor to improve safety and mitigate severe crash types.
2. Encourage safe, context-sensitive speed limits to ensure compliance, especially where bicyclists, pedestrians and other multimodal users are crossing the road.
   a. Priority locations include large crossings and those locations prioritized for pedestrian improvements.
   b. Add informative signage to message safe speeds, increase compliance with traffic laws and provide speed feedback as applicable based on driver feedback signs.

**C. Mode Choice:**
1. Support CDOT’s development of Bus Rapid Transit by 2030 with community engagement, technical expertise and cost share.
2. Study the feasibility of a shared use path on one side of Leetsdale Drive and a detached six-foot sidewalk on the other side of Leetsdale Drive.
3. Provide updated bus stop amenities per Transit Policy M-18 (p.131) for the entire Leetsdale Drive corridor, which is identified as a high-capacity transit corridor.
4. Work with employers along the corridor to provide commuting incentives, such as free or reduced bus passes or rewards to employees along Leetsdale Drive, to encourage alternative transportation use.
5. Provide students attending George Washington High School bus passes or other transit incentives to help relieve traffic on Leetsdale Drive and Monaco Parkway and to encourage alternative transportation use during the school year.
6. Provide resources to encourage businesses to add electric charging stations.
LEETSDALE DRIVE OPPORTUNITIES

**Bike**

- Install or upgrade separated sidewalks with landscaped buffers consistent with the Denver Complete Streets Design Guidelines corridorwide.
- Upgrade and install sidewalks consistent with the commercial streets recommendations from Denver Complete Streets Design Guidelines corridorwide.
- Study the feasibility of adding a shared use path on one side of the corridor, and a detached sidewalk on the opposite side corridorwide.

**Pedestrian**

- Install or upgrade separated sidewalks with landscaped buffers consistent with the Denver Complete Streets Design Guidelines corridorwide.
- Upgrade and install sidewalks consistent with the commercial streets recommendations from Denver Complete Streets Design Guidelines corridorwide.
- Study the feasibility of adding a shared use path on one side of the corridor, and a detached sidewalk on the opposite side corridorwide.

**Transit**

- Future bus rapid transit; enhanced transit stop amenities corridorwide.
- Prioritize enhanced transit stop amenities; study feasibility of implementing a local mobility hub.
MONACO PARKWAY RECOMMENDATIONS

A. Pedestrian Safety and Sidewalk Quality:
   1. Install separated sidewalks consistent with the *Denver Moves: Pedestrian and Trails* and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
   2. Upgrade existing sidewalks consistent with the *Denver Moves: Pedestrian and Trails* and Denver Complete Streets Design Guidelines, prioritizing the following locations:
      a. Those locations on the Sidewalk Inventory Map (p. 119).
      b. From Evans Avenue to Jewell Avenue.
      c. Leetsdale Drive to Exposition Avenue, allowing for safe pedestrian access to George Washington High School.
   3. Install intersection improvements and improve the safety of pedestrian crossings, prioritizing locations on the Mobility Opportunities Map (p. 95).
      a. Enhanced pedestrian crossings could include such things as painted crosswalks and directional curb ramps and pedestrian priority signals.
      b. Increase the visibility of pedestrians to vehicular traffic through both lighting improvements and crossing treatments to highlight where pedestrians are crossing the road.
   4. Prioritize maintenance and encourage snow removal during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges created for pedestrians traveling along the corridor.

B. Bicycle Safety Improvements:
   1. Perform a study of Monaco Parkway to determine the best solution to facilitate bicycle movement.
      a. If Monaco Parkway cannot support bicycle infrastructure, explore parallel alternative routes.
      b. Enhance bicycle crossings and increase the visibility of bicyclists to vehicular traffic through both lighting improvements and crossing treatments to highlight where bicyclists are crossing the road.
      c. Prioritize maintenance during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges bicyclists face while traveling along the corridor.
      d. Add wayfinding directing bicyclists to major destinations along the Parkway.

C. Safety and Speeding on Local Streets:
   1. Encourage safe, context-sensitive speed limits to ensure compliance, especially where bicyclists, pedestrians and other multimodal users are crossing the road.
      a. Add informative signage to message safe speeds, increase compliance with traffic laws and provide speed feedback as applicable based on driver feedback signs.

D. Mode Choice:
   1. Install bus priority improvements along Monaco Parkway consistent with DOTI’s Bus Priority Network Study.
   2. Provide updated bus stop amenities per Transit Policy M-18 (p. 131) for the entire Monaco Parkway corridor.
MONACO PARKWAY OPPORTUNITIES

**Bike**
- Enhanced bike crossing and bicycle safety improvements
- Perform a study to determine the feasibility of adding bicycle infrastructure corridorwide
- Enhanced bike crossing and bicycle safety improvements
- Enhanced bike crossing and bicycle safety improvements

**Pedestrian**
- Enhanced pedestrian crossing and pedestrian safety improvements
- Enhanced pedestrian crossing and pedestrian safety improvements
- Enhanced pedestrian crossing and pedestrian safety improvements

**Transit**
- Prioritize enhanced transit stop amenities, study feasibility of implementing a local mobility hub
- Prioritize enhanced transit stop amenities corridorwide
A. Pedestrian Safety and Sidewalk Quality:
   1. Install separated sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
      a. Design and install a shared-use path on East Yale Avenue from Colorado Boulevard east to the High Line Canal per the Yale Avenue Corridor Study.
   2. Upgrade existing sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing the following locations:
      a. Those locations on the Sidewalk Inventory Map (p. 119).
      b. The High Line Canal crossing at Holly Street.
      c. From Colorado Boulevard to Monaco Parkway.
   3. Install intersection improvements and improve the safety of pedestrian crossings
      a. Prioritize the following locations:
         i. Those locations identified on the Mobility Opportunities Map (p. 95).
         ii. The at-grade crossing at High Line Canal Trail and Yale Avenue, west of Quebec Street.
         iii. Yale Avenue and Hudson Street (south)/Service Road (north).
         iv. Interstate 25 on/off ramps.
         v. Support DOTI in the construction of a grade-separated crossing at the High Line Canal Trail and Yale Avenue on the west side of James A. Bible Park.
         vi. Support DOTI in the construction of a pedestrian tunnel crossing at the High Line Canal Trail and the Yale and Holly Intersection.
      b. Enhanced pedestrian crossings could include such things as tight turn radius, shortened crossings, raised cross-walk, painted crosswalks and directional curb ramps, and pedestrian priority signals.
      c. Increase the visibility of pedestrians to vehicular traffic through both lighting improvements and crossing treatments to highlight where pedestrians are crossing the road.
   4. Enhance the connection to the High Line Canal at South Glencoe Street and South Grape Way, including signage visibility to enhance safety and provide direct access without passing through the Yale I-25 interchange.
   5. Prioritize maintenance and encourage snow removal during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges created for pedestrians traveling along the corridor.

B. Bicycle Safety Improvements:
   1. Install bike lanes per Denver Moves: Bikes, including a protected bike lane from Colorado Boulevard to Holly Street and a bike lane from Holly street to Quebec Street.
      a. Prioritize maintenance during the winter months to minimize the amount of ice and snow covering the bike lanes to alleviate challenges bicyclists face while traveling along the corridor.
      b. Add wayfinding directing bicyclists to major destinations along the street.

C. Safety and Speeding on Local Streets:
   1. Study the feasibility of relocating the vehicular merge point located east of the Yale Avenue and Monaco Parkway intersection to the west of the intersection in order to eliminate conflicts between pedestrians, vehicles and buses.
   2. Encourage safe, context-sensitive speed limits to ensure compliance, especially where bicyclists, pedestrians and other multimodal users are crossing the road.
      a. Implement appropriate traffic calming measures for vehicle approaching I-25 from the eastbound and westbound directions per the Yale Avenue Corridor Study.
      b. Add informative signage to message safe speeds, increase compliance with traffic laws and provide speed feedback as applicable based on driver feedback signs.

D. Mode Choice:
   1. Install bus priority improvements along the Yale corridor consistent with DOTI’s Bus Priority Network Study.
   2. Provide updated bus stop amenities per Transit Policy M-18 (p. 131) for the entire Yale Avenue corridor.
   3. Work with employers along the corridor to provide commuting incentives, such as free or reduced bus passes or rewards to employees along Yale Avenue, to encourage alternative transportation use.
   4. Provide resources to help and encourage businesses to add electric charging stations.
YALE AVENUE OPPORTUNITIES

**Bike**
- See Yale Avenue Corridor Study recommendations corridorwide
- Enhanced bike crossing and bicycle safety improvements
- Study the feasibility of relocating the vehicular merge point located east of the Yale/Monaco intersection to the west of the intersection in order to eliminate conflicts between pedestrians, vehicles, and buses
- Install bicycle infrastructure per Denver Moves: Bikes corridorwide

**Pedestrian**
- Enhanced pedestrian crossing and pedestrian safety improvements
- Design and install a shared-use path on East Yale Avenue from Colorado Boulevard east to the High Line Canal
- Enhanced pedestrian crossing and pedestrian safety improvements
- See Yale Avenue Corridor Study recommendations

**Transit**
- Provide updated bus stop amenities at bus stops for the entire corridor corridorwide
**HOLLY STREET RECOMMENDATIONS**

**CORRIDORS**

**M-6**

**A. Pedestrian Safety and Sidewalk Quality:**
1. Install separated sidewalks consistent with the *Denver Moves: Pedestrian and Trails* and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
2. Upgrade existing sidewalks consistent with the *Denver Moves: Pedestrian and Trails* and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
3. Install intersection improvements and improve the safety of pedestrian crossings, prioritizing locations on the Mobility Opportunities Map (p. 95).
   a. Enhanced pedestrian crossings could include such things as painted crosswalks and directional curb ramps and pedestrian priority signals.
   b. Increase the visibility of pedestrians to vehicular traffic through both lighting improvements and crossing treatments to highlight where pedestrians are crossing the road.
   c. Upgrade the grade-separated crossing at Holly Street and the High Line Canal Trail.
4. Study the feasibility of upgrading the existing at-grade crossing at Holly and Iliff to improve pedestrian safety.
5. Prioritize maintenance and encourage snow removal during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges created for pedestrians traveling along the corridor.

**B. Bicycle Safety Improvements:**
1. Study the feasibility of relocating the neighborhood bikeway along South Jasmine Street to a buffered bike lane along South Holly Street for uninterrupted movement across Cherry Creek.
   a. Enhance bicycle crossings and increase the visibility of bicyclists to vehicular traffic through both lighting improvements and crossing treatments to highlight where bicyclists are crossing the road.
   b. Prioritize maintenance during the winter months to minimize the amount of ice and snow covering the bike lane to alleviate challenges bicyclists face while traveling along the corridor.
   c. Add wayfinding to direct bicyclists to major destinations along the street.
HOLLY STREET OPPORTUNITIES

Bike
- Study the feasibility of providing a buffered bike lane corridorwide.
- Enhanced bike crossing and bicycle safety improvements.

Pedestrian
- Install missing sidewalk section.
- Enhanced pedestrian crossing and pedestrian safety improvements.

Transit
- Prioritize enhanced transit stop amenities.
- Prioritize enhanced transit stop amenities.
ALAMEDA AVENUE
RECOMMENDATIONS

M-7

A. Safety and Speeding on Streets:
1. As part of the High Injury Network, additional focus and priority should be placed on the corridor to improve safety and mitigate severe crash types.
2. Encourage safe, context-sensitive speed limits to ensure compliance, especially where bicyclists, pedestrians and other multimodal users are crossing the road.
   a. Priority locations include those locations prioritized for pedestrian and bicyclist intersection improvements.
   b. Add informative signage to message safe speeds, increase compliance with traffic laws and provide speed feedback as needed.

B. Bicycle Safety Improvements:
1. Study the feasibility of installing a protected bike lane along Alameda Avenue.
   a. Enhance bicycle crossings and increase the visibility of bicyclists to vehicular traffic through both lighting improvements and crossing treatments to highlight where bicyclists are crossing the road.
   b. Prioritize maintenance during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges bicyclists face while traveling along the corridor.
   c. Add wayfinding to direct bicyclists to major destinations along the street.

C. Transit Service and Access:
1. Support CDOT’s development of Bus Rapid Transit by 2030 with community engagement, technical expertise and cost share.
   a. Ensure that future Bus Rapid Transit infrastructure respects the existing character of this Parkway.
2. Provide updated bus stop amenities per Transit Policy M-18 (p. 131) for the entire Alameda Avenue corridor, which is identified as a high-capacity transit corridor.

Conceptual sketch of intersection improvement opportunities at Alameda Avenue and Monaco Parkway:

A. Widened Pedestrian Island
B. Added Shade Trees and Landscaping
C. Widened Sidewalks
D. Lane Reduction
E. Pedestrian Intersection Safety Improvements
**ALAMEDA AVENUE OPPORTUNITIES**

**Bike**
- Enhanced bike crossing and bicycle safety improvements

**Pedestrian**
- Enhanced pedestrian crossing and pedestrian safety improvements

**Transit**
- Future bus rapid transit; enhanced transit stop amenities corridorwide
In 2000 the City of Denver developed a master plan - Cherry Creek Greenway Master Plan - for an eight mile portion of Cherry Creek between University Boulevard and the Cherry Creek Dam. The Plan contemplates a "cross-over" vehicular bridge to Cook Park, between Niagara Street and Oneida Street. This image is intended to show one example of what the area could look like.
CHERRY CREEK DRIVE OPPORTUNITIES

**Bike**
- Connect sidewalk from Quebec Street along the south side of Cherry Creek Drive South to Cook Park Recreation Center; enhanced pedestrian crossing and pedestrian safety improvements
- Study the possibility of providing a multi-use path along the Monaco Parkway Bridge that connects the two sides of Cherry Creek Drive
- Enhanced pedestrian crossing and pedestrian safety improvements
- Build missing sidewalk link; enhanced pedestrian crossing and pedestrian safety improvements
- Work with the City of Glendale to provide consistent separated sidewalks along Cherry Creek Drive South

**Pedestrian**
- Connect sidewalk from Quebec Street along the south side of Cherry Creek Drive South to Cook Park Recreation Center; enhanced pedestrian crossing and pedestrian safety improvements
- Enhanced pedestrian crossing and pedestrian safety improvements
- Enhanced bike crossing and bicycle safety improvements
- Enhanced bike crossing and bicycle safety improvements
- Enhanced bike crossing and bicycle safety improvements

**Transit**
- Prioritize enhanced transit stop amenities
- Connect sidewalk from Quebec Street along the south side of Cherry Creek Drive South to Cook Park Recreation Center; enhanced pedestrian crossing and pedestrian safety improvements
- Enhanced pedestrian crossing and pedestrian safety improvements
- Enhanced bike crossing and bicycle safety improvements
- Enhanced bike crossing and bicycle safety improvements
- Enhanced bike crossing and bicycle safety improvements
QUEBEC STREET RECOMMENDATIONS

A. Pedestrian Safety and Sidewalk Quality:
1. Install separated sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
2. Upgrade existing sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
3. Integrate stormwater management and water quality treatments such as stormwater planters and permeable paving, as well as naturalized tree planing beds, climate-appropriate landscaping, tree canopy and lighting with specific focus between Leetsdale Drive and Evans Avenue (see Q-4, p. 157).
4. Install intersection improvements and improve the safety of pedestrian and bicycle crossings.
   a. Prioritize locations on the Mobility Opportunities Map (p. 95), including the intersection at Florida Avenue and Quebec Street due to its connection and proximity to Place Bridge Academy.
   b. Enhanced pedestrian crossings could include such things as painted crosswalks and directional curb ramps and pedestrian priority signals.
   c. Increase the visibility of pedestrians to vehicular traffic through both lighting improvements and crossing treatments to highlight where pedestrians are crossing the road.
   d. Reduce the number of driveways and curbcuts.
5. Prioritize maintenance and encourage snow removal during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges created for pedestrians traveling along the corridor.

B. Bicycle Safety Improvements:
1. Study the feasibility of adding bicycle facilities to Quebec Street as part of the D16 bikeway from Alameda Avenue to Cherry Creek Drive Trail.
   a. If Quebec Street cannot support bicycle infrastructure, prioritize the installation of a Bike Lane on Oneida Street between Florida Avenue and Alameda Avenue, per Denver Moves: Bikes.
   b. Enhance bicycle crossings and increase the visibility of bicyclists to vehicular traffic through both lighting improvements and crossing treatment to highlight where bicyclists are crossing the road.
   c. Prioritize maintenance during the winter months to minimize the amount of ice and snow cover the sidewalks to alleviate challenges bicyclists face while traveling along the corridor.
   d. Add wayfinding to direct bicycles to major destinations along the street.

C. Safety and Speeding on Streets:
1. Encourage safe, context-sensitive speed limits to ensure compliance, especially where bicyclists, pedestrians and other multimodal users are crossing the road.
   a. Priority locations include those locations prioritized for pedestrian and bicyclist intersection improvements.
   b. Add informative signage to message safe speeds, increase compliance with traffic laws and provide speed feedback as applicable based on driver feedback signs.

D. Mode Choice:
1. Install bus priority improvements along the Quebec corridor consistent with DOTI’s Bus Priority Network Study.
2. Provide updated bus stop amenities per Transit Policy M-18 (p. 131) for the entire Quebec Street corridor.
   a. Prioritize the installation of shade trees at bus stops along the corridor.
DAHLIA STREET
RECOMMENDATIONS

CORRIDORS

STRATEGIES

A. Pedestrian Safety and Sidewalk Quality:
1. Install separated sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
2. Upgrade existing sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
3. Install intersection improvements and improve the safety of pedestrian and bicycle crossings.
   a. Enhanced pedestrian crossings could include such things as painted crosswalks and directional curb ramps and pedestrian priority signals.
   b. Increase the visibility of pedestrians to vehicular traffic through both lighting improvements and crossing treatments to highlight where pedestrians are crossing the road.
4. Provide wayfinding along Kentucky Avenue to help pedestrians connect from Dahlia Street to the Cherry Creek Trail.
5. Prioritize maintenance and encourage snow removal during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges created for pedestrians traveling along the corridor.

B. Bicycle Safety Improvements:
1. Install a bicycle lane per Denver Moves: Bikes.
   a. Work with the City of Glendale to extend this bike lane north to serve as a connector for bicyclists from Cherry Creek Trail to the pedestrian bridge that connects to Colorado Station.
   b. Study the feasibility of extending the bike lane south from Evans Avenue along the I-25 service road to Yale Avenue.
   c. Prioritize the construction of low-stress facilities like neighborhood bike ways and multi-use paths connecting to Ellis Elementary School.
2. Enhance bicycle crossings and increase the visibility of bicyclists to vehicular traffic through both lighting improvements and crossing treatments to highlight where bicyclists are crossing the road.
3. Prioritize maintenance during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges bicyclists face while traveling along the corridor.
JEWELL AVENUE
RECOMMENDATIONS

**M-11**

**A. Bicycle Safety Improvements:**
1. Upgrade the existing bike lane to install protected bicycle facilities that can be regularly maintained and that are large enough for bicyclists to travel comfortably next to other multimodal transportation users and vehicular traffic.
   a. Add wayfinding to direct bicyclists to major destinations along Evans Avenue and to the pedestrian bridge to Colorado Center.
2. Enhance bicycle crossings and increase the visibility of bicyclists to vehicular traffic through both lighting improvements and crossing treatments to highlight where bicyclists are crossing the road.
3. Prioritize maintenance during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges bicyclists face while traveling along the corridor.

**B. Safety and Speeding on Streets:**
1. Encourage safe, context-sensitive speed limits to ensure compliance, especially where bicyclists, pedestrians and other multimodal users are crossing the road.
   a. Prioritize those locations on the Mobility Opportunities Map (p. 95).
   b. Add informative signage to message safe speeds, increase compliance with traffic laws and provide speed feedback as applicable based on driver feedback signs.

FLORIDA AVENUE
RECOMMENDATIONS

**M-12**

**A. Bicycle Safety Improvements:**
1. Upgrade the existing bike lane to install protected bicycle facilities.
   a. Install wayfinding to direct bicyclists to major destinations along Evans Avenue and to the bridge to Colorado Center.
2. Enhance bicycle crossings and increase the visibility of bicyclists to vehicular traffic through both lighting improvements and crossing treatments to highlight where bicyclists are crossing the road.
3. Prioritize maintenance during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges bicyclists face while traveling along the corridor.

**B. Safety and Speeding on Streets:**
1. Encourage safe, context-sensitive speed limits to ensure compliance, especially where bicyclists, pedestrians and other multimodal users are crossing the road.
   a. Prioritize those locations identified on the Mobility Opportunities Map (p. 95).
   b. Add informative signage to message safe speeds, increase compliance with traffic laws and provide speed feedback as applicable based on driver feedback signs.
IOWA AVENUE
RECOMMENDATIONS

M-13

A. Pedestrian Safety and Sidewalk Quality:
   1. Upgrade existing sidewalks consistent with the Denver Moves: Pedestrian and Trails and Denver Complete Streets Design Guidelines, prioritizing those locations on the Sidewalk Inventory Map (p. 119).
   2. Enhance pedestrian crossings and increase the visibility of pedestrians to vehicular traffic through both lighting improvements and crossing treatments to highlight where pedestrians are crossing the road.
      a. Prioritize the crossing at East Iowa Avenue and South Monaco Parkway to improve safe pedestrian and bicycle access to Cook Park.
         i. Explore the feasibility of constructing a HAWK signal (or similar) on the north side of the intersection.
         ii. Explore the feasibility of constructing a median or pedestrian refuge to accommodate any future crossing at this location.
   3. Prioritize maintenance and encourage snow removal during the winter months to minimize the amount of ice and snow covering the sidewalks to alleviate challenges pedestrians face while traveling along the corridor.

Conceptual sketch of intersection improvement opportunities at Iowa Avenue and Monaco Parkway:

A. Crosswalk
B. Added Mid-Block Entry
C. HAWK Signal (or similar)
4.3.2 Pedestrians and Sidewalks

Pedestrians are at the heart of the transportation system and are the priority in the design of all streets. This includes providing a safe crossing environment, adequate and complete sidewalk space, and good walking conditions. Walkable neighborhoods with wide and well-maintained sidewalks have safety, health, economic, environmental and equity benefits. Pedestrian safety is critical as everyone walks or rolls at some point in their day. Sidewalks should ideally be detached from the curb and provide a safe and comfortable walking environment with amenities like benches, landscaping and pedestrian-scale lighting. Denver requires sidewalks to be a minimum of 4 feet as required by American Disabilities Act accessibility standards, though the city strives to meet even higher standards. Denver’s Transportation Standards and Details for the Engineering Division requires a 5-foot sidewalk with an 8-foot tree lawn on local and collector streets and an 8-foot sidewalk with a 12-foot tree lawn or amenity zone on arterial streets. Infill arterials, which are typically more constrained, require at least an 8-foot sidewalk with an 8-foot tree lawn or amenity zone. An amenity zone is a portion of the public right-of-way that falls between the sidewalk and the curb; it typically includes landscaping, green infrastructure, street trees or other streetscape elements.

Denver is committed to providing a multimodal transportation network that will encourage a mode-shift to 15 percent pedestrian and bicyclists, as outlined in Denver’s Comprehensive Plan and detailed in the Mayor’s Mobility Action Plan. In 2019, Denver passed Denver Moves: Pedestrians and Trails, a citywide plan to achieve a vision for walkability across the city, which includes sidewalk and trail design guidelines and prioritized projects. As a result of the community-driven prioritization established through this plan, Denver intends to complete missing sidewalks before widening sidewalks that are too narrow. The prioritization follows a tier system, and the highest priority are projects along the High Injury Network.

COMMUNITY FEEDBACK
“Walking in Near Southeast is...”

20% Very Easy
36% Fairly Easy
10% Not Easy
1% I Don’t Know

Percent of Comments (411)
Source: 2022 Near Southeast Surveys

SIDEWALK QUALITY IN NEAR SOUTHEAST

- 66% Sidewalk Missing
- 4% Sidewalk < 4 feet
- 30% Sidewalk > 4 feet
The sidewalk network in Near Southeast is nearly complete; sidewalks are missing on fewer than 10% of streets. In the Near Southeast, 30% of sidewalks are greater than four-feet, however, not all sidewalks are detached, nor do they follow Denver’s standards or best practices. Additionally, narrow sidewalks, or sidewalks less than 4-feet wide, make up two-thirds of the area.

Near Southeast has a higher proportion of High Injury Network streets than any other area of Denver, and therefore has the most urgent safety concerns. A key part of building safe streets is ensuring safety at intersections by installing proven countermeasures for reducing pedestrian, bicyclist and driver exposure to crashes. Signalized crossings provide a safe pedestrian experience, especially on streets where vehicle speeds and volumes are high. If the distance between signals is perceived as too far to walk, pedestrians may opt to cross the street at less safe locations.

The majority of public comments regarding safety were about reducing speeding around all of the neighborhoods. Many public comments reflected the sentiment that pedestrians, rather than cars, should be the priority on Denver’s streets. Many comments in Near Southeast pertained directly to intersection safety, and community members expressed the need to increase the number of pedestrian and bike crossing in general.
RECOMMENDATIONS

PEDESTRIANS & SIDEWALKS

Enhance pedestrian safety where there are unsafe crossings and missing, narrow or inadequate sidewalks in Near Southeast.

Many intersections in Near Southeast have a pattern of crashes, including crashes that involve bicyclists and pedestrians. The safety at these intersections must be addressed to achieve Denver’s Vision Zero goal to eliminate traffic deaths and serious injuries on Denver’s streets. Additionally, missing sidewalk connections and substandard sidewalks pose the greatest barrier to walkability and safety risk for pedestrians and bicyclists in Near Southeast. The feedback received through this planning process emphasized that improving sidewalks and walkability is a top priority for residents. To enable pedestrians to safely access their destinations, sidewalks must be installed in areas where they are missing and upgraded in areas where they are too narrow.

A. Study and implement new crossing improvements including reduced crossing distances and traffic light improvements that increase safety for all modes, with special consideration for vulnerable road users.  
1. Prioritize those corridors designated as pedestrian priority streets which are all corridors of concern with inadequate pedestrian facilities.

B. Install natural landscaping buffers that protect pedestrians from vehicular traffic where appropriate.

C. Install new sidewalks where they are missing in all Near Southeast Neighborhoods using the priority system identified in Denver Moves: Pedestrian and Trails, prioritizing those sidewalks labeled as missing in the Sidewalk Inventory Map (p. 119).

D. Bring sidewalks up to standard in all Near Southeast Neighborhoods.  
1. Short-Term:  
   a. Interim sidewalk extensions and ADA facilities.
2. Long-Term:  
   a. Permanent sidewalk extensions and ADA Facilities.

E. Coordinate with Denver’s Sidewalk Gap program to fund sidewalk installation and widening to improve accessibility, connectivity, access to destinations, equity, health, and safety for the walking and rolling public.

F. Enhance street lighting to improve pedestrian visibility, consistent with the Street Lighting Design Guidelines.

G. Improve signage to make multimodal travel around Near Southeast and to key destinations more accessible and easier to navigate.

H. Accommodate those with mobility challenges by providing sensory queues (like tactile pavers and noise alerts) and solutions at intersections and crossing points.

I. Work with landowners to ensure proper maintenance during the wintertime, as shadows cast by taller buildings leave ice covering the sidewalks for months at a time.

DENVER PRIORITY TIERS FOR SIDEWALK IMPROVEMENTS

01. Projects along the Vision Zero High Injury Network (HIN)

02. High frequency transit access projects
   - Projects that are within 600 feet of a rail station, bike share station or high-frequency bus stop or station (15 minute or better frequencies throughout the day)
   - Projects with a high-priority destination (school, park, grocery store or health care center) within 600 feet

03. Remaining high-frequency transit access projects

04. Remaining transit access projects (bus stops and stations not on the high-frequency bus network)

05. Remaining high-priority destination (school, park, grocery store or health care center) access projects

06. All remaining projects

Source: Denver Moves Pedestrians & Trails 2018
Many sidewalks in Near Southeast are narrow or in disrepair.
A key part of building safe streets is ensuring safety at intersections. There are specific intersection safety improvements that are proven countermeasures for reducing pedestrian, bicyclist and driver exposure to crashes. These can generally be placed into one of two categories: physical improvements or operational improvements.

**INTERSECTION SAFETY CONCEPTS - PHYSICAL IMPROVEMENTS**

**Bulbouts**
Extensions of the curb at intersections to improve visibility for pedestrians and drivers, reduce crossing distances and slow vehicle traffic.

**Raised Crosswalks**
Marked crosswalks that are raised to slow driver turning speed and increase yielding compliance.

**Medians/Redestrian Refuges**
Raised islands in the center of a street separating opposing lanes of traffic with curb ramps and cutouts at pedestrian access points. Medians slow vehicle traffic while providing safe refuge for pedestrians while crossing busier streets.

**Lighting**
Improved lighting along sidewalks and at intersections helps increase visibility for all users/modes.

**Lane Width Reductions**
Narrower lane widths help to reduce speed and shorten crossing distances for pedestrians.

**Pavement Markings**
Marked crossings or bike boxes at intersections help to denote space for all modes and improve safety.
**Protected Turn Phasing**
Protected right or left turn traffic signal phasing creates a separate phase for pedestrians and cyclists to cross the street vs. vehicles turning. This eliminates conflicts between turning vehicles and people walking or biking.

**New Crossing Infrastructure**
New installation of signs, markings, rapid flashing beacons, bike signals, pedestrian countdown signals or traffic signals in locations that do not currently have a controlled crossing.

**Leading Pedestrian Intervals**
Traffic signal timing that provides pedestrians and cyclists with a few seconds head start to cross the street before vehicles are given a green light. This increases visibility and reduces conflict of turning vehicles with people walking or biking.

**Automatic Crossing infrastructure**
Signals that automatically phase pedestrian crossing time or bicycle detection technology create easier crossings for pedestrians and cyclists.

**Restricted Turns**
Signs that prohibit vehicular left and/or right turns eliminates conflicts between turning vehicles and people walking, rolling or biking – one of the most common types of crashes.

**Signal Coordination (Progression) or “Green Wave”**
Traffic signals aligned to biking speeds reduce start and stop delay for cyclists and drivers traveling at slower, safer speeds.
4.3.3 High Comfort Bikeways

Streets that provide safe, comfortable and equitable bikeways allow people of all ages and abilities to bike for transportation, exercise and enjoyment. In Denver, a variety of bikeways currently exist throughout the city. Many plans call to expand the number of streets with high comfort bikeways and to upgrade current routes with safer, more comfortable infrastructure. High comfort bikeways include neighborhood bikeways, protected bike lanes and trails/shared use paths. Bikeways come in many forms to match the mobility needs of each street, and their safety treatments provide an opportunity to add space for placemaking, green infrastructure and pedestrian improvements.

A recent study conducted in Denver and published in the Journal of Transport and Health concludes that bike infrastructure doubles as traffic calming mechanisms, which reduce fatalities and improve safety for all modes. Lower-traffic streets improve safety and provide more opportunities for interactions with neighbors. Increasing the number of people riding bikes reduces traffic congestion and green house gas emissions, wear and tear on roads and the need for additional travel lanes and parking.

Denver is committed to reduce single-occupancy vehicle (SOV) commuters to 50 percent and increase the percentage of bicycle and pedestrian commuters to 15 percent. Today, 70 percent of Denver commuters drive alone which is similar to the percentage in the Near Southeast Area. To make progress toward the citywide mode shift goal, neighborhoods like those in Near Southeast will need to exceed the citywide average. Investing in high comfort bikeways and bicycle infrastructure is essential to encouraging this mode shift, as ‘interested but concerned’ bicyclists will be more likely to choose this transportation mode if the infrastructure feels safe.
RECOMMENDATIONS

BICYCLES

M-15

Implement and upgrade planned Denver Moves: Bikes and install new bikeways not previously identified in Denver Moves: Bikes.

Near Southeast neighborhood residents prioritize investments in new high comfort bikeways and provided a clear direction to enhance and expand the current bicycle network. This plan provides greater detail to bikeway routing and infrastructure upgrades and below are key strategies including modifications to Denver Moves: Bikes recommendations in Near Southeast to respond to the community’s concerns and key findings.

A. Install Denver Moves: Bikes network recommendations throughout the Near Southeast Area.
B. Study the feasibility of relocating the Neighborhood Bikeway along South Jasmine Street to a Buffered Bike Lane along South Holly Street for uninterrupted movement across Cherry Creek.
C. Study the feasibility of installing a Protected Bike Lane along Alameda Avenue from Monaco Parkway to Dahlia Street.
D. Study the feasibility of extending the proposed Bike Lane on Dahlia Street south to Yale Avenue.
E. Extend the proposed Bike Lane along Iliff Avenue west of Colorado Boulevard across Colorado Boulevard east to Dahlia Street.
F. Extend the proposed Bike Lane on E. Exposition Avenue east to the Garland Greenbelt Trail.
G. Install a shared use path from Place Bridge Academy east to Quebec.
H. Upgrade the Bike Lane along Jewell Avenue to a Buffered Bike Lane.
I. Upgrade the Bike Lane along Florida Avenue to a Protected Bike Lane.

M-16

Improve safety for bicyclists along corridors and at inadequate street crossings where there are existing safety concerns.

Based on a review of network gaps and possible enhancements to current bikeways, this plan builds upon recommendations in Denver Moves: Bikes to provide greater detail to the plans for bikeway routing and infrastructure. Below are key strategies to providing safe, comfortable and equitable bikeways for all ages and abilities that connect people to regional and neighborhood destinations.

A. Prioritize those corridors designated as having existing and proposed bicycle facilities on page 127.
B. Enhance street lighting to improve bicyclist visibility.
C. Encourage tenants in commercial centers and along corridors to provide bicycle parking and storage.
D. Evaluate and explore creating trail connections where there are visible signs of trail users accessing the trail where there are currently no connections and available right-of-way.
E. Consistent with citywide standards, improve trail maintenance between general upkeep, trash and shared mobility devices, prioritizing the Cherry Creek Trail, the hard surface trail adjacent to South Kearney Street, the High Line Canal Trail and the Goldsmith Trail.
F. Prioritize maintenance during the wintertime, as shadows cast by taller buildings leave ice covering the sidewalks and streets for months at a time.
G. Improve signage to make multimodal travel around Near Southeast and to key destinations more accessible and easier to navigate.
H. Accommodate those with mobility challenges by providing sensory queues (like tactile pavers and noise alerts) and solutions at intersections and crossing points.

BACKGROUND POLICY STRATEGIES

M-16

Improve safety for bicyclists along corridors and at inadequate street crossings where there are existing safety concerns.

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F. Prioritize maintenance during the wintertime, as shadows cast by taller buildings leave ice covering the sidewalks and streets for months at a time.
G. Improve signage to make multimodal travel around Near Southeast and to key destinations more accessible and easier to navigate.
H. Accommodate those with mobility challenges by providing sensory queues (like tactile pavers and noise alerts) and solutions at intersections and crossing points.

Snow Removal for Sidewalks & Bike Lanes

The City of Boulder has implemented a snow removal program which incorporates snow removal services, general resources and sidewalk maintenance. 100% of multiuse paths are routinely cleared by city crews in the Public Works Department. Other routes are also prioritized, including emergency access routes, major arterial streets, access routes to schools, hospitals and transit, and neighborhood roads with steep slopes. The City of Boulder provides a Snow Removal Interactive Travel Map to help users navigate plowed routes and bus stops. The map incorporates layers for bus stops with snow removal services, primary and secondary street snow removal, and snow removal routes symbolized by who is responsible for maintaining the route. Additional resources on the city’s website include reminders and requirements for clearing sidewalks, how to request snow removal and what numbers to call, volunteer resources to help clear snow, maps and FAQs.

In addition to regular maintenance, snow clearing of sidewalks and bicycle facilities in Near Southeast would improve safety and comfort for multimodal transportation users and for students going to school and increase likelihood that users walk, roll or cycle during the winter.

Image Source: https://usa.streetsblog.org/2016/02/11/how-to-clear-snow-from-protected-bike-lanes-a-starter-guide/
HIGH COMFORT BIKEWAY CONCEPTS

High comfort bikeways are safe and comfortable spaces designated for bicyclists through pavement markings and/or a separated path. Intersections are designed to reduce conflict between bicyclists and vehicles by improving visibility and marking space in the right-of-way for cyclists. (Primary Source: Denver Bikeway Design Guidelines)

Buffered Bike Lane
Traditional bike lane separated by painted buffer from vehicle traffic lanes and/or parking. Intersections are designed for safety.

Neighborhood Bikeway
Low-volume, low-speed streets modified to enhance bicycle safety and comfort and act as shared streets. Design treatments include signage, pavement markings, speed and/or volume reduction features and crossing improvements. (Photo: Shared Neighborhood Bikeway, NACTO.org)

Trail/Shared Use Path
Completely separated from roadway and typically shared with pedestrians.

Protected Bikeway
An exclusive bike facility with a path physically separated from motor traffic and distinct from the sidewalk. Intersections are designed for safety and facilitate left-turns for bicyclists. (Photo: Protected Bike Lane, Source: www.kimley-horn.com)

Bike Lane
Exclusive space for bicycles noted by pavement markings and signage (without buffers or barriers to separate from traffic).
Near Southeast Area Plan  |  Part 4 Mobility

In Near Southeast bikeways consist of bike lanes and shared roadways, as well as protected and buffered bike lanes. Denver Moves: Bikes includes many recommendations that would be appropriate for the Near Southeast to address challenges and network gaps. Recommendations in this plan build upon those of Denver Moves: Bikes and add neighborhood context and detail to planned bicycle improvements, with the goal of providing a complete, comfortable, convenient and safe bicycle network.
4.3.4 Transit

Transit is the most space-efficient form of transportation, with the ability to move six to fifteen times as many people in the same space as private vehicles (NACTO 2016). This is especially relevant in Denver as population increases and there is a limited amount of space on Denver’s roads.

The primary transit service provider is the Regional Transportation District (RTD), which provides bus, rail, Access-a-Ride and FlexRide (formerly Call-n-Ride) services that connect people between neighborhoods and cities around the Denver Region. RTD currently serves approximately 185,000 boardings per day. Denver Moves: Transit, a near- and long-term transit vision and guiding framework for the city, was completed in January 2019 and sets the priorities for making transit enhancements in Denver and taking increased accountability for improvements within the ROW that benefit transit.

Denver Moves: Transit supports local and regional transit systems by identifying Denver-focused transit improvements through capital investment corridors, enhancing multimodal access to transit, and identifying first and last mile solutions. The recommendations for the Transit Capital Investment Corridors are organized into three tiers: High Capacity Transit, Medium-Capacity Transit, and Speed and Reliability. Denver Moves Transit provides a citywide lens for transit improvements and the corridors referenced in this neighborhood plan often extend beyond the boundaries of the Near Southeast Area. Improving transit benefits Denver’s economic, health, environmental and accessibility outcomes. Denver Moves: Transit also supports the Mayor’s Mobility Action Plan and its mode shift goal of increasing the percentage of transit commuters to 15%.

COMMUNITY FEEDBACK
“Taking Transit in Near Southeast is…”

<p>| | |</p>
<table>
<thead>
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<tbody>
<tr>
<td>Very Easy</td>
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<tr>
<td>Fairly Easy</td>
<td>26%</td>
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<tr>
<td>Not Easy</td>
<td>10%</td>
</tr>
<tr>
<td>I Don’t Know</td>
<td>20%</td>
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Percent of Comments (398)
Source: 2022 Near Southeast Surveys
When deciding whether to use transit, one of the most important factors people consider is the distance to a transit stop. Generally speaking, the neighborhoods within Near Southeast have a fine-grained street network that supports such access to transit. Not surprisingly, these neighborhoods show a higher than average percentage of residents that commute by transit.

Most of the ridership in Near Southeast occurs along Colorado Boulevard, Leetsdale Drive, Monaco Parkway and Quebec Street. These major intersections tend to yield the largest ridership levels. Transit ridership is also significantly higher at the Colorado Boulevard and Yale Avenue Light Rail Stations.

Additionally, people are more likely to use transit when the service operates frequently, runs on a predictable schedule and is easily accessible within a 1/4 to 1/2-mile distance. Within Near Southeast, the most frequent transit occurs along Colorado Boulevard (RTD 40) and the Light Rail lines (E and F), Leetsdale Drive (RTD 83) also provides frequent service, and these east-west bus routes primarily ferry commuters from neighborhoods in the Near Southeast area to Cherry Creek and the Central Business District for work and other social activities.
Mobility Hubs

Transit connectivity and access can be improved by integrating multiple transportation modes through infrastructure and wayfinding. Mobility Hubs vary in size, programming, and design depending on the surrounding land use and level of use and often incorporate placemaking strategies.

Local Mobility Hub

Any transit stop with approximately less than 100 boardings per day that provides connections to homes and local destinations from transit. Local Mobility Hubs can include the following elements:

- ADA accessible design
- Pedestrian access
- Passenger loading zones
- Bikes share access
- Real-time arrival information
- Integrated trip planning
- Integrated electronic fare payment
- Wayfinding
- Benches
- Lighting

Regional Mobility Hub

Any transit stop with ridership of approximately more than 100 boardings per day that provides connections to regional destinations from transit and serves as a key regional destination. Regional Mobility Hubs include all of the elements found in a Local Mobility Hub, in addition to the following elements:

- Bicycle access
- Car share access
- Shelters
- Services and retail
- Off-street hub placement

RECOMMENDATIONS

TRANSPORT

Prioritize implementing transit along corridors in Near Southeast.

The Near Southeast community cited network gaps, high transit fares, and transit speed and reliability as areas where the transit system needs improvements in the area. While RTD manages most operations of the public transit in Denver, there are many strategies the City of Denver can employ to improve transit speeds and reliability while reducing delay, such as boarding islands and bus bulbs, dedicated bus lanes, signal priority and queue jumps. As recommended in Denver Moves: Transit, this plan will support the establishment of the City’s Frequent Transit Network (FTN), a citywide improvement of RTD bus service to arrive every 15 minutes or sooner, seven days a week. In addition, Denver can coordinate with RTD to recommend operations improvements, such as bus frequency and stop placement.

A. Advance Implementation of High-Capacity Transit (Full Bus Rapid Transit) along South Colorado Boulevard, Leetsdale Drive and Alameda Avenue.

B. Advance Implementation of Medium-Capacity Transit along Evans Avenue.

C. Advance Implementation of Speed and Reliability Transit along South Quebec Street.

D. Install bus priority improvements along Monaco Parkway consistent with DOTI’s Bus Priority Network Study.

E. Improve Resident Access to Transit:
   1. Prioritize those corridors designated as transit priority streets.
   2. Conduct neighborhood outreach to provide new transit option updates and to collect information related to potential transit route demand and access needs.
   3. Work with RTD to explore possible reduced fare programs based on income and potential group rate options.
   4. Implement recommendations from the Regional Transportation District’s First and Last Mile Plan.

- Implement Denver standard wayfinding signage showing not only bus routes and schedules but bicycle and pedestrian infrastructure connecting key destinations throughout the study area.
- Include transit station vicinity maps at stations and bus stops, showing major destinations and multimodal routes within a two-mile radius of the station or stop.
- Create a more streamlined process for the creation of EcoPass districts, making it easier for neighborhoods or groups of smaller employers to provide EcoPass to their employees and residents. EcoPass districts would be self-supporting and not reliant on RTD subsidies, beyond what the EcoPass already provides.
- Explore micro-mobility solutions for the study area, including on-demand transit service (shuttle) or subsidized rideshare to help connect residents to transit stops and ensure all residents have mobility freedom regardless of if they drive.

F. Study options for frequent, reliable inter-neighborhood micro-transit options that better connect neighborhoods to high-capacity transit corridors and commercial corridors that surround the neighborhoods, as well as neighborhood amenities and regional destinations.

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   1. Prioritize those corridors designated as transit priority streets.
   2. Conduct neighborhood outreach to provide new transit option updates and to collect information related to potential transit route demand and access needs.
   3. Work with RTD to explore possible reduced fare programs based on income and potential group rate options.
   4. Implement recommendations from the Regional Transportation District’s First and Last Mile Plan.

- Implement Denver standard wayfinding signage showing not only bus routes and schedules but bicycle and pedestrian infrastructure connecting key destinations throughout the study area.
- Include transit station vicinity maps at stations and bus stops, showing major destinations and multimodal routes within a two-mile radius of the station or stop.
- Create a more streamlined process for the creation of EcoPass districts, making it easier for neighborhoods or groups of smaller employers to provide EcoPass to their employees and residents. EcoPass districts would be self-supporting and not reliant on RTD subsidies, beyond what the EcoPass already provides.
- Explore micro-mobility solutions for the study area, including on-demand transit service (shuttle) or subsidized rideshare to help connect residents to transit stops and ensure all residents have mobility freedom regardless of if they drive.

F. Study options for frequent, reliable inter-neighborhood micro-transit options that better connect neighborhoods to high-capacity transit corridors and commercial corridors that surround the neighborhoods, as well as neighborhood amenities and regional destinations.
RECOMMENDATIONS

M-18

Install rider and safety, accessibility amenities at transit stops and better connect transportation modes via mobility hubs.

The Near Southeast community expressed support for transit improvements and stated concerns about the current transit system and the amenities provided to transit riders. To increase transit ridership, this policy will seamlessly integrate various transportation modes and enhance the transit rider experience. Through activity centers at transit stops that maximize first-mile last-mile connections, transit will become even more convenient and user-friendly. Customer amenities can provide safe, comfortable and equitable transit stops that improve rider perceptions of transit service.

A. Improve Transit Stop Amenities in Near Southeast:
   1. Partner with RTD and local organizations to build and maintain bus shelters, benches, trash receptacles and schedule information at every high-capacity and medium-capacity transit stop in Near Southeast.
   2. Include elements such as landscaping, trees, public art, wayfinding and sustainable materials and promote ongoing maintenance of these features.
   3. ADA accessibility improvements must be included at all bus stops and along routes that lead to transit corridors.
   4. Explore opportunities to implement transit station and stop amenities at high ridership locations like Evans Avenue, Colorado Boulevard, Florida Avenue and Holly Street, including real-time travel information, facilities to improve rider comfort, and protection from weather and the environment. Ensure stations and stops promote universal access and a sense of safety and security for all users of all abilities.
   5. Utilize Denver’s shared micromobility data to prioritize development of corral stations to create dedicated space for devices to be parked for trip starts and ends.

B. Study the feasibility of implementing regional mobility hubs at high ridership transit stops such as Colorado Center and Yale Station to improve connections and provide the following amenities (see p. 220 and 222 for more information):
   1. Real time transit information
   2. Ticketing kiosks
   3. Multimodal resources, such as bike and micromobility parking, rideshare drop-off/pickup zones, etc.
   4. Urban design placemaking components, such as street furniture, programmed space, art, etc.
   5. Improved lighting and safety components
   6. Electrified charging kiosks (using photovoltaic solar panels, or other regenerative energy production solutions)
   7. Public restrooms
   8. Secure bicycle parking

C. Study the feasibility of implementing local mobility hubs at lower ridership stops such as Evans Avenue and Monaco Parkway and Leetsdale Drive and Monaco Parkway (see p. 224 and 226 for more information).

D. Increase connections to regional and local transit services.

Enhancements to Transit Stops

In September of 2021, the City and County of Denver and the Regional Transportation District (RTD) began work to upgrade 21 bus stops in the Montbello Neighborhood to make the stops accessible and safe for everyone. The city will construct and upgrade concrete pads at stops and reconstruct adjacent sections of sidewalk in accordance with the Americans with Disabilities Act. Construction plans also include repairs to damaged curbs and gutters near the bus stops and the addition of new benches at nearly half of the stops.

This project represents a regional partnership between the City and County of Denver, RTD and the Denver Regional Council of Governments (DRCOG). In 2020, the city received a federal grant for $200,000 through DRCOG and matched it with $150,000 of city capital funds to improve bus stops in Montbello.

Bus stop enhancements could greatly benefit Near Southeast by increasing ridership numbers, as well as comfort and safety for transit users. The bus stop enhancements will also help the city reach their goals in the Denver Moves: Transit to provide more reliable, convenient and safe transit options for the community.
4.3.5 TDM Strategies

Transportation Demand Management (TDM) is the practice of applying various strategies, programs and policies to shift the how, when and where of people’s travel behavior to use the transportation network more efficiently. The desired outcome of TDM is improved quality of life, reduced traffic congestion, vehicle emissions and fuel consumption. TDM strategies include methods to reduce single occupancy vehicle trips, such as eliminating or shortening vehicle trips, encouraging different modes of travel or changing the time of day that a trip is made to avoid peak congestion. Employer-based programs can also be TDM strategies, including tactics such as alternative work schedules or teleworking.

The City of Denver urges project developers and building owners to adopt TDM strategies to improve mobility for residents, visitors and workers. The City has developed a TDM Program with a set of cost-effective recommendations and is building an interactive calculator to help developers pick the best programs and amenities for their projects to foster win-wins for developers and residents as well as accomplish citywide goals. In addition, Denver encourages participation in the programs available through the DRCOG Way-to-Go program and the network of Transportation Management Associations (TMAs) that help employers, building owners and activity centers meet their multi-modal goals. TMAs often serve specific regions, central business districts, suburban business parks, residential areas, transportation corridors and tourist venues by helping their members improve transportation and air quality conditions more than any one entity could alone.
RECOMMENDATIONS

TRANSIT

M-19

Adopt Transportation Demand Management Strategies and policies to shift people’s travel behavior and meet city goals.

As Denver invests in multimodal options in Near Southeast, it is important to provide opportunities for residents to access these options and promote a shift in travel behavior. Currently, most Near Southeast residents (68%) drive alone to work, and Transportation Demand Management (TDM) strategies can help residents choose other modes and contribute toward the Mobility Action Plan mode shift goals. The following strategies align with Denver’s TDM Program and Plan and generally follow the program’s primary goal of shifting people’s travel behavior to increase system efficiency, reduce single occupancy vehicle trips and achieve specific planning goals.

A. Require new development strategies in coordination with Denver’s TDM Plan guidance such as parking maximums, shared car services and allocated parking, private bike share programs, secure bike parking, car or bike share memberships for tenants, transit passes for tenants, ride/taxi hailing and dropoff parking or pull out, deliveries scheduled during non-rush hours and potential on/offsite mobility infrastructure improvements.

B. Require new businesses locating in Near Southeast with greater than a certain number of employees to offer TDM programs to employees encouraging the use of alternative transportation.

C. Encourage and incentivize Registered Neighborhood Organizations and homeowner associations to participate in RTD’s Neighborhood EcoPass program.

D. Partner with Denver Public Schools to identify safe routes for biking trains (group bicycle rides to school supported and supervised by community champions) and walking school buses (supervised and organized walks to school that pick-up students along a designated walking route) helping students reach school without driving.

62% of households are within ¼ mile of a transit stop (75% Citywide)

40% of households are within ¼ mile of a transit stop with service at least every 15 min. (28% Citywide)
4.3.6 Neighborhood Traffic Calming

Neighborhood traffic calming includes infrastructure upgrades and operational improvements to neighborhood streets that are intended to address safety concerns such as insufficient pedestrian crossings, speeding on local streets, and difficult sight lines for pedestrians, people riding bikes or vehicles approaching intersections. Currently, Denver’s Neighborhood Transportation Management Program (NTMP) takes a neighborhood-scale approach to quickly implement traffic calming and small-scale transportation improvements. These efforts help to improve safety and calm traffic in Denver’s neighborhoods by working with residents to quickly install relatively low-cost safety improvements such as stop signs, daylighting intersections, and new and improved crossings. By taking a zone based approach, traffic calming efforts can target areas where safety is of utmost concern, such as schools, parks or commercial nodes. The traffic calming elements are intended to provide visual and physical cues to slow drivers speed, and can sometimes be quick, low-cost improvements such as signage, pavement markings and physical barriers to reduce vehicle access.

Creative Crosswalks

Using street art as part of an intersection mural has a visual impact on both safety and speed reduction. Additionally, intersection murals and markings can serve as a placemaking opportunity, utilizing art to bring a community or neighborhood together.

Club Crossing Project - Durham, NC

This project was initiated to create a welcoming street environment for students, their families and the neighboring community at an intersection adjacent to a local elementary school. This intersection mural has resulted in a number of benefits including a reduction of vehicle speeds and an increase in pedestrian and bicycle awareness. According to Bloomberg Philanthropies, “potentially dangerous conflicts between drivers and pedestrians crossing the street decreased by 30%.” The designer of the mural worked with community members and volunteers to install the mural over the course of two days. In addition to serving as a safety countermeasure, the mural, which is titled “Our Oasis,” depicts blue motifs and is intended to remind community members of the nearby creek and surrounding natural environment.

RECOMMENDATIONS

VEHICLES

M-20

Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, commercial areas and those areas identified on the Mobility Opportunities Map.

Residents in Near Southeast have identified speeding and traffic as a major concern. Neighborhood traffic calming along local residential streets and commercial corridors can alert drivers to sensitive land uses, such as parks, schools and commercial centers. Neighborhood slow zones could reduce traffic speeds and improve safety in neighborhoods. Specific locations for traffic calming priorities are shown on the Mobility Opportunities Map (p. 89).

A. Continue to support community safety efforts and initiatives as identified in the City of Denver's Vision Zero Action Plan and those that are applied as shorter-term initiatives.
   a. Additional focus should be placed on corridors in Near Southeast that are on Denver's High Injury Network (HIN).
   b. Prioritize Arterial and Collector streets in Near Southeast, along with those local streets identified on the Traffic Calming Map (p.137).

B. Reduce vehicle speeds and encourage speed mitigation countermeasures where there are existing conflicts between multimodal users and vehicular traffic, especially at street crossings.

C. Add informative signage in Near Southeast to message safe speeds, mitigate speeding, increase compliance with traffic laws and inform drivers of automated enforcement along the City and County of Denver’s High Injury Network (HIN).
   1. Consider prioritizing speed signage and mitigation in school zones in alignment with the City of Denver’s Transportation & Mobility policy and procedure.
   2. Consider the addition of street trees and lighting where appropriate to narrow drivers’ field of vision, naturally slowing speeds.
   3. Consider reducing lane widths to 10 feet on local streets and 10.5-11 feet on arterial streets to slow driver speeds.
   4. Consider the use of a mobile radar or radar speed signs in key locations to alert drivers to speeding.

D. Work with the State of Colorado and the Police Department to revise Colorado state laws and policies related to traffic safety including speed safety cameras and distracted driving.

E. Add temporary speed feedback signage as needed.

F. Continue to track and monitor fatal and serious injury crashes on the City of Denver’s Crash Data Dashboard and strategize on which specific safety countermeasures could mitigate the most frequent and severe crash types in Near Southeast.

G. Partner with DOTI’s Safe Routes to School program to improve safety near schools.

BACKGROUND POLICY

Visual Speed Bumps

Park Hill Neighborhood in Denver, CO
Visual “speed bumps” and intersection murals were added to Denver’s Park Hill Neighborhood in September of 2019 to slow down drivers near two elementary schools. In addition to serving as a safety countermeasure for the neighborhood, the mural is themed around land, animals and climate change awareness and serves as a sense of pride in the community.

Intersection murals could be positive additions in Near Southeast to reduce speeds of vehicular traffic and create an opportunity for the community to engage with mural content and themes.

An intersection mural could particularly benefit areas where schools are located, such as Creekside Elementary in the Indian Creek neighborhood or McMeen Elementary School in the Washington Virginia Vale neighborhood. Key considerations and requirements for the City of Denver are in DOTI’s Intersection Murals, Art in the ROW document.

NEIGHBORHOOD TRAFFIC CALMING CONCEPTS

Intersection safety improvements are proven to reduce pedestrian, bicyclist and driver exposure to crashes. They include physical and operational improvements to increase visibility and safety at intersections.

**Daylighting Intersections**
Removing parking spaces immediately adjacent to intersections to improve sight lines and visibility.

**Intersection Improvements**
Bulbouts, medians, lighting and raised crosswalks are some examples of intersection improvements.

**Physical Barriers**
Roundabouts, traffic diverters or other physical cues that slow or limit traffic on local streets.

**Limit Vehicular Traffic**
In certain situations, half or full closures of streets to vehicles can create a vibrant and safe neighborhood space.

**Lane Reduction/Chicanes**
Lowering lane width and/or forcing new travel patterns that require driver attention help to slow traffic and increase awareness for all modes.
Near Southeast has many parks, schools and other community amenities that are destinations for community members. Many of the community members in Near Southeast walk, bike or roll to these destinations, therefore, it is important that vehicles are traveling an appropriate speed to prevent any possible conflicts. Additionally, many of these destinations are frequented by vulnerable populations, such as children or people with disabilities. Several streets in Near Southeast were identified as “cut-through” streets, meaning that drivers are traveling through this area to reach other destinations and may be compelled to drive at high speeds due to large lane widths. The origin-destination analysis confirms that on the major roads in the Near Southeast (especially the major arterials), regional trips (those that pass through without stopping) are the majority of trips. Local trips where both trip ends within the study area are relatively low along all of these roadways and average 8 percent.
RECOMMENDATIONS

VEHICLES

M-21

Develop a citywide freight plan.

Hundreds of local jobs and deliveries in Near Southeast depend on an efficient, connected freight network. With many of the corridors in Near Southeast currently at capacity during peak hours and bottleneck conditions worsening, it is increasingly important to identify key infrastructure investments that will provide the most relief and benefits for truck freight mobility. The following strategies seek opportunities to create a comprehensive multimodal system that safely moves people and goods.

A. Pursue funding for a Freight Network Strategic Plan. This plan would address the movement of goods and materials through the Near Southeast.

B. Explore establishing a freight efficiency corridor through the study area that could consolidate freight traffic and reduce conflicts and delays for other road users in Near Southeast.

COMMUNITY FEEDBACK

Top Freight Concerns

<table>
<thead>
<tr>
<th>Percent of Comments (62)</th>
<th>Source: 2022 Near Southeast Surveys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Damage</td>
<td>48%</td>
</tr>
<tr>
<td>Air &amp; Noise Pollution</td>
<td>45%</td>
</tr>
<tr>
<td>Road Width/ Truck Size</td>
<td>40%</td>
</tr>
</tbody>
</table>

Top Barriers to Using Alternative Modes of Transportation:

<table>
<thead>
<tr>
<th>Percent of Comments (116)</th>
<th>Source: 2022 Near Southeast Surveys</th>
</tr>
</thead>
<tbody>
<tr>
<td>Missing Infrastructure</td>
<td>60%</td>
</tr>
<tr>
<td>Safety</td>
<td>58%</td>
</tr>
<tr>
<td>It’s not Convenient</td>
<td>50%</td>
</tr>
</tbody>
</table>
M-22

Encourage and incentivize the use of emerging alternative mobility options in Near Southeast.

Residents in Near Southeast demonstrated an overwhelming desire for improved multimodal transportation options, including bicycle, pedestrian, shared vehicle and transit connections, especially those that provide access to employment and local destinations. Similarly, many residents also understand the health, choice and environmental benefits of using alternative modes of transportation. The following strategies align with Denver’s plan to meet its sustainable transportation goals.

A. Provide education and outreach to residents on free and reduced pass programs providing discounted fares for e-bicycles and scooters for qualifying residents.

B. Partner with carshare companies to have an electric car share vehicle located in the neighborhood, light rail stations or at another key destinations.
   1. Pursue a partnership with Colorado Carshare to provide low-income residents with discount membership.

C. Explore the addition of city-owned charging stations at city-owned properties or services in Near Southeast per the Denver Electric Vehicle Action Plan.

D. Partner with RTD to provide electric vehicle charging at the Colorado and Yale RTD stations and identify fleet vehicle electrification opportunities per the Denver Electric Vehicle Action Plan.

BACKGROUND
Micromobility and Alternative Modes

In May of 2021, the City and County of Denver entered license agreements with Lyft and Lime to run the city’s Scooter and Bike Share Programs, which extends into the neighborhoods of Near Southeast. The model serves as a bicycle and electric scooter shared system to provide both residents and visitors convenient options to get around the city without a vehicle. Dockless bikesharing and scooters use technology, like a smartphone app, to locate and pay to use one of the mobility options. Instead of locating a docking station for use and lock up, as is typical with station-based systems, the user can leave the bicycle in any safe location in the dockless model. To mitigate conflict between other multimodal road users and reduce sidewalk clutter around a city, guidelines are provided to promote parking out of the way of travelers in bicycle lanes and on the sidewalks.

Due to the rapidly changing shared micromobility landscape throughout Colorado, there is great potential for micromobility access to increase throughout Near Southeast, especially near transit stops. Micromobility benefits residents and visitors in Near Southeast by increasing the amount of and accessibility to different modes of transportation. Locating micromobility modes near transit could improve first and last mile connectivity in Near Southeast and increase awareness for opportunities to subsidize rides on micromobility modes.

Image Source: https://highways.dot.gov/public-roads/ spring-2021/02
5.0 QUALITY OF LIFE INFRASTRUCTURE

IN THIS SECTION

5.1 QUALITY OF LIFE INTRODUCTION  P.142
   5.1.1 Long Term Vision for Quality of Life Infrastructure  P.142
   5.1.2 Measurable Goals  P.143
   5.1.3 Framework  P.147

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   5.2.1 Parks  P.148
   5.2.2 Trails  P.152
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   5.2.4 Stormwater and Green Infrastructure  P.157
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   5.2.9 Cultural Resources  P.165
5.1 QUALITY OF LIFE INTRODUCTION

Quality-of-life infrastructure refers to the places, amenities, trees, plants, parks and outdoor spaces that contribute to health, comfort, environmental resilience and social connectedness. These elements of a complete neighborhood support the need for individuals to connect with nature, access healthy food, feel safe and enjoy a clean environment. Extensive research demonstrates that the way we design and build our neighborhoods impacts how we live, work, learn and play. Our surroundings shape how physically active we are, how we eat and whether we have access to schools, jobs, transportation, health care and opportunities to prosper. Well-designed neighborhoods can improve health, while environments that lack amenities and services to support healthy lifestyles can contribute to chronic diseases such as diabetes, heart disease and obesity.

Similarly, conditions in the natural environment impact residents’ health and comfort. Air and water quality, as well as other climate impacts, such as increases in flooding and surface temperature, can have lasting social, political and economic consequences. One method many communities have been adopting to help address environmental resiliency in complete neighborhoods is green infrastructure. Green infrastructure can provide environmental, economic and quality of life benefits, as well as help improve water and air quality, reduce flood risks and heat island effects, absorb local carbon emissions, increase physical activity, improve mental wellbeing, reduce stress, lower traffic speeds and improve property values.

The community developed a vision for what quality of life infrastructure means in Near Southeast. The following statements capture the community’s values and aspirations when it comes to these topics.

5.1.1 Long Term Vision for Quality of Life Infrastructure

In 2040, residents of Near Southeast are healthy and safe and enjoy a high quality of life and a resilient environment. Parks are clean, safe and easily accessible to all, providing a variety of amenities, recreational opportunities, cultural amenities and landscape types. The Cook Park Recreation Center serves as a neighborhood hub, connecting and strengthening the Near Southeast community. The Cherry Creek, High Line Canal and Goldsmith Gulch trails provide mobility connections through the area and opportunities to exercise and experience nature year round. Major corridors like Evans Avenue and Quebec Street, the residential neighborhoods, and the parks and trails have climate-appropriate landscaping and growing tree canopy, making the area attractive and sustainable for all forms of life. Stormwater is managed through green infrastructure, water and energy are used responsibly, and the air is clean. Neighborhoods and commercial areas are welcoming to all with community-based safety programs, access to healthcare, and access to fresh, local food. Near Southeast has reduced its impact on the climate and adapted to the consequences of climate change, ensuring sustainable neighborhoods for current and future residents.
5.1.2 Measurable Goals

To determine whether the vision is being achieved, the city will track four measures related to equity, tree cover, park access, water conservation and surface temperatures.

- Neighborhoods meeting the equity index targets for access to health care, access to parks, and access to food
- Tree cover in centers and corridors
- Parks access – 10-minute walk and roll
- Reduction in area with high surface temperatures

<table>
<thead>
<tr>
<th>MEASURABLE GOALS</th>
<th>2020</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhoods meeting the equity index target</td>
<td>5</td>
<td>5</td>
</tr>
<tr>
<td>Tree cover in centers and corridors</td>
<td>3</td>
<td>0</td>
</tr>
<tr>
<td>Parks access – 10-minute walk and roll</td>
<td>60%</td>
<td>100%</td>
</tr>
<tr>
<td>Reduction in area with high surface temperatures</td>
<td>6%</td>
<td>23%</td>
</tr>
</tbody>
</table>

**NEIGHBORHOODS MEETING THE EQUITY INDEX TARGET**

**TREE COVER IN CENTERS AND CORRIDORS**

<table>
<thead>
<tr>
<th>2020</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>6%</td>
<td>20%</td>
</tr>
</tbody>
</table>

**PARK ACCESS RESIDENTS WITHIN 10-MINUTE WALK TO A PARK**

<table>
<thead>
<tr>
<th>2020</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>60%</td>
<td>100%</td>
</tr>
</tbody>
</table>

**AREA WITH HIGH SURFACE TEMPERATURE**

<table>
<thead>
<tr>
<th>2020</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>23%</td>
<td>11%</td>
</tr>
</tbody>
</table>
Equity Index

The Equity Index combines five metrics to evaluate each neighborhoods’ access to health and well-being. Metrics are combined to give each neighborhood a score out of five, with higher numbers indicating greater equity and lower numbers less equity. The five metrics are described below, and the scores shown on the map on the next page.

Access to Health Care
Many factors impact whether people can see a doctor when they need medical attention, including cost, time and physical proximity. One indicator to represent whether residents have access to the care they need is the percent of women receiving prenatal care during the first trimester of pregnancy. The target for this metric is to achieve at least 82% of women who are pregnant receiving prenatal care during the first trimester, which was the rate for the neighborhood receiving the highest rate of care as of the adoption of Comprehensive Plan 2040.

Children at a Healthy Weight
Children and youth can be greatly influenced by their physical environment, because they are generally less mobile than adults and often spend more time at home, school and in nearby parks. These local surroundings can have a positive impact on early lifestyle behaviors when they include access to parks, adequate sidewalks, bicycle infrastructure, healthy food, clean air and a social network. Neighborhoods lacking these amenities contribute to childhood obesity, and obese children can experience early onset adult obesity complications such as Type 2 Diabetes. The target for children at a healthy weight is to meet the Comprehensive Plan 2040 goal of at least 86% of children at a healthy weight in every neighborhood.

Access to Parks
Living within walking, rolling, or biking distance of outdoor recreation opportunities can impact overall health by encouraging physical activity, time in nature and a place to interact with neighbors. The target for this metric is to reinforce the Game Plan for a Healthy City goal of 100% of residents within a 10-minute walk or roll of a park.

Access to Food
Healthy food access is having sufficient resources, both economic and physical, to obtain appropriate foods for a nutritious diet. Living closer to healthy food is associated with better eating habits, and healthy eating is associated with lower risk for Type 2 Diabetes, high blood pressure, heart disease, certain cancers and obesity. Living within walking distance of affordable, healthy, culturally-relevant food can impact overall health by providing convenient, safe and comfortable access to healthy grocery options. The target for this metric is to reinforce the Denver Food Vision goal to have at least 76% of residents in each neighborhood within a 10-minute walk of a grocery store.

Life Expectancy
Opportunities to lead a long and healthy life can vary dramatically by neighborhood. Gaps in life expectancy across neighborhoods can stem from multiple factors related to the built environment, including education and income, quality of housing, opportunities to exercise and eat healthy foods, proximity to highways, access to doctors and hospitals, access to public transit and residential segregation. The target for this metric is 79 years, which was the average for the neighborhood with the highest life expectancy as of the adoption of Comprehensive Plan 2040.
EQUITY INDEX MAP

Equity Index

- 2 to 2.5
- >2.5 to 3
- >3 to 3.5
- >3.5 to 4
- >4 to 4.4

Plan area boundary

- Washington Virginia Vale
- Virginia Village
- Goldsmith
- Indiann Creek
- University Hills

Map done: 6/7/2021
Denver Community Planning and Development
Data comes from USGS SOURCES AND DATES IN INDEX
Parks and Recreation Game Plan for a Healthy City
The Parks and Recreation Game Plan for a Healthy City provides guidance for the growth and operation of Denver’s park and recreation amenities. The plan focuses on equitable access to resources to improve health and resiliency. Game Plan identifies neighborhoods with Greater Need for improved access to amenities, including Goldsmith in Near Southeast, along with Moderate Need neighborhoods, including Washington Virginia Vale and Virginia Village. The plan recommends addressing these needs, in part through NPI plans, by identifying opportunities to increase park and recreation amenities, improving access to existing amenities and tailoring services to the needs of these communities.

Denver Moves: Pedestrians & Trails
Denver Moves: Pedestrians & Trails is a long-term, community-developed plan for achieving a vision for walking and trails in Denver. This plan was developed through the Denveright process, and significant effort was made through Denver Moves: Pedestrians & Trails development to ensure a high degree of integration between the pedestrian, bicycle, trails and transit networks. Denver Moves: Pedestrians & Trails identifies priorities for projects, policies and programs so that elements of the community-developed vision can be achieved as quickly and efficiently as possible. For pedestrians, the Plan identifies a Complete Network of new sidewalks, widening of existing sidewalks, at-grade crossings of streets and grade-separated crossings of major barriers such as freeways, railroads and rivers. Many design treatments contribute to a highly walkable environment, including geometric treatments, traffic signal treatments and streetscape treatments. Denver Moves: Pedestrians & Trails focuses on the most essential elements of a transportation system for people walking. This plan identifies the overall cost for each of these elements, along with implementation priorities.

Storm Drainage Master Plan
The 2019 Storm Drainage Master Plan identifies key improvements to be made to the storm drainage system for each drainage basin in Denver. The Near Southeast plan covers portions of the Upper Cherry Creek, Lower Goldsmith Gulch, Park Hill – 6th Avenue, University and Mexico North and Harvard Gulch Upper basins. The Storm Drainage Master Plan calls for various improvements in these basins which are consistent with the recommendations of the Near Southeast plan and should be completed to help achieve this plan’s goals.

Green Infrastructure Implementation Strategy
The focus of Denver’s 2017 Green Infrastructure Implementation Strategy is to identify green infrastructure strategies that target multiple pollutants while also providing additional city-wide benefits such as increased open space, climate resiliency, improved air quality, urban heat island mitigation, better connectivity and enhanced community livability. The purpose of the strategy is to outline Denver’s priorities in green infrastructure interventions to reduce water quality impairments within each water quality basin. These opportunities can occur on several different levels and have been identified at both the large-scale (parks, open space, drainageways and floodplains) and small-scale (permeable pavers, rain gardens and green roof) practices.

Cherry Creek Greenway Master Plan
The Cherry Creek Greenway Master Plan covers the land around Cherry Creek between the Cherry Creek Reservoir dam and University Boulevard. The plan describes recommended improvements to parks and open space, mobility and urban design along the greenway to achieve the vision. The plan also includes recommendations for better connecting surrounding neighborhoods to the greenway and improving the environmental quality of the creek corridor.

Denver Food Vision
The Denver Food Vision lays out goals and strategies for improving food quality and access in the city. The vision is based on four pillars, calling for a food system that is resilient, vibrant, inclusive and healthy. The vision includes recommendations related to land use, including encouraging community gardens, promoting healthy food retailers and facilitating community food production. The vision states these goals should be incorporated into new city plans, including neighborhood plans developed through the Neighborhood Planning Initiative like Near Southeast.

One Water Plan
The One Water Plan was created in 2021 by a partnership of the city with the Colorado Water Conservation Board, Denver Water, Metro Water Recovery, Mile High Flood District and the Greenway Foundation/Water Connection. The plan addresses water use and conservation in a changing climate, setting a course for sustainable water use for the Denver metropolitan region going forward.

Goldsmith Gulch Major Drainageway Plan
The Goldsmith Gulch Major Drainageway Plan is a collaboration between Denver, Mile High Flood District, Southeast Metro Stormwater Authority, and Greenwood Village to evaluate the flood hazards along Goldsmith Gulch. The plan includes specific improvements, such as opening up the culverted section of the gulch between Iliff Avenue and Evans Avenue.
5.1.3 Framework

The framework map illustrates the priority recommendations from the community:

**Parks access** – Improve access to quality parks and ensure park amenities serve the communities needs

**New trails** – Increase trail access by creating new trails connecting key destinations and making it easier to get to and from existing trails

**Landscape priorities** – Enhance sustainability by updating landscaping to be more resilient and improving tree cover to reduce heat, resulting in an ecologically beneficial, integrated landscape

**Green infrastructure priorities** – Reduce flooding and improve resiliency by incorporating green infrastructure throughout Near Southeast, including a network of green streets

**Contemporary parkways** – Create a network of contemporary parkways connecting key destinations that provide improved safety, comfort, ecological benefits and appearance
5.2 RECOMMENDATIONS

5.2.1 Parks

In 2018, voters passed Ballot Measure 2A: Parks and Open Space Sales Tax, which is a 0.25% sales tax dedicated to the improvement and expansion of Denver’s parks and recreational system, accelerating the implementation of the Denver Game Plan for a Healthy City. This investment framework creates opportunities to achieve Game Plan goals in the following areas: acquisition of land for future parks, trails and open spaces; improvements and maintenance for existing parks, trails and open spaces (including Denver Mountain Parks); building and maintaining new parks and trails; restoring and protecting natural features (e.g., waterways, rivers, canals and streams); and expanding the urban tree canopy in parks, along parkways and in public rights-of-way.

Building on Game Plan for a Healthy City, in 2021 DPR completed a Strategic Acquisition Plan to help grow and maintain an equitable, sustainable and resilient parks and recreation system for a healthier city. The DPR Strategic Acquisition Plan provides a clear framework for decision-making that identifies priorities, describes strategies and explains criteria for success associated with completing and funding future parkland acquisitions. This framework will ensure Denver’s urban and mountain parks, open spaces and recreational systems will equitably meet the recreational needs of the entire community, while also ensuring Denver remains a resilient, sustainable and healthy city. The Strategic Acquisition Plan highlights six focus areas: Equity; 10-Minute Walk or Roll to a Park; Resiliency, Habitat Restoration & Waterways; Downtown, High-Density, & Growth Areas; Facilities; and Mountain Parks.

Source: 2022 Near Southeast Phase 2 Survey
RECOMMENDATIONS

Q-1

Ensure parks in Near Southeast serve the community and meet its needs by improving park accessibility and quality.

Near Southeast has many great parks, but not everyone can easily access them, nor do they have all the amenities the community would like to see. Adding new parks, improving access, providing additional amenities and services, and ensuring parks are safe, resilient and well-maintained will allow everyone to enjoy and benefit from them.

A. Consistent with adopted citywide policies in Game Plan for a Healthy City and the Strategic Acquisitions Plan, create new parks in areas that are more than a 10-minute walk or roll from existing parks.
   1. Key areas include:
      a. The West side of the study area, west of Dahlia St., between Mississippi and Evans.
      b. The south-west portion of the study area, University Hills North, south of Evans and west of I-25. Land for a new future park has been purchased and design is underway with construction expected in 2024.
      c. The area east of I-25 around Evans; I-25 will be a significant barrier for those on the east side of the highway reaching the new park in University Hills North.
   2. Look for opportunities to integrate new parks of all possible sizes, for a variety of ages into the trail systems by adding facilities along or near the Cherry Creek and High Line Canal trails.
   3. Look for opportunities to add new parks and plazas of all sizes, for a variety of ages at or near transit stations such as Colorado Station.
   4. Look for opportunities for new recreation centers in areas without convenient access to existing recreation facilities. Consider establishing service standards based on population with easy multi-modal access to recreation centers to determine where new recreation centers are needed.
   5. Look for partnership opportunities for funding of new parks, complementing city funds, with partners such as developers and non-profits and state and federal funds.
   6. Consistent with the Parks Strategic Acquisition Plan, identify underutilized properties for potential opportunities to create green space.

B. Consistent with adopted citywide policies in the Game Plan for a Healthy City, improve access to existing parks and open spaces through mobility improvements and partnerships.
   1. As described in the Mobility recommendations (p. 85), improve safety and ease of use along pedestrian and bicycle routes to parks. Prioritize crossings of large streets adjacent to parks and contemporary parkways connecting to parks. See Neighborhoods chapter (p. 167) for priority crossings.
   2. Partner with Denver Public Schools to formalize use of school playgrounds and facilities as parks for the surrounding neighborhoods and raise awareness of opportunities for shared use. Ellis Elementary provides a good example of a school that could provide park space to an area that is lacking.
   3. Consider necessary access improvements, including ADA upgrades and parking and accommodations with EV chargers, for existing and any new amenities or facilities.
RECOMMENDATIONS

Ensure parks in Near Southeast serve the community and meet its needs by improving park accessibility and quality. (Continued from previous page.)

C. Consistent with adopted citywide policies in the Game Plan for a Healthy City, provide additional amenities desired by the community in Near Southeast parks.
1. Amenities to prioritize include natural landscaping, open flexible green spaces, running and walking trails, picnic tables and shelters, playgrounds, and shade.
2. Build on the recommendations of the Outdoor Adventure Master Plan to provide more opportunities for action and adventure amenities, such as skate parks.
3. Funding for new amenities should be prioritized based on community interest and support, assessment of amenities in nearby parks, and equitable access to amenities. When new amenities are planned, further input and discussion with the community will be conducted.
4. Consistent with the Dog Park Master Plan, explore adding a dog park in Near Southeast by gauging community support for a pilot project. This would require a community interest group to work with the city to identify a potential location and establish continuing support for management and upkeep.
5. Explore adding a concert venue, such as a band shell or amphitheater, to a park in Near Southeast. Important considerations include funding, permitting, management and booking, marketing, impact on the park, impact on surrounding properties and community support. If there is support, a community interest group should be formed to lead the exploration.

D. Consistent with adopted citywide policies in Game Plan for a Healthy City, improve maintenance and safety in Near Southeast parks.
1. Maintenance should address paths in poor condition, malfunctioning sprinkler systems, playgrounds in need of repair, flooding, restrooms available all year, poor tree care, health of understory plantings, general park cleanliness and overflowing trash cans.
2. Safety should be improved through better maintenance of paths and equipment and improved management of conflicts between users such as cyclists and pedestrians.
3. Increase enforcement of leash laws.

E. Consistent with adopted citywide policies in Game Plan for a Healthy City, improve the Cook Park Recreation Center to better serve the community.
1. Explore opportunities to expand hours and/or services and improve the quality of the facility through updates and remodels.
2. Explore possibilities for expansion of the building and the pool, including the potential for an indoor pool.
3. Improve access and connections to recreation centers in and around Near Southeast, including Cook Park and Eisenhower.

F. Consistent with adopted citywide policies in Game Plan for a Healthy City, expand offerings of services, events, classes and leagues at Near Southeast parks in response to community demand.
1. Include more options for seniors and children, including sports leagues and more community events.
5.2.2 Trails

RECOMMENDATIONS

Ensure trails continue to serve mobility and recreation needs in Near Southeast by completing new trails, improving access to existing trails and making trails safer and easier to use.

The Cherry Creek, High Line Canal, and Goldsmith Gulch trails are important regional assets that provide mobility and recreation in and through Near Southeast. There are opportunities to improve the communities access to these trails with better connections, including new trails being added to the network.

A. Consistent with adopted citywide policies in Denver Moves Pedestrians and Trails, improve existing trails in Near Southeast.
   1. Complete improvements recommended in Denver Moves Pedestrians and Trails, including High Line Canal crossing improvements on Yale Avenue and on Quebec Street and an improved bike connection on Oneida Street north of Leetsdale Drive.
   2. Improve the crossing of the High Line Canal trail at Monaco Parkway just north of Yale Avenue. Study whether a grade-separated or at-grade crossing is most appropriate.
   3. Complete planned improvements to the length of the High Line Canal trail in Near Southeast with the proposed paved and gravel trail.
   4. As described in the Mobility recommendations, improve access to trails by making safety improvements to street crossings near trail access points, including curb cuts where necessary.
   5. Explore partnership opportunities with Fairmount Cemetery to connect from Quebec Street to the High Line Canal Trail.
   6. Widen and add additional access points to the Cherry Creek and High Line Canal trails as needed to improve connectivity between neighborhoods and community destinations.

B. Consistent with adopted citywide policies in Denver Moves Pedestrians and Trails, improve maintenance and safety of trails in Near Southeast.
   1. Improve lighting, maintenance and cleaning along trails.
   2. Work to reduce conflicts between users, particularly between pedestrians and cyclists.
   3. Work with partners such as the High Line Conservancy, Greenway Foundation and Mile High Flood District to make improvements.
   a. Strengthen partnerships to improve maintenance of vegetation along the canal.
   a. Consider parallel paved and gravel trails to support a variety of users and reduce conflicts.
   7. Coordinate with neighboring jurisdictions for trail connections and extensions as projects are considered for implementation.
   8. Consider both the recreation and pedestrian/cycling infrastructure aspect of trails when routing trails or considering new trails.
   a. For example, mixed-use trails connecting transit hubs improve broader access while separate bikeways reduce conflicts between recreation and commuting.

BACKGROUND POLICY

TRAILS

High Line Canal

The High Line Canal and Trail runs 71 miles across the Denver metro region, including through Near Southeast neighborhoods, serving recreation, mobility and green infrastructure needs. The High Line Canal Conservancy, in collaboration with Denver Water, the City and County of Denver and other regional jurisdictions, competed a plan in 2019 for “repurposing the historic Canal, improving the health of people and the environment, and increasing accessibility and enjoyment for generations to come.”

The High Line Canal Plan’s recommendations are complementary and incorporated into the Near Southeast Area Plan. The plan calls for improving mobility through enhanced trail surfaces, safer crossings and better wayfinding. It also calls for better use of the canal to manage stormwater and runoff. The city will continue to work with the Conservancy to achieve the goals of both of these plans.
RECOMMENDATIONS

Ensure trails continue to serve mobility and recreation needs in Near Southeast by completing new trails, improving access to existing trails and making trails safer and easier to use. (Continued from previous page.)

4. Consider partnering with community groups for trail and park clean up events.

C. Study and develop strategies for connecting the Goldsmith Gulch trail from where it currently ends at Iliff Avenue to the Cherry Creek trail at Cook Park.
   1. South of Evans Avenue, look for opportunities to secure a trail corridor as properties redevelop and work with property owners to construct trail segments.
   2. North of Evans Avenue, conduct a study to determine the best route, whether following the gulch through the neighborhood or staying along Monaco Parkway.
   3. Conduct a study to determine the best method for crossing Evans Avenue and whether a grade-separated crossing is necessary.
   4. Explore partnerships and funding options, including city capital or bond funding, state and federal funding, local and national non-profits, and private funding.
   5. Collaborate with Mile High Flood District to incorporate trails into the Goldsmith Gulch Master Drainageway Plan implementation.

D. Evaluate the possibility of constructing a new multi-use trail along the former railroad right-of-way just north of Evans Avenue between Interstate 25 and Monaco Parkway.
   1. The trail should connect from Evans at I-25 and the pedestrian bridge over I-25 to Monaco Parkway, where it should connect to the extended Goldsmith Gulch trail (see strategy C above). It should serve pedestrians and bicycles.
   2. Work with public and private property owners to determine feasibility of acquiring land or easements for the trail.
   3. Explore partnerships and funding options, including city capital or bond funding, state and federal funding, local and national non-profits, and private funding.
      a. Pursue grants for a feasibility analysis, such as ones available from the Denver Regional Council of Governments.
   4. Look to examples of previous rails to trails and utility corridor trails.
   5. Consider including signs explaining the history of the railroad and the community in the area or other amenities.

Rails to Trails:
Atlanta Beltline Eastside Trail

Through out the country, underutilized railroad corridors have been transformed into multi-use recreational trails. These trails benefit both the community residents, the local economy, and the surrounding environment. Near Southeast is home to existing trails as well as an abandoned rail line that parallels to close Evans Avenue between Interstate 25 and Monaco Parkway.

One example of successful rails-to-trails conversion can be found in Atlanta, GA. The Beltline, a 22 mile former rail corridor, broke ground in 2006 to become a walking and biking loop. The Beltline serves as both a commuter transportation connection as well as an opportunity for businesses in its proximity. Businesses such as 3 Heart Rostery and Wicked Weed Brewing have added trail-accessible entrances in addition to their main street facing entrances. Rail trails provide an economic boost to support sustainable neighborhood growth and connections to more recreational amenities.

The Near Southeast neighborhoods could benefit from a similar rails to trails conversion and connections to existing trails. This would supplement the commercial development along Evans Avenue by allowing businesses to attract trail users and activate nearby stores to grow foot traffic.
Landscaping Terminology

**Ecologically beneficial landscape:** Trees and plants bring many benefits to the community and appropriate ones are used to achieve the goals of this plan, such as improving the look and feel, sustainability and resiliency, and the health of the ecosystem. Plant types should be selected to achieve some or all of these aims:

- **Native or adapted** – plants that can thrive in Denver because they evolved here or have been adapted to the environment.
- **Low or no water** – plants that need minimal irrigation to reduce demand on the water system.
- **Drought resistant/climate appropriate** – plants that withstand the temperatures and weather in Denver, both now and as the climate changes, including periods of drought.
- **Pollinator friendly** – plants that support bees and other pollinators, which in turn support the broader health of the ecosystem.
- **Edible** – plants that food that community members can eat, such as fruit trees.
- **Wildlife habitat** – plants that provide places and food for wild animals.
- **Stormwater management** – beneficially uses stormwater while helping to control runoff
- **Appearance** – provides beauty, interest and shade benefits

5.2.3 Landscaping

RECOMMENDATIONS

**Q-3**

Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal irrigation, offers ecological benefits and improves the community in key locations such as along existing and contemporary parkways and other important routes.

Appropriate landscaping is a vital community asset, improving sustainability and resiliency, reducing heat, reducing use of critically limited resources, enhancing air and water quality, supporting biodiversity as well as total ecosystem health, managing stormwater runoff, providing beauty and interest as well as opportunities to be surrounded by natural elements, and improving the look and feel of the area. Parts of Near Southeast are lacking in adequate landscaping and other areas need updates and improvements.

A. Consistent with adopted citywide policies in Game Plan for a Healthy City, improve public landscaping to be more ecologically beneficial and resilient and to enhance the look and feel of Near Southeast:

1. Ensure these specific steps from Game Plan are taken to improve the climate-resilience of public landscapes in Near Southeast:
   a. Identify park areas to implement ecologically beneficial landscapes and develop implementation action plans.
      i. Identify areas where native or adapted drought-tolerant vegetation can be planted, including large trees.
      ii. Retrofit low-use turf areas in parks with suitable drought tolerant grasses, rather than bluegrass species.
      iii. Identify high-value established trees and develop action plans with goals of protecting tree health.
   b. Upgrade and retrofit existing irrigation systems to improve water efficiency.
   c. Implement more efficient use of irrigation systems by designing and implementing techniques (such as hydrozones) to concentrate water only where it is absolutely needed.
   d. Assess existing parks for climate-resilient landscape implementation, and create action plans outlining the proposed changes, estimated costs and potential funding sources.
   e. Develop a drought action plan for traditional park spaces that creates a unified plan for the city.

2. Restore functional ecosystems emphasizing healthy waterways and lakes in areas such as Goldsmith Gulch and Lollipop Lake.

   a. Creating functional, healthy waterways and lakes means addressing three interconnected issues: improving water quality, managing or expanding stormwater functionality, and restoring natural habitat along waterways and lakes. Utilize existing programs and projects dedicated to managing and improving stream health and coordinate with partner agencies to implement improvements in Near Southeast.

3. Consider the open space and ecological value of vacant and underutilized land.

RECOMMENDATIONS

Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal irrigation, offers ecological benefits and improves the community in key locations such as along existing and contemporary parkways and other important routes. (Continued from previous page.)

5. Coordinate with citywide efforts such as forestry master planning and rules and regulations updates.

B. Improve the quality and maintenance of private landscaping by requiring improved landscaping for new development and connecting existing property owners with resources to improve the quality and upkeep of existing landscaping.
   1. Promote ecologically beneficial, climate-appropriate and resilient landscape types and larger landscaped areas and rain gardens.
      a. Work with property owners and homeowners associations to update rules and promote appropriate landscaping.
   2. Denver Parks and Recreations' Resiliency program has information to help community members and homeowners learn about sustainable parks and planting practices.
   3. Denver Water offers Residential Rebates and Efficiency Tips, including xeriscape plans to help those interested in such options for the private landscaping.
   4. Encourage formation of neighborhood resident knowledge support networks to facilitate exchange of information about successful low water, no irrigation, ecologically beneficial, and heat resistant tree and understory installations.

C. Consistent with adopted citywide policies in Game Plan for a Healthy City, improve the quality and coverage of trees in Near Southeast.
   1. Preserve and maintain existing trees through improved maintenance on public property and discouraging removal on private property through these specific steps from Game Plan:
      a. Identify and prioritize areas with low tree canopy cover that are not meeting the citywide goal. These areas are especially vulnerable to heat waves.
         i. Prioritize areas in Near Southeast with low tree coverage, particularly major corridors like Colorado Boulevard, Evans Avenue and Leetsdale Drive and designated parkways like Monaco Parkway (see Strategy E below).
         ii. Track and maintain an inventory of trees in Near Southeast, including those vulnerable to pests and disease such as the Emerald Ash Borer.
         iii. Identify areas of valueless hardscape and develop greening projects with long term protection of planting spaces.
      b. In conjunction with citywide forestry plans, increase canopy and promote preservation of the existing canopy, maintenance, implementation and funding, focusing on the addition of low water, heat resistant and ecologically beneficial tree species.
         i. Explore using zoning and development regulatory reform to transform the urban forest program from protection to promotion.
         ii. Work with partners to preserve, incorporate or mitigate losses to the urban forest as part of land and infrastructure development.
         iii. Proactively maintain, supplement and protect diverse, resilient forest types in parks and parkways.
         iv. Implement management strategies to deal with periods of drought in the region.
      v. Unify and systematize management of underground utilities to better provide for more trees in the public right-of-way.
      vi. Fully establish a public tree maintenance and protection program that meets industry standards and increases canopy protection.
   2. Ensure that proposed street trees comply with all guidance provided by the Office of the City Forester.
   3. Improve landscape standards for new development to require more trees and landscaping be designed such that trees can be maintained and kept healthy with minimal supplemental irrigation.
   4. Connect property owners to existing programs to help them plant and maintain trees on their properties. Implement pilot programs to increase resilient tree canopy on private property in heat vulnerable neighborhoods that provide volunteer coordination, large-scale tree planting, community relationship building and support for ongoing tree care.
RECOMMENDATIONS

**POLICY STRATEGIES**

D. Consistent with adopted citywide policies in *Game Plan for a Healthy City*, encourage more native and adapted, heat and drought resistant, ecologically beneficial and resilient plant types in Near Southeast with a more natural style of landscape design.

1. Update landscape design standards to require ecologically beneficial native or climate-appropriate, heat resistant, low or no irrigation, edible and ecologically beneficial plants to improve sustainability and resiliency.
2. Encourage the creation of pollinator habitat and forage in accordance with the pledge signed by Mayor Hancock in 2016 to help create sustainable practices that support the increase of native pollinating insects in Denver.
3. In larger open spaces, such as parks, plazas and creek corridors, promote less formal and more natural landscape and bio-diverse design styles.
4. In smaller spaces, such as tree lawns and medians, incorporate ecologically beneficial landscaping into the limited space to the extent possible.
5. Utilize parks and public spaces to provide demonstration gardens showing community members the possibilities with drought tolerant native and adapted plants.
6. Consider landscape or architectural screening to reduce noise from roadways and impacts to adjacent land uses.
7. When implementing additional pedestrian-oriented lighting in parks and public spaces, dark sky compliant fixtures should be prioritized and solar lights should be considered where applicable.

8. Limit nighttime illumination to that which is required for essential safety and favor warm spectrum light sources without uplighting components to minimize disruption to wildlife health.
9. Redirect water on site to serve landscape in place and minimize runoff.

E. Consistent with adopted citywide policies in *Game Plan for a Healthy City*, improve existing parkways and develop new Contemporary Parkways that connect the community to open space, parks and recreational assets, as well as serve multiple community functions.

1. Improve trees, landscaping, and mobility along the existing designated parkways of Alameda Avenue, Colorado Boulevard, Cherry Creek Drive and Monaco Parkway.
   a. Along Cherry Creek Drive, take advantage of the proximity of Cherry Creek to expand natural and riparian landscaping and integrate improvements with the Cherry Creek Trail and adjacent recreation opportunities.
   b. Along Alameda Avenue and Colorado Boulevard, ensure future high-capacity transit improvements complement the parkway and preserve character-defining elements like trees and landscaping.
2. Designate new Contemporary Parkways on streets that connect parks and other destinations. Recommended sections are:
   a. Dahlia Street between Mississippi Avenue and Warren Avenue
   b. Dahlia Street between Iliff Avenue and Yale Avenue
   c. Exposition Avenue between Flamingo Court and Quebec Street
   d. Florida Avenue between Colorado Boulevard and Monaco Parkway
   e. Florida Avenue between Quebec Street and Ulster Street
   f. Holly Street between Alameda Avenue and Iliff Avenue
   g. Iliff Avenue between Colorado Boulevard and Dahlia Street
   h. Iliff Avenue between Holly Street and Oneida Street
   i. Mississippi Avenue between Birch Street and Cherry Creek South Drive
   j. Mississippi Avenue between Kearney Street and Quebec Street
   k. Mexico Avenue between Colorado Boulevard and Glencoe Street
   l. Mexico Avenue between Holly Street and Oneida Street
   m. Quebec Way between Quebec Street and Colorado Avenue

3. On new Contemporary Parkways, where feasible given recommended mobility improvements, reassign portions of the public right-of-way to the function of bike, pedestrian or transit mobility, diverse and resilient green infrastructure including tree canopy, native or adapted drought-tolerant and ecologically beneficial vegetation, stormwater management and improved lighting. Integrate green streets elements as described in Policy Q-4 (p. 157).
4. Develop design standards that provide flexibility for Contemporary Parkways to range in size and role within the transportation and open space networks to enable bicycle and pedestrian amenities and stormwater management and infiltration, as well as to showcase appropriate vegetation. Projects can range from a multi-faceted redesign of existing arterial right-of-way to the reallocation of right-of-way for tree-lined, shared local streets.
5.2.4 Stormwater and Green Infrastructure

RECOMMENDATIONS

Improve the sustainability and resiliency of Near Southeast through enhanced green infrastructure and better stormwater and flood management.

Green infrastructure serves multiple purposes, helping to manage stormwater and reduce flooding, improving water quality, and providing landscaping and greenery.

A. Consistent with citywide policies in the Storm Drainage Master Plan and Denver Green Code, improve stormwater management and water quality.
   1. Implement recommended stormwater improvements from the Stormwater Master Plan, Goldsmith Gulch Major Drainageway Plan, and other plans.
      a. Prioritize daylighting Goldsmith Gulch, where feasible, to enhance stormwater and ecosystem resiliency and improve safety.
   2. Improve design standards to increase pervious surface and integrate stormwater facilities into new and existing development and streets.
   3. Reduce pollutant flows through improved maintenance, cleaning, design, and education and awareness of impacts and alternatives.
   4. Improve the landscaping and appearance of the detention pond at Monaco Parkway and Iliiff Avenue so that it is an attractive community asset for active and passive recreation use.
   5. Evaluate the functionality of the detention pond at Monaco Parkway and Iliiff Avenue to address flooding issues and potentially incorporate park features while still accommodating necessary stormwater detention.
   6. Clarify responsibility for watershed management and ensure the community knows who to contact for watershed issues.

B. Consistent with citywide policies, improve stormwater management to reduce flooding in Near Southeast by completing projects identified in the Storm Drainage Master Plan, as updated from time to time.
   1. Priority should be given to reducing flooding issues in these areas identified by the community:
      a. Holly Street and Florida Avenue
      b. Monaco Parkway and Jewell Avenue
      c. Holly Street and Exposition Avenue
      d. Colorado Boulevard and Iliiff Avenue
      e. Oneida Street and Exposition Avenue
   2. Complete the drainage project to reduce flooding at Oneida Street and Tennessee Avenue.

C. Foster and support green infrastructure that incorporates both the natural environment and engineered systems in public and private developments to provide clean water, conserve and improve ecosystem functionality, and provide a wide array of benefits to people and wildlife.
   1. Update green street designations to identify additional opportunities to promote infiltration, reduce runoff, improve water quality and reduce local heating. Focus on pedestrian and bicycle routes to destinations such as mixed-use areas, locations that experience localized flooding, and locations that are lacking tree cover and experience higher surface temperatures. See map for suggested streets.
   2. Use a variety of green infrastructure tools as identified in the Ultra Urban Green Infrastructure Guidelines. Select the appropriate tool based on the specific needs of the location. See examples of Green Infrastructure on p. 159.
   3. Integrate green infrastructure with mobility facilities, particularly along Parkways and Contemporary Parkways (see Policy Q-3.E, p. 156) to improve connections between major destinations and stormwater management.
   4. Partner with Near Southeast neighborhoods to find additional green infrastructure opportunities where impervious surface can be converted, localized flooding is experienced, or additional landscaping and tree coverage is needed.
Contemporary Parkways

While Denver’s historic parkways play a significant role as civic space, they are not fully developed citywide. Opportunities exist to build new, contemporary parkways that embody the intent of the historic parkway system but include newer design elements. Contemporary parkway design should include tree-lined sidewalks and ample green features. They should explore the integration of stormwater infrastructure, drought-tolerant plantings, high-efficiency and pedestrian-scale lighting, integrated bicycle and transit connections, and various material and paving treatments.

**Landscaping** – Enhanced landscaping on contemporary parkways should provide shade, cooling, air quality improvements, sound reduction and visual relief. Plants should be appropriate for the climate and require little or no watering.

**Mobility** – Contemporary parkways should include a variety of mobility options that vary based on the specific needs of the corridor. All should include wide and comfortable detached sidewalks, while some may include protected bike lanes or dedicated transit lanes.

**Green Infrastructure** – Contemporary parkways provide an opportunity to integrate stormwater management and water quality treatments into neighborhoods. These can be included in planters and landscaped areas at intersections and along the corridor.

**Safety** – Safety features such as appropriate lighting, traffic calming and enhanced crossings will make contemporary parkways places all members of the community are comfortable using.
Green Infrastructure Tools

There are a variety of tools that can be used to implement green infrastructure in Near Southeast, including:

- **Green Streets**
  Roadways that integrate stormwater management and water quality treatments. Elements include engineered systems such as stormwater planters and permeable paving, as well as naturalized tree planting beds and tree canopy. Green streets can work in conjunction with streets that prioritize multimodal mobility by providing a more comfortable environment. Brighton Boulevard is a local example of a green street working in conjunction with a bicycle facility.

- **Creeks, Gulches and Canals**
  Existing waterways provide vital stormwater management benefits. Opening existing piped waterways and ensuring clear flow of water can provide improved benefits and recreation, wildlife habitat, and improved look and feel in neighborhoods.

- **Stormwater Detention/Parks**
  Detention ponds provide important stormwater management benefits. If properly designed, detention areas can be used to capture stormwater during intense rain events while providing recreational and social uses during dry times.

- **Ecoregional Green Roofs**
  Building roofs that are covered or contain vegetation selected to survive in Denver’s hot and dry conditions while offering pollinator forage and supporting local insects and wildlife. Green roofs serve several purposes, such as absorbing stormwater, providing insulation, creating habitat and reducing urban heat island effect by reducing the coverage of surfaces like concrete, which absorb sunlight and therefore increase surface temperatures.

- **Parks, Open Space, Trees and Landscape Areas**
  Areas with trees and other appropriate landscaping help absorb stormwater while providing many other ecological benefits, as well as providing recreation space.

- **Private Property Practices**
  Interventions on private property may not have a significant impact in reducing the stormwater flooding in the area. However, the cumulative effect of small interventions such as rain gardens, rain barrels and permeable pavers in areas like driveways, does improve infiltration and water quality treatment of stormwater and provide multiple benefits to the community.
**RECOMMENDATIONS**

**Q-5**

Improve the quality of life in Near Southeast through more efficient use of water, improved air quality, more access to renewable energy, improved ecosystem health, added mitigation of heat island effects and appropriate waste management.

Water, air, and energy are all necessary for healthy lives, and managing them appropriately is important for the future of Near Southeast.

**A.** In partnership with Denver Water and consistent with adopted policies in the *One Water* plan, ensure a sustainable water supply in Near Southeast.

1. Reduce water use in new and existing buildings through building code updates and connecting property owners to programs to help them reduce water use.
2. Encourage water-friendly, ecologically beneficial landscaping in new and existing developments (see Policy Q-3, p. 154).
3. Work regionally to conserve water supplies with Denver Water and other partners.
4. Connect residents to resources to help them conserve and reuse water, such as rain barrels, and to empower residents to positively impact regional water supplies.
5. Ensure water infrastructure is safe and efficient, including removing lead pipes.

**B.** Improve air quality in Near Southeast by working with regional partners to reduce emissions and improving landscaping in the area.

1. Reduce emissions from transportation by better connecting residents to services and amenities (see Land Use and Built Form recommendations, p. 29) and by improving alternative mobility options (see Mobility recommendations, p. 85).
2. Reduce emissions from utilities through improvements to the building code and by connecting property owners to programs to update HVAC systems and appliances.
3. Introduce more ecologically beneficial landscaping through green infrastructure and additional trees to improve local air quality (see Q-3, p. 154).
4. Enforce noise limits and take noise impacts into consideration during design and construction of public projects.

**C.** Promote renewable energy and reduced energy use in Near Southeast.

1. Utilize programs such as resource navigation for those interested in adding solar panels to their homes and toolkits and resources on rebates for cold climate heat pumps, energy efficient fixtures, improved insulation, and solar hot water installation.
2. Look for opportunities to lead in sustainability through programs like community battery use, natural gas infrastructure removal, and voluntary higher standards for new construction including passive design strategies.
3. Connect residents to community solar programs including Renewable Denver Community Solar to provide access to offsite solar and provide financial relief to income-qualified households, create workforce training opportunities, and conduct educational programs with Denver Public Schools.

**BACKGROUND POLICY STRATEGIES**

**5.2.5 Resources**

**RESOURCES**

**Landscaping & Stormwater Management**

Green infrastructure is a holistic approach to water management that helps to improve water quality and mitigate flooding and pollution downstream. Stormwater management is one of the most notable techniques and benefits of green infrastructure that has historically posed a challenge for many cities. A local example of green infrastructure in the City of Denver is along Brighton Boulevard where 97 stormwater planters were installed in 2019.

The array of benefits that green infrastructure serves for the natural environment and human health include:

- Mitigating flood risk, lowering urban heat island effect, and improving wildlife habitat
- Lowering air temperatures, removing air pollutants, and reducing emissions
- Promoting economic growth, creating jobs, and increasing property values

Prior to the installment of green infrastructure on Brighton Boulevard, rainwater fell onto the street carrying contaminants and waste into local water systems including the South Platte River. The planters help to clean the water and air while naturally cooling down the street. Waste that would otherwise go directly into the gutter is collected by the planter for retrieval by a maintenance crew, and 80 percent of runoff water that enters the planter is absorbed into the ground, providing sufficient irrigation for the plants.

These planters and other elements of green infrastructure are important to maintaining a healthy urban landscape and could be a successful addition to the Near Southeast neighborhoods.

*Background Photo: Green infrastructure along Brighton Boulevard, 2019 (Kevin J. Beaty/Denverite).*
RECOMMENDATIONS

Improve the quality of life in Near Southeast through more efficient use of water, improved air quality, more access to renewable energy, improved ecosystem health, added mitigation of heat island effects and appropriate waste management. (Continued from previous page.)

4. Provide access to offsite solar and provide financial relief to income-qualified households, create workforce training opportunities and conduct educational programs with Denver Public Schools.
5. Identify public buildings and properties that can host solar panels on rooftops, in parking lots and on underutilized land as community solar gardens.
6. Connect residents to solar installation incentives and discounts such as Denver Solar Co-Op.
7. Connect non-profit organizations dedicated to providing human services to incentives and discounts, such as the Renewables and Resilience Incentive Program, to encourage adoptions of solar, battery storage and electric vehicle charging equipment.
8. Connect students to programs such as the Solar Outdoor Learning Incentive Program to create opportunities to learn about clean energy through curriculum, lessons and career exploration.
9. Connect building owners with resources to electrify, including Energize Denver incentives. Under-resourced buildings, such as affordable housing and community centers, are eligible for extra support for electrification.

10. Work with property owners and homeowners associations to remove or modify rules or covenants that may restrict solar opportunities.

D. Reduce waste going to landfill by diverting more to recycling and composting.
1. Support education efforts to encourage use of recycling and composting programs, including hard-to-recycle items.
2. Enhance the Cherry Creek Waste Transfer Facility as a community asset by reducing impacts and expanding recycling and composting services.
   a. Improve the design and functionality of the facility to reduce external impacts such as smell, noise, and litter.
   b. Explore using the facility for education and demonstration projects to better involve the community in these efforts.
3. Explore ways to improve equitable access to waste management resources for residents living in multi-unit buildings.
5.2.6 Community Safety

RECOMMENDATIONS

Q-6

Make Near Southeast a safe and welcoming place for everyone through improved safety infrastructure and design and community-based safety programs.

Safety can be influenced both by the physical design of the environment and by the social resources within it. Both should be strengthened to help keep Near Southeast a safe and welcoming community.

A. Improve lighting in appropriate areas on streets, trails and other public areas to improve safety and useability.
   1. Priorities for lighting improvements include along Cherry Creek, Leetsdale Drive, Quebec Street, the High Line Canal, in Ash Grove Park and in University Hills North.
   2. Ensure lighting is placed and calibrated appropriately to reduce light pollution and negative impacts on people, birds and other wildlife.

B. Incorporate design elements to create a safe, welcoming and inclusive environment in Near Southeast.
   1. Use design tools like public art and activation to improve safety of public places and make them places where people want to spend time and are comfortable doing so.
   2. Improve maintenance and upkeep of public spaces and provide appropriate facilities such as waste receptacles and restrooms.
   3. Emphasize safe crossing and access for children accessing schools in the area.

C. Improve overall safety and security through implementing a series of coordinated strategies.
   1. Support mental health and addiction treatment by connecting those in need to programs and services, including by using a co-responder model.
   2. Support positive relationships between the community and police through better information sharing, communication and collaboration.
   3. Work as a community with police to address property crime, code violations and littering. Work with neighborhood organizations to raise awareness about steps that can be taken to prevent crime in the area.
   4. Organize periodic community trash-pickup events to reduce litter in the area. Provide necessary equipment to volunteers for the events.
5.2.7 Health

RECOMMENDATIONS

Q-7

Make Near Southeast a healthy community through improved access to health care, programs to promote healthy living, and by reducing heat and increasing availability of cooling options.

Access to healthcare and healthy living are basic necessities for residents to allow them to thrive and live successful lives.

A. Improve access to health services by encouraging healthcare providers to locate in Near Southeast and improving mobility options for Near Southeast residents to reach healthcare providers outside the area.
   1. Work with property owners and business organizations to identify locations for healthcare providers.
   2. Work with healthcare providers to facilitate development or remodel of buildings for healthcare uses.
   3. Connect residents to mobility services to improve access to existing healthcare providers.
   4. Prioritize sidewalk and other mobility improvements near healthcare providers to improve access.

B. Empower and support organizations that promote physical activity in Near Southeast.
   1. Support partnerships and funding opportunities for leagues, classes, camps and other activities.
   2. Promote physical activity by improving access to parks, trails and open spaces and making walking and biking around the area easier and safer (see Mobility recommendations, p. 85).
   3. Improve parks, trails, and open spaces to provide amenities desired by community to facilitate physical activity and health (see Policy Q-1, p. 149).
   4. Promote and connect residents to the Cook Park Recreation Center and other facilities.

C. Reduce local heating and improve access to cooling.
   1. Increase resilient trees, landscaping, and shade in Near Southeast to reduce local heat effects (see Policy Q-3, p. 154).
   2. Promote use of existing city facilities such as the Virginia Village Library and Cook Park Recreation Center as cooling centers during extreme heat events.
      a. Raise awareness of cooling centers within the community through coordination with neighborhood organizations.
      b. Identify additional public and private locations to use as cooling centers.
   3. Identify housing without cooling and connect with resources to add cooling as well as education about more passive cooling opportunities that might already exist for some properties and how to optimize their effects.
Healthy Food

A few different concepts can help achieve the goals for healthy food in Near Southeast:

**Community Gardens**
Public or private land can be used by community members to grow and cultivate fruit and vegetables. Gardens can be shared plots on private or public land, or they can be auxiliary uses for organizations like schools and religious institutions.

**Healthy Restaurants**
Fast-casual restaurants or grab-and-go vendors can specialize in meals that are both quick and healthy. Some models also provide affordable fast-casual meals to communities with limited food access.

**Small- to Mid-Sized Grocery Retailers and Specialty Stores**
A smaller footprint retail establishment can sell healthy food ingredients such as fresh fruits and vegetables, dry groceries, and meat/poultry/seafood, or it can specialize in one type of food product (such as a butcher). This model can help meet the food access needs of neighborhoods that don’t need a full grocery store but that still have a significant number of residents who can’t walk to a grocery store.

**RECOMMENDATIONS**

**Q-8**

Help residents of Near Southeast access affordable, healthy and quality food options through partnerships and community gardens.

Communities need access to a variety of healthy and affordable food options to promote wellbeing and community health.

**A.** Improve access to fresh and healthy food and nutrition.
1. Improve physical connections to healthy food providers through upgrades to multimodal networks and connecting residents to mobility services (see Mobility recommendations, p. 85).
2. Support local healthy food providers to locate or expand in Near Southeast by connecting them to city and other services (see Housing and Economy recommendations, p. 67).
3. Encourage food retailers to accept SNAP and WIC payment by providing additional information and support.
4. Encouraging more local restaurants to serve healthy food by connecting them to city and other programs.
5. Support existing and future community programs such as coops and Tasty Food, which provides food to youth in the area.
6. Encourage community events that include healthy food options.
7. Encourage conveniently located Community Supported Agriculture drop off locations in the area.

**B.** Improve food quality in Near Southeast by supporting innovative grocery models.
1. Provide business planning assistance, translation help and streamlined permitting process for new food sellers.
2. Provide assistance and resource navigation to leverage CHFA’s Healthy Housing Loan Program to incorporate food access and affordable housing.
3. Explore healthy food box delivery services to affordable housing sites.

**C.** Support community gardens as a healthy and affordable food source in Near Southeast.
1. Identify underutilized public lands that could be well suited for community gardens, such as land under utility lines.
2. Partner with schools and community centers that could provide land for community gardens.
3. Encourage residents to use public right-of-way amenity space in front of single-family homes for community gardens.
4. Look for opportunities to co-locate community gardens with solar arrays and other renewable energy sites.
**RECOMMENDATIONS**

**Q-9**

Strengthen the community in Near Southeast by supporting cultural resources such as libraries and public art and improving access physically and through improved internet connectivity.

Libraries, arts and culture opportunities, and internet access are all aspects of complete neighborhoods and communities that can be enhanced in Near Southeast.

**A.** Improve access to and benefits of the Virginia Village Library for Near Southeast.
   1. Promote awareness of the library and its offerings by connecting with neighborhood organizations and local businesses.
   2. Explore expanded hours to better meet the needs of the community when they want to access the library.
   3. Explore adding more programs and classes for children and adults based around community interests.
   4. Explore expanding services for immigrant and refugee communities in appropriate languages to help them connect to services and participate in the community.
   5. Explore adding maker resources and tools checkout to provide access to tools and resources for community members.
   6. Make improvements to and expansions of indoor and outdoor community spaces to provide more room for formal and informal gathering and activities.
   7. Better connect the building to sidewalks so it is more visible and accessible from the street for pedestrians and cyclists.
   8. Explore using part of the property for a community garden and resource for residents to learn about ecologically beneficial landscape options.
   9. Improve connections to other libraries outside Near Southeast that serve area residents such as the Ross University Hills Branch Library.

**B.** Support opportunities to experience art and culture in Near Southeast (see Housing and Economy Policy HE-9, p. 79).
   1. Explore opportunities for additional entertainment options in the area. A concert venue is a priority for the community, whether in a park or on private property.
   2. Support existing arts and culture venues and organizations in the area.
   3. Support more events and cultural activities in Near Southeast (see Land Use and Built Form Policy LU-11, p. 65).
   4. Support the creation of more public art.
      a. Inventory existing locations of public art and identify new priority locations to add new public art.

**C.** Explore ways to improve access to high-speed internet in Near Southeast.
   1. Partner with internet providers and federal and state programs to ensure all households have access to high-speed internet. Explore using franchise agreements with internet providers to broaden access.
   2. Support internet access at public locations like the Virginia Village Library and Cook Park Recreation Center to ensure those without home internet connections can access high-speed internet. Consider programs to raise awareness of internet access opportunities at public buildings.
   b. Ensure public art created as a result of city capital projects is relevant to the area and supports the community identity (see Land Use and Built Form Policy LU-11, p. 65).
   c. Encourage the creation of public art through other means, such as special districts, private business or philanthropic investment.
6.1 OVERVIEW

The Near Southeast area is made up of four distinct neighborhoods and a portion of a fifth. Neighborhood boundaries as defined by the city are called statistical neighborhood boundaries and may not reflect how residents think of their own neighborhood. While there are some issues that affect all neighborhoods, there are also many that impact individual neighborhoods differently and require unique recommendations. This section will address each neighborhood individually and provide more detailed guidance than the area-wide recommendations.

- The neighborhood summary map, called a Key Opportunities Map, provides a summary of recommendations and where they apply in each neighborhood.
- The overview provides an analysis of the existing character in each neighborhood and the distinctive features of typical structures.
- Recommendations include policies and strategies that apply only to the neighborhood with references to area-wide policies that are particularly important to the neighborhood.

Previous Plans

Cherry Creek Greenway Master Plan (2000)
The Cherry Creek Greenway Master Plan covers the land around Cherry Creek between the Cherry Creek Reservoir dam and University Boulevard. The plan describes recommended improvements to parks and open space, mobility and urban design along the greenway to achieve the vision. The plan also includes recommendations for better connecting surrounding neighborhoods to the greenway and improving the environmental quality of the creek corridor.

Vision: “A natural area with parks, walking paths, biking trails, open areas, served by pedestrian-friendly streets” is perhaps the best description of the intent and vision for the Cherry Creek Greenway. No longer a focus of commuter vehicle traffic into the downtown core, the Cherry Creek corridor is envisioned as one of the jewels along the emerald strand of Denver Parks and regional open space. Not only is it one of the last remaining natural buffers and continuous linkages between developing neighborhoods, the portion of the corridor is planned also as an 8-mile long safe haven for the enjoyment of natural vegetation and wildlife, its peaceful surroundings and as an area for pedestrian-oriented, people-friendly activities.

Colorado Boulevard Plan (1991)
The Colorado Boulevard Plan covers the Colorado Boulevard corridor between 1st Avenue and Iliff Avenue. At the time of its creation, the primary concern was increasing traffic and congestion on the corridor. The plan includes recommendations aimed at easing congestion without displacing traffic, including widening intersections, encouraging alternative travel modes, limiting development intensity and promoting a mix of uses. The plan also includes urban design recommendations to promote consistency along the corridor.

Vision: This portion of South Colorado Boulevard is, and should continue to be, a regionally distinct transportation, business and residential corridor accommodating a wide range of development types and sizes which serve the shopping, business and entertainment needs of nearby residents, as well as providing destination opportunities for a wider community while serving as a gateway to the cities of Glendale and Denver and the Cherry Creek area. Colorado Boulevard will provide for functional and efficient traffic flow both within and through the corridor, and there will be a growing role for transit and a more friendly, safe environment for pedestrians. Higher standards of both public and private urban design will create a positive human-scale image and a cohesiveness which will distinguish “the Boulevard” from typical strip commercial areas, while retaining the separate identities of Glendale and Denver. Design considerations will reinforce the integrity of adjacent residential areas by enhancing their privacy and livability.
Prevalent Housing Styles and Types in the Area

Below are common characteristics found for each style or type:

**Minimal Traditional**
- Wood frame construction
- Low or medium pitch roofs
- Cross-gabled or side-gabled roof, occasional hipped
- Single story in height
- Shallow or no eaves
- Double-hung windows, generally 1/1 or with divided lights

**Cape Cod Form**
- Attached garage
- Steeply sloped side-gabled roof
- Twin gable dormers on front façade
- Low stoop main entrance

**Transitional Ranch**
- Single story
- Shallow or no eaves
- Side gabled or hipped roof
- Tripartite window with large center pane (forerunners to the picture window)
- Sometimes attached garage or carport

**Ranch**
- Single-story, asymmetrical and horizontal
- Low-pitched roof with overhanging eaves
- Brick
- Minimal porch and/or rear porch
- Picture window with decorative shutters
- Low chimney
- Attached garage

**Split-Level**
- Two-story portion connected to mid-height one-story wing
- Low-pitched roof with overhanging eaves
- Attached garages
- Mixed materials – brick and wood siding
- Picture windows and shutters

**Bi-Level**
- Raised basement with windows
- Mid-level entry
- Projecting upper level façade
- Brick and wood siding
- Attached garage with separate roof
- Rear deck from upper level

**Contemporary Ranch**
- Asymmetrical massing
- Very low-slope roof with deep, open eaves, often with visible ridge beam and purlins
- Clerestory windows and slot windows in ribbon configurations
- Attached garage or carport
- Recessed, asymmetrical main entry
- Large brick or concrete block chimney

**A-Frame**
- Steeply pitched gable roof with low side walls
- Exposed beams
- Prominent exterior chimney, often with “weep” mortar
- Clerestory windows at the gable peak
- Garage attached by a breezeway
- Main entrance located in breezeway
6.2 GOLDSMITH

6.2.1 Neighborhood History

The Goldsmith neighborhood began its modern life as farmland along the railroad line that ran in and out of Denver from the south. Irrigated by the High Line Canal and the Goldsmith Gulch, for which it would later be named, the area was partially platted in the 1870s and 1880s. Although the Goldsmith area was not annexed to the City and County of Denver until the early to mid-1960s, development in the northern part of the neighborhood intensified before that time. Earlier housing was dominated by the Transitional Ranch style. Later, the more spacious Ranch and Contemporary Ranch homes were constructed in the 1950s and the 1960s.

Multi-family housing was also popular in the newly annexed areas of Denver in the 1960s, becoming even more so in the 1970s. Young working people were drawn to southeast Denver neighborhoods like Goldsmith for its proximity to jobs at the Denver Tech Center and nightlife along East Hampden Avenue. Further, Goldsmith’s location next to the Valley Highway (I-25), which had been completed in 1959, meant the drive to downtown Denver was short. Small two-story apartment complexes with four to six units were constructed in the 1960s. Low-rise and mid-rise apartment buildings and complexes followed in the 1970s, creating a natural buffer zone of apartment housing between the commercial and single unit areas of Goldsmith. The 1970s saw commercial office development in Goldsmith, and in the 1980s, retail development in Goldsmith expanded as well. Strip malls and shopping centers drew locally owned businesses, with larger retail centers featuring supermarkets and “box stores” such as the former K-Mart at Monaco Parkway and Evans Avenue that is currently being redeveloped into multi-family housing.

As with much of the rest of the country, the racial and ethnic makeup of these suburban developments in the 1960s was overwhelmingly white and European-American. It was the proliferation of apartment housing in Goldsmith that brought ethnic and racial diversity to the area. Today, the Goldsmith neighborhood depicts layered development in southeast Denver, with more than a half-century of economic and social change inscribed in the built environment and little integration between the residential areas and the commercial/industrial area.

Adapted from The Goldsmith Neighborhood Historic Context Report by Kathleen Corbett.
6.2.2 Key Opportunities

Redevelopment of Evans Avenue and Monaco Parkway – Encourage and support redevelopment of retail centers at Evans Avenue and Monaco Parkway and further development of surrounding areas with multi- and single-unit residential. See Focus Areas and Transformative Projects 7.3 (p. 224).

Upgrades to detention pond at Iliff Avenue and Monaco Parkway - Improve the landscaping and appearance of the detention pond at Monaco Parkway and Iliff Avenue so that it is an attractive community asset for active and passive recreation use. See Strategies Q-4.A.4-5 (p. 157) and G-Q-1.A.1 (p. 177).

Design Mobility Improvements on Evans - Improve the experience along Evans Avenue through mobility improvements, pedestrian oriented design and completion of Evans Avenue Corridor Study. See Policies M-1 (p. 98) and LU-2 (p. 52).

Expansion of Community Center - In response to community need, expand the community center at Yale Avenue and I-25. See Policy LU-5.A.3.a (p. 48).

Extension of Goldsmith Gulch Trail - Extend the existing Goldsmith Gulch Trail to provide improved connectivity to adjacent neighborhoods. See Policies Q-2 (p. 152) and G-Q-2 (p. 177).

High Line Canal Crossing Improvements - Improve safety, user experience and connectivity along the High Line Canal. See Policies Q-2 (p. 152) and G-Q-2 (p. 177).

Complete the Sidewalk Network – Improve safety and access by bringing existing sidewalks up to standard and install new sidewalks where they are missing. See Policy M-14 (p. 120).

Preserve Character - Ensure additions and new development are compatible with the existing historic character of the neighborhood while incorporating new housing. See Policies LU-7 (p. 56) and G-LU-1 (p. 174).
6.2.3 Character Analysis

Development Patterns and Connectivity
Goldsmith has significant commercial and multi-family development with fewer single unit subdivisions than other neighborhoods in Near Southeast. Goldsmith single unit developments are comprised of larger lots and curvilinear streets with cul-de-sacs and non-through streets in some areas.

Prominent east-west streets include Evans Avenue, Iliff Avenue and Yale Avenue, although Evans Avenue and Iliff Avenue are non-continuous at the east side of Goldsmith. Monaco Parkway and Quebec Street are the primary north-south connections through the area. Oneida Street also provides a continuous, albeit meandering, north-south route through Goldsmith. Prominent also are the Goldsmith Gulch Trail and the High Line Canal Trail, both of which loop through the neighborhood.

The neighborhood is bounded by Evans Avenue to the north, Yale Avenue and Arapahoe County to the south, I-25 to the west and Quebec Street / Denver boundary to the east. I-25 creates a significant boundary to the west with crossings only at the north and south of Goldsmith at Evans Avenue and Yale Avenue, respectively. Additionally, the sidewalk system is poor, even at primary corridors, comprised mostly of “Hollywood curbs” that are narrow and sub-standard, limiting multi-modality in the neighborhood.

Home size varies from one to two stories and are primarily ranch, split-level and bi-level forms.

A prevalent tree canopy helps the neighborhood feel appropriately scaled and shaded.

Decorative shutters are common throughout many developments.

“Hollywood curbs” or combination sidewalk and curbs are the predominate type of sidewalk.

TYPICAL GOLDSMITH RESIDENTIAL BLOCK

Driveways and two-car garages tend to be visible.

Setbacks are moderate with landscaped front yards. Homes are commonly elevated with steps to the main entrance.
Multi-family Residential in Goldsmith
Multi-family developments in Goldsmith (above) vary from townhome developments to small-scale three-story apartment buildings to larger apartment buildings. Built in the 1960s and 1970s, mansard roofs (visible in the right two images) were popular in two-three story multi-family developments, and common materials included brick, stucco and wood or composite siding.

Commercial Developments in Goldsmith
Commercial developments in Goldsmith (below) consist of larger scale office buildings built in the 1970s and single-story strip malls built in the 1980s and beyond. Developments tend to be auto-oriented and have large parking lots located between buildings and the street.
6.2.4 Land Use and Built Form

GOLDSMITH RECOMMENDATIONS

Encourage the preservation of historically significant areas, buildings and design features. Prioritize preservation by pursuing appropriate tools, such as zoning, landmark districts, individual landmarking, conservation overlays and incentives.

Goldsmith contains examples of a broad range of property types across commercial, industrial and residential areas. With some exceptions, most buildings date to the 1960s or 1970s. Several of these structures and developments carry potential for landmark districts or individual designation, according to historic context reports.

A. Use appropriate tools, such as zoning text amendments, to achieve design goals for residential low places, such as adjusting building massing and scale.

B. Encourage use of tools, such as conservation overlays and landmark districts, to achieve design goals in developments where there is potential for landmark designation.

1. Hutchinson Hills, filings 10 and 11 – Built 1964-1965 – This development is located north of Bible Park between Monaco Parkway and Goldsmith Gulch and contains a concentration of brick ranch and bi-level homes that have the uniformity, architectural similarity, and the developer’s unique features that are consistent characteristics amongst Post-World War II subdivisions. Notable here are the decoratively carved window shutters, which is the signature feature of the subdivision developer.

C. Encourage the use of tax credits and adaptive reuse of structures. See Land Use and Built Form Policy LU-6 strategy C and associated Residential Policies for additional preservation priorities and incentives in residential low areas.

D. Support requests for individual landmark designations for historically, architecturally or culturally significant structures or districts.

E. Support preservation and rehabilitation of significant buildings by working with property owners to apply appropriate preservation and design tools. Examples of properties with potential for designation include:

1. The Robert Russell Eastern Star Masonic Retirement building at 2445 S. Quebec St – Built 1931 - the original structure, designed by architect William Norman Bowman, is largely intact and has outstanding historic integrity. This structure and its north and south wing additions (constructed in 1952 and 1954 respectively) are significant as an early example of a purpose-built retirement home in Colorado.

2. The Aspen Siesta Nursing Home at 5353 E. Yale Ave. – Built 1966 - The Aspen Siesta nursing home was constructed during the period of heavy residential development in Goldsmith. Architecturally, it is a good example of Contemporary Modern style in a group/institutional residential facility.

3. General Motors Training Center at 2170 S. Dahlia St. – Built 1954 – Now the High Line Academy charter school, this structure has overall good integrity (despite an addition to the rear of the building and alterations at the primary entrance) and is a good example of industrial modernism in an educational context in the post-World War II period.

4. Oneida Tower at 2121 S. Oneida. – Built 1979 - This office building was designed by Warren A. Flickinger and Associates, an award-winning firm that also designed other, similar office buildings in Washington Virginia Vale and Montebello and many other notable commercial buildings in the 1970s. An example of the Brutalist style, the structure is architecturally notable for its tooth-like horizontal spans of inset windows and multi-level entrance.

5. Single-story Structures at 2170, 2171 and 2149 S. Grape St. – Built 1960 – These are three office buildings on the same block of Grape Street built by Rieger Construction, a commercial real estate developer in Southeast Denver at the time. 2171 S. Grape Street was the first Wellshire Post Office, and all buildings have good integrity.
**GOLDSMITH RECOMMENDATIONS**

**G-LU-2**

**Maintain the relative affordability of multi-unit residential in Goldsmith while improving accessibility and livability.**

Goldsmith has many older apartment buildings that provide relatively affordable housing options, but many are aging and not well connected to other parts of the community.

A. Implement strategies from Policy LU-6 (p. 50) to improve design and preservation of multi-unit residential buildings.

B. Implement strategies from Policies HE-1 (p. 72) and HE-3 (p. 74) to preserve affordability, prevent involuntary displacement, and facilitate maintenance and rehabilitation of apartment buildings.

C. Improve mobility and accessibility to existing apartments by improving sidewalks, adding additional sidewalk and trail connections, and creating new street connections as properties between the apartments and Evans Avenue redevelop.

**G-LU-3**

**Preserve existing and promote additional missing middle housing in Goldsmith to prevent involuntary displacement and promote preservation.**

Goldsmith has some small apartment buildings but has opportunities to add more missing middle housing options.

A. Allow duplexes in low residential areas east and west of Monaco Parkway, prioritizing affordability on the west side and preservation on the east side. (See Policy LU-8 p. 59.)

1. Ensure duplexes conform to improved design standards for the area.

B. Focus on preserving affordability for existing units in low-medium and high-medium residential areas (see Policy G-LU-2), but if properties redevelop, look for opportunities for a variety of missing middle housing types, such as townhomes, garden courts, small apartments and live-work.

1. Take steps to mitigate displacement when properties redevelop.

**G-LU-4**

**Ensure community centers and corridors are compatible and serve the community as they evolve.**

See Policies LU-1 (p. 40), LU-2 (p. 44), LU-3 (p. 46), LU-5 (p. 48).

The centers and corridors along Evans Avenue and at Monaco Parkway and Yale Avenue will evolve into more walkable, community-serving places and should benefit the community at all stages of that evolution.

A. Ensure transitions from centers and corridors to residential areas are well designed and minimize negative impacts on surrounding areas.

B. Ensure that improved, mobility, design and elements of a complete neighborhood come with new development in centers and corridors.

1. As new mobility connections are made, ensure traffic calming and safety features are added to limit impacts.

C. Concentrate growth along Evans at the community centers at Holly Street and Monaco Parkway, with greater heights, pedestrian-oriented development and ground floor activation.

D. Look for opportunities to add more community-serving uses at Yale Avenue and Monaco Parkway as properties redevelop and improve mobility connections into the neighborhoods.

E. Connect the area just east of Interstate 25 at Yale Avenue to the light rail station on the west side to serve as an extension of the station area. Encourage the area to provide additional affordable housing options and community-serving retail and employment.
6.2.5 Housing and Economy
See Policy HE-1 (p. 72): Preserve existing affordable housing and improve housing quality through renovation, rehabilitation and other incentives.
See Policy HE-3 (p. 74): Stabilize residents at risk to prevent involuntary displacement by connecting them to existing support resources and programs.

6.2.6 Mobility
See Policy M-20 (p. 135): Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, commercial areas and those areas identified on the Mobility Opportunities Map (p. 95)

GOLDSMITH RECOMMENDATIONS

MOBILITY

G-M-1

Improve mobility on corridors running through Goldsmith.

A. See Evans Avenue Corridor Recommendations (p. 98).
B. See Quebec Street Corridor Recommendations (p. 114).
C. See Monaco Parkway Corridor Recommendations (p. 104).
D. See Yale Avenue Corridor Recommendations (p. 106).
E. See Holly Street Corridor Recommendations (p. 108).
F. See Dahlia Street Corridor Recommendations (p. 115).
G. Holly Street And Yale Avenue Intersection:
   1. Bicycle Intersection Improvements:
      a. Install or upgrade bicycle crossing treatments to highlight where bicyclists are traveling through the intersection.
      b. Install Leading Pedestrian Intervals (LPIs) to give pedestrians (or bicyclists) a head start at the traffic lights by approximately five seconds, with the precise time depending on the intersection. LPIs are intended to improve safety by separating the pedestrian and bicyclist crossing from turning vehicles, and by increasing the visibility of pedestrians and bicyclists to drivers.
      c. Install Median Refuge Islands, where crossing distances necessitate, to provide protected spaces for bicyclists in the middle of the street to facilitate crossings at the intersection. The Refuge Islands can be used to slow traffic and simplify crossings by allowing people to bicycle across just one direction of travel at a time.
   2. Support DOTI in the construction of a pedestrian tunnel crossing at the High Line Canal Trail and the Holly Street and Yale Avenue intersection.
6.2.7 Quality of Life Infrastructure

GOLDSMITH RECOMMENDATIONS

**G-Q-1**

Improve access to parks in Goldsmith. See Policy Q-1 (p. 149).

There are not any public parks in Goldsmith, and though Bible Park is just outside the neighborhood across Yale, much of the area does not have convenient access to parks.

A. Look for opportunities to add new park space in the northern portion of Goldsmith.
   1. Incorporate park features into the detention pond at Monaco Parkway and Iliff Avenue while continuing to accommodate stormwater detention.
   2. Pursue additional opportunities as properties redevelop.

B. Improve access to existing parks.
   1. Improve or add new crossings to streets such as Yale Avenue, Evans Avenue and I-25 to improve access to parks in other neighborhoods.
   2. Improve access to the High Line Canal and Goldsmith Gulch trails to improve parks connections (see Policy G-Q-2).

**G-Q-2**

Improve access to the High Line Canal and Goldsmith Gulch trails. See Policy Q-2 (p. 152).

The High Line Canal and Goldsmith Gulch trails both run through the Goldsmith neighborhood, but not all community members can easily access them.

A. Make street crossings and connections safer and improve trail quality.
   1. Complete improvements recommended in Denver Moves Pedestrians and Trails, including High Line Canal crossing improvements at Yale Avenue and at Quebec Street.
   2. Improve the crossing of the High Line Canal trail at Monaco Parkway just north of Yale Avenue. Study whether a grade-separated or at-grade crossing is most appropriate.
   3. Improve the intersection crossing at Evans Avenue and Oneida Street to facilitate safer access to Cook Park and the High Line Canal.
   4. Complete planned improvements to the length of the High Line Canal trail with the proposed paved and crusher fines trail.
   5. Work with Arapahoe County to make a connection to the High Line Canal Trail at Vassar Avenue west of Holly Street.

B. Look for opportunities to add new connections to trails between intersections. Work with adjacent property owners to acquire access and install trail connections to streets and sidewalks.

C. Extend the Goldsmith Gulch trail north from Iliff to Evans and beyond.
   1. As properties redevelop, acquire land to extend the trail.
   2. Install safe crossings and connections at Iliff Avenue, Memorial Way, Evans Avenue and Monaco Parkway.
6.3 INDIAN CREEK

6.3.1 Neighborhood History

The Indian Creek neighborhood was imagined in the economic boom years of the 1970s and realized in the belt-tightening 1980s. Other than the concentration of industrial properties and office buildings south of Cherry Creek Drive, the neighborhood is entirely residential. Vestiges from Denver’s early days as a rural area of horse pasture and farmland can still be read in the landscape of the neighborhood. Indian Creek was annexed to Denver in increments from 1965 to 1973, beginning with the industrial area in the south of the neighborhood. The Poundstone Amendment meant that the neighborhood would be permanently surrounded by Arapahoe County on nearly all sides. Notable in the industrial landscape of southern Indian Creek is the 1965 transfer station, a part of the city’s waste management system.

By the mid-eighties, development in Indian Creek was well underway. Townhomes and duplexes, which were more affordable than single unit homes, appealed to younger first-time buyers and to empty-nesters looking to downsize. Developments like those in Indian Creek offered reasonably sized homes with some yard space at a price that young professional or working couples could afford. Equidistance between the Denver Tech Center and downtown Denver made Indian Creek an easily commutable location with nightlife options as well, including bars and restaurants for singles in Glendale and along the East Hampden corridor.

Later developments are comprised of single unit detached homes, which may reflect a preference for single unit homes in years of economic recovery after recessions. Today, most of the townhomes at Indian Creek are owner-occupied, and the demographic is still relatively young with a median age of 39. In the first decade of the twenty-first century, the racial and ethnic demographics have changed somewhat, becoming more diverse. With many of the communities protected by homeowner’s associations, the Indian Creek neighborhood has been relatively unchanged since its inception and is so far devoid of redevelopment.

Adapted from The Indian Creek Neighborhood Historic Context Report by Kathleen Corbett.

6.3.2 Key Opportunities

**Industrial Area** – Facilitate the evolution of the industrial area south of Jewell Avenue into an Innovation/Flex place. See Focus Areas and Transformative Projects 7.5 (p. 228) and Policies LU-9 (p. 63) and IC-LU-3 (p. 183).

**Waste Transfer Facility** – Reduce impacts from the Cherry Creek Waste Transfer Facility and improve it as a community asset. See Policies Q-5 (p. 160) and IC-Q-2 (p. 185).

**Improvements at City of Chennai Park** - Complete improvements to City of Chennai Park to provide more amenities that serve the surrounding neighborhood. See Policy IC-Q-1 (p. 185).

**High Line Canal Crossing Improvements** - Improve safety, user experience and connectivity along the High Line Canal. See Policies Q-2 (p. 152) and IC-Q-1 (p. 185).

**Access Improvements to Cherry Creek Trail** - Improve crossings of Cherry Creek South Drive to increase access from the industrial area. See Policy IC-Q-1 (p. 185).

**Mobility and Safety Improvements** - Improve mobility and safety on corridors and throughout Indian Creek. See Policies M-9 (p. 114), M-12 (p. 116), M-13 (p. 117), Q-6 (p. 162) and IC-M-1 (p. 184).
INDIAN CREEK KEY OPPORTUNITIES MAP

- Modernize Centers & Corridors
- Open Space
- New Community Open Space, Park, & Recreation Opportunity
- Schools
- Mobility Hub

- Priority Street
- Pedestrian Priority
- Transit Priority
- Bicycle Priority
- Green/Priority Street
- Green Street
- Planned Bus Rapid Transit

Contemporary Parkway
- Neighborhood Traffic Calming
- Trails
- Pedestrian Intersection Safety Treatment
- Bicycle Intersection Safety Treatment
- Pedestrian & Bicycle Intersection Safety Treatment

Near Southeast Area Plan | Part 6 Neighborhoods
6.3.3 Character Analysis

Development Patterns and Connectivity
Indian Creek primarily consists of residential properties on non-gridded curving and looping streets. A large wedge in the southwest corner of the neighborhood is dominated by industrial development, some of which has been converted to commercial uses. Compared with the rest of Near Southeast, there are very few single unit subdivisions in Indian Creek with much of the residential areas being duplexes and townhomes.

The only somewhat contiguous east-west street in Indian Creek is Florida Avenue, and it terminates in the westbound direction at Quebec Street. There are no north-south through streets other than Quebec at the western border of the neighborhood, although Cherry Creek South Drive and multi-modal Cherry Creek trail run continuously through the neighborhood on a diagonal.

Indian Creek is almost completely bounded by Arapahoe County, excepting a small strip of Quebec Street on the western boundary. Quebec Street is a wide and high-speed corridor with very few traffic lights and crossing opportunities, creating a fair amount of disconnection from Indian Creek to the rest of Denver. The sidewalk system is poor throughout the neighborhood and are primarily “Hollywood curbs” that are narrow and sub-standard, limiting multi-modality.

Most homes are 1.5 to 2-story. A healthy and mature tree canopy through much of the neighborhood provides shade and helps to create street enclosure.

“Hollywood curbs” or combination sidewalk and curbs are the dominant type of sidewalk. Driveways and two-car garages tend to be prominent. Setbacks are moderate with substantial paving, leading to less landscapable area than other neighborhoods in Near Southeast.
Multi-family Residential in Indian Creek
Multi-family developments in Indian Creek (above) were primarily constructed in the 1980s and 1990s and consist of duplex and townhome buildings that are similar in scale to the single unit homes in the neighborhood.

Commercial Developments in Indian Creek
Commercial developments in Indian Creek (below) consist of 1980s office, warehouse and industrial buildings, some of which have been converted to food service, fitness and retail establishments.
6.3.4 Land Use and Built Form

**INDIAN CREEK RECOMMENDATIONS**

**IC-LU-1**

Improve the land use regulations in Indian Creek to let the area evolve while maintaining valuable characteristics. See Policy LU-10 (p. 64).

Much of Indian Creek has retained Former Chapter 59 zoning and zoning standards need to be improved to respond to community needs as older developments start to be updated or redeveloped.

**A.** Rezone Former Chapter 59 properties into the Denver Zoning Code.
   1. Consider zone districts such as S-RH-2.5 and S-MU-3 or equivalent for Low-Medium Residential areas.
   2. Consider zone districts such as S-SU or S-TU for Low Residential areas.

**B.** Update zoning standards as appropriate to ensure high-quality design and walkability while allowing flexibility to accommodate the various housing types in Indian Creek.
   1. Ensure updates continue to promote affordability and reduce risk of involuntary displacement.

**IC-LU-2**

Maintain existing missing middle housing in Indian Creek while promoting affordability and reducing involuntary displacement.

Indian Creek has a diverse selection of missing middle housing, including duplexes, townhomes, and small apartment and condo buildings. It is important that these options are maintained while making sure they are comfortable places to live for their residents.

**A.** Encourage upkeep and maintenance of existing missing middle housing types in Indian Creek.

**B.** Connect residents and property owners to programs and tools to promote affordability and reduce involuntary displacement.

**C.** If missing middle housing is redeveloped, encourage replacing it with more missing middle housing types.
Facilitate the evolution of the industrial area south of Jewell Avenue into an Innovation/Flex place. See Policy LU-9 (p. 63).

The industrial area presents an opportunity to accommodate a wider range of uses while maintaining jobs and improving design outcomes.

A. Encourage properties to rezone to industrial mixed-use zone districts to allow more commercial, retail and residential uses while maintaining some industrial uses.

B. Improve design in the innovation/flex area to ensure compatibility with the surrounding neighborhoods in Denver and Arapahoe County.

C. Connect the area to the Cherry Creek Greenway across Cherry Creek South Drive. See Focus Areas and Transformative Projects 7.5 (p. 228).

D. Improve the exterior appearance of the waste transfer facility and turn it into an asset for the community to improve recycling, composting and waste management. See Policy IC-Q-2 (p. 185).
6.3.5 Housing and Economy

See Policy HE-1 (p. 72): Preserve existing affordable housing and improve housing quality through renovation, rehabilitation and other incentives.

See Policy HE-2 (p. 73): Prioritize new affordable housing and increase housing diversity, particularly in areas near transit, services and amenities to support households of different sizes, ages and incomes in all neighborhoods.

6.3.6 Mobility

See Policy M-20 (p. 135): Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, commercial areas and those areas identified on the Mobility Opportunities Map (p. 95).

**INDIAN CREEK RECOMMENDATIONS**

**IC-M-1**

*Improve mobility on corridors running through Indian Creek.*

A. See Quebec Street Corridor Recommendations (p. 114).

B. See Florida Avenue Corridor Recommendations (p. 116).

C. See Iowa Avenue Corridor Recommendations (p. 117).
6.3.7 Quality of Life Infrastructure

INDIAN CREEK
RECOMMENDATIONS

IC-Q-1

Capitalize on the natural assets of Indian Creek to improve access to parks and recreation opportunities. See Policies Q-1 (p. 149) and Q-2 (p. 152).

Indian Creek has City of Chennai Park as well as portions of the Cherry Creek Greenway and the High Line Canal Trail, all of which are valuable assets to the community.

A. Make street crossings and connections safer and improve trail quality.
   1. Improve the crossing of the High Line Canal trail at Florida Avenue to improve visibility and reduce conflicts.
   2. Complete planned improvements to the length of the High Line Canal in Indian Creek with the proposed paved and crusher fine trail.
   3. Improve crossings of Cherry Creek South Drive to increase access from the industrial area.

B. Look for opportunities to add new connections to trails between intersections. Work with adjacent property owners to acquire access and install trail connections to streets and sidewalks.
   1. Focus on areas that have limited park access and where new connections to the High Line Canal or Cherry Creek trails could bring residents within a 10 minute walk or roll of a park, either in Denver or in Arapahoe County.

C. Complete improvements to City of Chennai Park to provide more amenities that serve the surrounding neighborhood.

D. Improve access to parks.
   1. Look for opportunities to add new parks in the eastern portion of the neighborhood.
   2. Add new trail connections to improve access to existing parks.
   3. Improve crossings of Quebec Street to make accessing parks west of the street, such as Cook Park and Jacobs Park, safer and easier.

IC-Q-2

QUALITY OF LIFE INFRASTRUCTURE

Reduce impacts from the Cherry Creek Waste Transfer Facility and improve it as a community asset. See Policy Q-5 (p. 160).

The Cherry Creek Waste Transfer Facility serves an important function for the entire city but does not provide much benefit to the surrounding neighborhoods most impacted by the traffic and other effects.

A. Improve the design and functionality of the facility to reduce external impacts.
   1. Pursue design and technology improvements to reduce smell and noise from the facility.
   2. Improve the exterior appearance through better landscaping and fencing or walls to reduce litter blowing out of the facility.
   3. Consider traffic impacts of modifications or expansions and ensure compatibility with safety improvements on Cherry Creek South Drive and Quebec Street.

B. Expand recycling and composting services.

C. Explore using the facility for education and demonstration projects to better involve the community in these efforts.
6.4 UNIVERSITY HILLS NORTH

6.4.1 Neighborhood History

University Hills was first settled as farmland and was platted in the late 1880s as the railroad pushed its way southeast. Not yet within the city’s boundary, the platted area to the east of Colorado Boulevard and north of Yale Avenue saw some development in the first decade of the twentieth century but remained largely agrarian. Census records show that in its early years, the area was part of Sullivan, an unincorporated rural community that included much of what is now Virginia Village to the northeast. The most notable property in the neighborhood, The Bethesda Sanatorium, was institutional and was constructed in 1914. Now part of The Denver Academy, the gate and chapel on the property hold landmark designations.

The demand for housing began around 1940, but it was not until the end of World War II that home builders began constructing rows of single-story Ranch style houses in earnest. As housing brought new suburbanites to the area, residents clamored to become part of the City and County of Denver, although some tried to promote the idea of establishing the area as the town of Cherry Creek. University Hills North was annexed into Denver from the 1950s to mid-1960s, although a sizeable area in the middle of the neighborhood, including South Dahlia Lane Community, remains part of Arapahoe County.

By the 1960s, parcels zoned for multi-family housing along the perimeter corridors of University Hills North became attractive to apartment builders. Commercial development in the area followed on the heels of residential construction in the form of single-story retail and service businesses and one- to two-story office buildings that began lining Colorado Boulevard near Evans Avenue in the early 1950s, moving south toward Yale Avenue into the 1960s. The northern tip of the neighborhood, the triangular area north of East Evans Avenue, echoes downtown Denver with high-rise office towers developed since the late 1980s.

The Valley Highway (I-25), completed in 1959, brought increased foot traffic to the stores and automobile traffic to the streets. The RTD Light Rail stations (the Yale Station and the Colorado Station) opened in 2006, allowing greater ease of access to and from other parts of the city and buoying the idea of University Hills North as a desirable area in which to live. In 1970, census data showed that University Hills North was entirely white. Today, although not as diverse as some southeast Denver neighborhoods, the area is far more racially and ethnically mixed than it was five decades ago.

*Adapted from The University Hills North Neighborhood Historic Context Report by Kathleen Corbett.*

The entire University Hills statistical neighborhood extends from Interstate 25 to the north and east to Colorado Boulevard on the west and Hampden Avenue to the south. Only the portion of University Hills north of Yale Avenue is included in the Near Southeast study area.
6.4.2 Key Opportunities

Development of Colorado Station – Make infrastructure, mobility and safety improvements to facilitate the development of the station area into a complete mixed-use development that complements the transit station. See Focus Areas and Transformative Projects 7.1 (p. 220) and Policy U-M-3 (p. 194).

Improve Connectivity to Yale Station - Improve wayfinding to Yale Station and connectivity of Yale Avenue under I-25. See Focus Areas and Transformative Projects 7.2 (p. 222), M-5 (p. 106) and Policy U-M-2 (p. 194).

New Neighborhood Park - Complete the design and construction of the new park between Iliff Avenue and Warren Avenue at Bellaire Street. See Policy U-Q-1 (p. 195).

University Hills Plaza - Facilitate the evolution of University Hills Plaza at Colorado Boulevard and Yale Avenue into a community center. See Policy U-LU-4 (p. 192).

Design and Mobility Improvements on Evans - Improve the experience along Evans Avenue through mobility improvements, pedestrian oriented design and completion of Evans Avenue Corridor Study. See Policies M-1 (p. 98) and LU-2 (p. 52).

Connectivity Across Colorado Boulevard - Improve intersection safety along Colorado Boulevard prioritizing locations identified on University Hills North Key Opportunities Map. See Policy M-2 (p. 100).

Complete the Sidewalk Network – Improve safety and access by bringing existing sidewalks up to standard and install new sidewalks where they are missing. See Policy M-14 (p. 120).

Preserve Character - Ensure additions and new development are compatible with the existing historic character of the neighborhood while incorporating new housing. See Policies LU-7 (p. 56) and U-LU-1 (p. 190).
6.4.3 Character Analysis

Development Patterns and Connectivity
University Hills North is balanced between residential and commercial with the latter being concentrated along corridors and in the wedge at the north end of the neighborhood. Block patterns tend to be a traditional grid with some curved and discontinuous streets.

East-west streets include Evans Avenue, Iliff Avenue (although Iliff Avenue is non-contiguous to the east of the neighborhood) and Yale Avenue. North-south connections are less consistent, with Colorado Boulevard on the western boundary of University Hills North being the only continuous corridor. Dahlia Street provides local north-south connection but does not cross I-25 to the north.

University Hills North is somewhat disconnected from other Denver neighborhoods. Colorado Boulevard bounds the neighborhood to the west, and safe intersections are relatively far between. I-25 creates the northwestern boundary to University Hills north with vehicular crossings only at Evans Avenue and Yale Avenue. A pedestrian and bicycle crossing also exists near Colorado Center. A portion of University Hills North is bounded by Arapahoe County to the southeast. Additionally, the sidewalk system throughout Near Southeast is poor, even at primary corridors, primarily consisting of “Hollywood curbs” that are narrow and sub-standard, limiting multi-modality in the neighborhood.

Most homes are small in scale, ranch style and on moderately sized lots.

A healthy and mature tree canopy through much of the neighborhood provides shade and helps to create street enclosure, emphasizing the human scale.

Driveways are fairly common and tend to narrow, leading to single-car garages or carports.

Setbacks are moderate with landscaping in the front yards. Frequent presence of porches creates engagement with the street.

“Hollywood curbs” or combination sidewalk and curbs are the dominant type of sidewalk.

TYPICAL UNIVERSITY HILLS NORTH RESIDENTIAL BLOCK
Commercial Developments in University Hills North
Commercial developments in University Hills North (below) began in the form of small (one and two-story) office buildings and single-story strip malls along the corridors in the 1950s and 1960s. Larger scale developments now exist near Colorado Station, including Colorado Center (pictured below left).

Multi-family Residential in University Hills North
Multi-family development in University Hills North (above) was somewhat infrequent until recent years. The Yale Lanai (above left) was built in the 1960s, with most of the townhome and larger scale apartment buildings in the neighborhood having been built in the last few decades, typically near Colorado and Yale light rail stations.
**UNIVERSITY HILLS NORTH RECOMMENDATIONS**

**U-LU-1**

**LAND USE & BUILT FORM**

**6.4.4 Land Use and Built Form**

**UNIVERSITY HILLS NORTH RECOMMENDATIONS**

**Encourage the preservation of historically significant areas, buildings and design features. Prioritize preservation by pursuing appropriate tools, such as zoning, landmark districts, individual landmarking, conservation overlays and incentives.**

The majority of University Hills north is residential homes built in the 1950s and 1960s, with some notable commercial and religious buildings. Several of these structures and developments carry potential for landmark districts or individual designation, according to historic context reports.

**A.** Use appropriate tools, such as zoning text amendments, to achieve design goals for residential low places, such as adjusting building massing and scale.

**B.** Encourage use of tools, such as conservation overlays and landmark districts, to achieve design goals in developments where there is potential for landmark designation.

1. Plaza Heights Subdivision Filings 1 and 2 – Built 1955-1958 – These Ranch homes have a generally high level of integrity with little to no instances of redevelopment and, as a whole, are a good example of post-World War II housing.

2. The Yale Lanai Apartments at 4567 E. Yale Ave. – Built 1961 – A two-building complex by architect Roland Wilson, who designed innovative and distinctive apartment buildings and complexes in the 1950s and 1960s in Denver.

**D.** Support requests for individual landmark designations for historically, architecturally or culturally significant structures or districts.

**E.** Support preservation and rehabilitation of significant buildings by working with property owners to apply appropriate preservation and design tools. Examples of properties with potential designation include:

1. The Yale Lanai Apartments at 4567 E. Yale Ave. – Built 1961 – A two-building complex by architect Roland Wilson, who designed innovative and distinctive apartment buildings and complexes in the 1950s and 1960s in Denver.

2. The University Hills Plaza Sign at 2500 S. Colorado Boulevard – Erected 1956 – This pole sign at the primary entrance to the University Hills shopping center on Colorado Boulevard is one of the few signs on the street dating to the post-World War II period of development and maintaining its Mid-Century design. An LED panel sign was added to the lower part of the structure in 2017, but the original sign is otherwise unchanged and retains good historic integrity.

3. Churches - In the post-World War II period, churches were an important feature of community life in suburban areas. Three churches exemplify religion in modern architecture from this period within the boundary of University Hills North:

   a. Grace United Methodist Church at 4905 E. Yale Ave. – Built 1955
   b. Prince of Peace Lutheran Church at 2400 S. Colorado Boulevard – Built 1960
   c. Third Christian Reformed Church at 2400 S. Ash St. – Built 1959
   d. Bethesda Sanatorium/The Denver Academy at 4400 E. Iliff Ave. – Built in 1914/1926/1930 – The full campus was altered in the 1960s and 2010s, but enough integrity may be present to support expansion of the landmark boundary. (Currently, only the chapel and the gate hold landmark designation.)
Previous Adopted Plans

The Colorado Station Area Framework Plan covers the area just south of the Colorado Station on the RTD Southeast Line, bounded by Colorado Boulevard, Evans Avenue, I-25 and Colorado Center Drive. The plan was adopted in 2003, before the completion of the Southeast Line, to provide guidance for development and mobility around the new station. Much of the plan is concerned with promoting ridership at the station by ensuring an appropriate land use mix and density, mobility connections, parking and transportation demand management.

Guiding Principles:

- Development/Redevelopment: Create a mixed-use development for the area within the "wedge" and directly adjacent to it, which emphasizes residential uses and provides enough density to promote a high level of transit ridership for people who may live or work near the station.
- Transportation – Autos: Create a balance between density and traffic impact on streets surrounding the station area and develop a network of streets inside the wedge, which promotes multiple access locations for vehicles.
- Transportation – Transit: Provide a convenient alternative to driving to the station by encouraging transit, which serves the surrounding neighborhoods.
- Transportation – Bikes & Pedestrians: Create safe and direct pedestrian and bicycle systems connecting the station to adjoining districts, neighborhoods and transit parking, as provided by the City’s pedestrian and bicycle plans.
- Parking: Develop a shared parking solution, which serves both development and transit and minimizes impacts to the surrounding neighborhoods.
- Travel Demand Management (TDM): Utilize travel demand management measures to reduce single occupant automobile demand related to development near the station.
- Development Tools: Planning, zoning and innovative partnerships are proposed as incentives to initiate station area development that reflects the Guiding Principles. The purpose for their inclusion is to expose property owners and developers to the array of alternatives that may aid in the successful development at the Colorado Station. Topics discussed include adjusting zoning around light rail stations to promote desirable development, regulatory incentives and public/private partnership opportunities.

University Hills North Recommendations

Preserve existing and promote additional missing middle housing in University Hills North to prevent involuntary displacement and promote preservation.

University Hills North has a variety of missing middle options, mostly located just south of Evans, with additional opportunities as the neighborhood evolves.

A. Continue to provide a variety of missing middle options in the area between Evans Avenue and Iliff Avenue.
   1. Work to preserve the affordability of existing missing middle options in this area.
   2. Allow new missing middle options as properties redevelop, serving as a transition from the station area north of Evans Avenue.
   3. Consider allowing Residential Low-Medium development on the properties on Vassar Avenue just north of the Yale Station Community Center if a direct connection to the station area is created.

B. Allow duplexes in low residential areas, prioritizing affordability and preservation as indicated in the Residential Low Policy Map (p. 53) and Policy LU-8 (p. 59).
   1. Ensure duplexes conform to improved design standards for the area.
UNIVERSITY HILLS NORTH RECOMMENDATIONS

U-LU-3

**POLICY**

Encourage the evolution of the Colorado and Yale station areas into complete mixed-use centers serving residents and visitors.

The light rail stations at Colorado and Yale are key opportunities for growth and community assets, capitalizing on the transit service.

A. Implement the recommendations of Policy LU-5 (p. 48).
B. Promote the addition of residential uses at Colorado Station, serving a variety of household types and income levels, including low-income households.
C. Ensure access improvements serve the surrounding areas for getting to and through the station areas.
D. Ensure appropriate transitions of buildings from the station areas to the surrounding residential to minimize impacts on residents.
E. Improve connections to expanded portions of the centers across Interstate 25 so the areas function as whole, cohesive centers.
F. Provide well designed, green, and shaded plazas and community gathering spaces at transit stations to improve usability, comfort and safety.

U-LU-4

**POLICY**

Facilitate the evolution of University Hills Plaza at Colorado Boulevard and Yale Avenue into a community center.

University Hills Plaza is a strip shopping center with a large parking lot that represents an opportunity for more walkable design and community assets.

A. Implement the recommendation of Policy LU-5 (p. 48).
B. Look for opportunities to add new buildings in the parking lot to create a more walkable design and allow for additional community serving uses.
C. Consider preservation of iconic design elements, such as the sign, to strengthen community character.
D. Pursue strategies to limit involuntary displacement of businesses as the shopping center develops and redevelops.
E. Improve connections to adjacent neighborhood streets such as Bellaire Street.
6.4.5 Housing and Economy

See Policy HE-1 (p. 72): Preserve existing affordable housing and improve housing quality through renovation, rehabilitation and other incentives.

See Policy HE-3 (p. 74): Stabilize residents at risk to prevent involuntary displacement by connecting them to existing support resources and programs.

See Policy HE-10 (p. 80): Create a local business support office tasked with assisting and promoting small businesses, providing or connecting small businesses with resources, and strengthening or adding formal business organizations throughout Near Southeast.

See Policy HE-11 (p. 80): Attract new businesses to Near Southeast to better serve residents’ needs.

See Policy HE-12 (p. 81): Prevent business displacement from within the neighborhood.

See Policy HE-13 (p. 81): Encourage and ensure amenities to improve the quality of life at the workplace.

See Policy HE-14 (p. 82): Invest and encourage green business practices and development.

See Policy HE-15 (p. 83): Partner with Denver Public Schools, local universities, community organizations, and other major area employers in connecting Near Southeast residents to new opportunities through workforce training and continuing education.

6.4.6 Mobility

See Policy M-20 (p. 135): Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, commercial areas and those areas identified on the Mobility Opportunities Map (p. 95).

UNIVERSITY HILLS NORTH RECOMMENDATIONS

U-M-1

Improve mobility on corridors running through University Hills North.

A. See Evans Avenue Corridor Recommendations (p. 98).
B. See Colorado Boulevard Corridor Recommendations (p. 100).
C. See Yale Avenue Corridor Recommendations (p. 106).
D. See Dahlia Street Corridor Recommendations (p. 115).
Yale Station Recommendations:

A. Encourage the location of retail at Yale Station.
B. Explore the addition of a small plaza or gathering space near the station to provide transit-accessible community space.
C. Construct missing sidewalks where there are gaps, prioritizing Yale Circle near the Yale Station Park-n-Ride.
D. Improve multimodal access, visibility, and movement throughout the station area, including wayfinding, crosswalks, sidewalks, secure bicycle parking and a station access path through the parking lot, per the Yale Avenue Corridor and Mobility Hubs studies.
   1. See M-5 (p. 106) for corridor-wide recommendations along Yale Avenue.
E. Improve pedestrian-scale lighting at Yale Station throughout the station area.
F. Study the feasibility of a public pedestrian and bicycle connection from East Yale Circle to East Vassar Avenue to improve the connection to the Yale Station.
G. Design and install bicycle/pedestrian crossing safety improvements at I-25 on/off ramps, including additional signage, improved crossings, pedestrian refuge(s), lighting, and formalizing the footpath from Service Road south to the Yale & I-25 northbound I-25 on-ramp.
H. Design and install intersection improvements at Yale Avenue and Hudson Street (south)/Service Road (north), potentially including crosswalks, curb extensions and lane striping changes to improve intersection function and safety.
I. Enhance the connection to the High Line Canal at Grape Street, including signage visibility to enhance safety, provide direct access to the High Line Canal, and travel under I-25 by foot or bike without passing through the Yale/I-25 interchange.
J. Install LPI and pedestrian signage at the southbound I-25 on-ramp.
K. Install traffic calming measures for vehicles approaching I-25 from both the eastbound and westbound approaches.
L. Add consistent widened sidewalks and standardize travel lane widths from Clermont Drive to Holly Street.

Colorado Station Recommendations:

A. Improve pedestrian and bicycle safety and access into Colorado Station.
   1. Install or upgrade pedestrian and bicycle infrastructure consistent with the University & Colorado Multi Station Plan and Mobility Study, prioritizing the following locations:
      a. Colorado Boulevard and Frontage Road
      b. Colorado Boulevard and Buchtel Boulevard intersection
      c. Colorado Center Drive bicycle connection
      d. Colorado Center Drive Cycle Track
      e. Colorado Boulevard and Evans Avenue intersection
   2. Study the feasibility of a neighborhood bikeway into the Colorado Station on Birch Street from Colorado Center Boulevard to Iliff Avenue consistent with the South Central Community Transportation Network (DOTI).
B. Encourage the location of retail and housing at Colorado Station.
C. Explore the addition of a small plaza or gathering space near the station to provide transit-accessible community space.
D. Continue engaging with RTD around joint development of RTD parking lots that maintain the RTD Park-n-Ride parking and provide development opportunities to increase the TOD nature of the Colorado Station, per the Transit Oriented Development Strategic Plan.
E. Create a mobility hub pilot program allowing Colorado Station to serve as regional mobility catalyst. Mobility hubs should support transit and rail, secure bicycle parking, bicycle share, rideshare, electric vehicle charging, car share and strong pedestrian connections. (See M-18, p. 131.)
F. Explore wrapping parking structures with residential units to increase density around the station.
G. Develop a wayfinding system that is consistent for both Colorado Center and Colorado Station.
   1. Wayfinding at the stations is needed both for vehicles using the Park-n-Ride facilities as well as for pedestrians and cyclists.
   2. System signage should be consistent, highly visible and part of an overall mobility strategy for the community.
   3. Signage should identify walk-time and bicycle time (instead of just travel distance) as recommended in the University and Colorado Station Multi-station Plan and Mobility Study.
   4. Signage should be user-friendly for a range of users, including pedestrians, cyclists, transit users, residents, students and visitors, per the University and Colorado Multi-station Plan and Mobility Study.
   5. Wayfinding for Colorado Station should be added to the Cherry Creek Trail, directing cyclists from the trail to the station. This should include signage for the bridge crossing over I-25.
   6. Wayfinding for vehicles directing them to Colorado Center and the station should be placed at Colorado Boulevard and Colorado Center Drive, Colorado Boulevard and Frontage Road, and Evans Avenue and Birch Street.
6.4.7 Quality of Life Infrastructure

UNIVERSITY HILLS NORTH RECOMMENDATIONS

U-Q-1

Complete the design and construction of the new park between Iliff Avenue and Warren Avenue at Bellaire Street. See Policy Q-1 (p. 149).

At the time of the creation of this plan, there were not public parks in University Hills North, though the city had acquired land to be turned into a park.

A. Complete a community process to design the park, including amenities most desired by the neighborhood.

B. Construct the park amenities using city capital and bond funding and other sources as appropriate.

C. Ensure the community can safely access the new park by installing safe pedestrian facilities leading to it.

D. Look for additional ways to improve park access in the neighborhood by improving the safety and convenience of crossing large streets such as Colorado Boulevard, Yale Avenue and I-25 to reach parks, recreation centers, and libraries outside the neighborhood.

1. The Eisenhower Recreation Center and Ross-University Hills Branch Library both serve the broader University Hills neighborhood and are located south of Yale Avenue.
6.5 VIRGINIA VILLAGE

6.5.1 Neighborhood History

Prior to 1950, Virginia Village, then known as the Sullivan area, was rural with few concentrations of housing and little commercial development. Larger farm agriculture focused on grains and dairying, with smaller truck farms growing specialized cash crops such as asparagus and horseradish. Floriculture was another important form of agriculture. In the 1940s, recreational use of the area became popular, although with only one bridge crossing Cherry Creek at the time, Virginia Village was disconnected from neighborhoods to the north.

The housing crunch in the years immediately following World War II meant great changes for the Sullivan area. Developers envisioned a thriving suburban community and were determined to make it one of the best. The residents of Virginia Village, frustrated by the lack of city services, petitioned the Denver City Council for annexation in 1954. In the 1960s, single unit housing in the neighborhood expanded toward the east, and with continued development came better connections as well. Cherry Creek crossings at Monaco and Holly were built, offering better access to schools and the commercial zones to the north.

Colorado Boulevard and Evans Avenue, bordering Virginia Village on the west and south, are the two primary commercial areas. Colorado Boulevard has its own character, one born of nearly unfettered commerce that took place in the post-World War II period. Today, little remains from that time, as businesses repeatedly replaced each other, and the buildings were continually remodeled and replaced. By the early 1970s, Virginia Village was undergoing change as local businesses gave way to chain establishments. The 1960s and early 1970s also saw an increase in the construction of multi-family housing in the form of apartment buildings and complexes in the area between Colorado Boulevard and Dahlia Street.

The Denver Planning Board in 1979 approved a neighborhood plan for Virginia Village, noting problems in circulation and environment as well as the shift away from single unit residential housing to commercial construction and multi-family housing. Although in some cases the recommendations were not implemented, those that were enabled Virginia Village to stabilize.

Adapted from the Discover Denver Virginia Village Survey Report by Kathleen Corbett and Beth Glandon.

6.5.2 Key Opportunities

**Florida Avenue and Holly Street Shopping Center** - Support the revitalization of the local centers at Florida Avenue and Holly Street and Jewell Avenue and Holly Street into more pedestrian-friendly community gathering places with a wider variety of uses. See Policy V-LU-1 (p. 200).


**Extension of Goldsmith Gulch Trail** - Extend the existing Goldsmith Gulch Trail to provide improved connectivity to adjacent neighborhoods. See Policies Q-2 (p. 152) and V-Q-2 (p. 206).

**Design and Mobility Improvements on Evans** - Improve the experience along Evans Avenue through mobility improvements, pedestrian oriented design and completion of Evans Avenue Corridor Study. See Policies M-1 (p. 98) and LU-2 (p. 52).

**Intersection Improvements at Iowa Avenue and Monaco Parkway** - Enhance pedestrian crossings and increase the visibility of pedestrians to vehicular traffic to improve safe access to Cook Park. See Policy M-13 (p. 117).

**Complete the Sidewalk Network** - Improve safety and access by bringing existing sidewalks up to standard and install new sidewalks where they are missing. See Policy M-14 (p. 120).

**Preserve Character** - Ensure additions and new development are compatible with the existing historic character of the neighborhood while incorporating new housing. See Policies LU-7 (p. 56) and V-LU-2 (p. 201).
6.5.3. Character Analysis

Development Patterns and Connectivity
Virginia Village is largely comprised of single unit residential developments with commercial and multi-family buildings near the corridors. Block patterns primarily follow a traditional grid with through and connected streets, although streets are curved in many areas.

Few east-west corridors are continuous over Cherry Creek North Drive, although Mississippi Avenue to the north of the neighborhood and Evans Avenue to the south provide continuous connections. Several additional streets (including Louisiana Avenue, Florida Avenue, Mexico Avenue and Jewell Avenue) are local connectors but are not continuous. The neighborhood is well connected north-south with Colorado Boulevard, Dahlia Street, Holly Street, Monaco Parkway and Quebec Street providing connections.

Cherry Creek creates a boundary to the northeast with few connections over the creek. Colorado Boulevard to the west, Evans Avenue to the south and Quebec Street to the east provide some connectivity challenges due to the width and volume of traffic with relatively few safe intersections. The sidewalk system is also poor, even at corridors, primarily consisting of “Hollywood curbs” that are narrow and sub-standard, limiting multi-modality in the area.

Home size varies from one to two stories and are primarily ranch, split-level and bi-level forms.

The tree canopy helps the neighborhood feel appropriately scaled and shaded.

Mid-century modern homes are also common in Virginia Village in Krisana Park and Lynwood Filing 1.

Driveways are fairly common and tend to narrow, leading to single-car garages or carports.

Setbacks are moderate with landscaping in the front yards.

“Hollywood curbs” or combination sidewalk and curbs are the dominant type of sidewalk.
Multi-family Residential in Virginia Village
Multi-family development (above) began in Virginia Village in the 1960s and 1970s in the form of apartments and townhomes. Multi-family developments are fairly common in the neighborhood and tend to act as a buffer between commercial development and single unit areas.

Commercial Developments in Virginia Village
Commercial development in Virginia Village (below) tend to be auto-oriented single-story box stores and strip-malls concentrated near primary corridors with parking areas between the buildings and the street.
6.5.4 Land Use and Built Form

**Local Centers and Corridors** – Provide opportunities for community members to easily access goods and services, gathering places, and dining and entertainment options by strengthening existing local centers and corridors in Virginia Village.

The existing local center at Florida Avenue and Holly Street and Jewell Avenue and Holly Street serve important community needs, and there is an opportunity for a new local corridor at Jewell Avenue and Monaco Parkway if the existing use were to redevelop.

**STRATEGIES**

**A.** Implement the recommendations of Policy LU-4 (p. 47).

**B.** Support the revitalization of the local centers at Florida Avenue and Holly Street and Jewell Avenue and Holly Street into more pedestrian-friendly community gathering places with a wider variety of uses.

1. Encourage infill development in the parking lot at the northwest corner of Florida Avenue and Holly Street to create a stronger street edge and better pedestrian environment.
2. Encourage and facilitate adaptive reuse of the existing commercial development, where appropriate, while maintaining community serving businesses.
3. Strengthen the Jewell Avenue and Holly Street local center by encouraging community serving uses on more properties and improving design and access.
4. Improve pedestrian and bicycle access into the shopping center.

**C.** New local centers and corridors – Improve access to community services by adding new local centers and corridors adjacent to existing residential areas through the conversion of vacant institutional uses and outdated auto-oriented uses, or in other areas designated as a Local Center. See Future Places Map (p. 36).

1. If the existing use at Jewell Avenue and Monaco Parkway were to leave, facilitate the redevelopment of the property into a local corridor oriented to Monaco Parkway.
   a. Encourage a mix of community serving uses and a variety of housing types, including affordable.
   b. Ensure appropriate transitions to surrounding residential properties to minimize impacts.

**BACKGROUND POLICIES**

**Mid-Century Modern**

Mid-Century Modern architecture is so-named for its popularity during the middle of the 21st century. The homes in this style are known for their minimal aesthetic, clean lines, open floor plans and use of geometric shapes. They are often also accompanied by low-sloped roofs and new window forms including high ribbon windows, floor to ceiling windows and sliding doors. After World War II, Americans placed especially high value on family time and spending time in nature, and the architecture reflected those ideals. Mid-Century Modern homes tended to use natural materials like wood, stone and brick and focus on bringing the outside in with natural light and frequent doors to access yards. Changes in elevation within the homes to create overlapping spaces and varying experiences were also often used either through split-level design or small elevation changes (a sunken living room, for example).

Mid-Century Modern design was influenced by International and Bauhaus architectural movements and by European architects coming to America after the war. After WWII, people wanted to look forward from the way things had been done, and a new architectural style embodied that forward-looking ideal and desire for change. The Mid-Century Modern movement originated in the United States in southern California, and builder/developer Joseph Eichler was instrumental in bringing mid-century modern architecture to subdivisions in Los Angeles and San Francisco areas.

Brad Wolff (son of Virginia Village developer Hiram B. Wolff) visited a development built by Joseph Eichler in the early 1950s and brought his fascination with these designs home. The Wolffs began developing Krisana Park (named for Christian and Anna Noe, the Danish dairy farmers upon whose land the subdivision was built) in 1953 and the first filing of Lynwood in 1955. (Summarized from Discover Denver’s Survey Report p. 28-29.)
Virginia Village Recommendations

V-LU-2

Policy

Encourage the preservation of historically significant areas, buildings and design features. Prioritize preservation by pursuing appropriate tools, such as zoning, landmark districts, individual landmarking, conservation overlays and incentives.

Virginia Village consists of single unit residential, multi-family residential and commercial development, largely built in the 1950s and 1960s with some apartment complexes developed through the mid-1980s. Several of these structures and developments carry potential for landmark districts or individual designation, according to historic context reports.

A. Use appropriate tools, such as zoning text amendments, to achieve design goals for residential low places, such as adjusting building massing and scale.

B. Encourage use of tools, such as conservation overlays and landmark districts, to achieve design goals in developments where there is potential for landmark designation

1. Lynwood Filing 1 – Built 1956-1958. - These homes are architecturally similar to the homes in the Krisana Park subdivision and were also built by H.B. and Brad Wolff. This development has a much larger representation of the A-frame house form than is found in Krisana Park, and the development has generally good integrity.

2. Lynwood Filings 4, 5 and 6 – Built in the 1960s. – These homes were constructed in archetypal post-World War II suburban styles including Cape Cod, styled Ranch, Split-Level and Two-story Colonial Revival, and integrity is generally good.

C. Encourage the use of tax credits and adaptive reuse of structures. See Land Use and Built Form Policy LU-6 strategy C and associated Residential Policies for additional preservation priorities and incentives in residential low areas.

D. Support requests for individual landmark designations for historically, architecturally or culturally significant structures or districts.

E. Support preservation and rehabilitation of significant buildings by working with property owners to apply appropriate preservation and design tools. Examples of properties with potential for designation include:

1. The Fine Arts Quarter Apartment Complexes on Birch Street between Mexico Avenue and Iowa Avenue – Built 1968-1974 - This complex of five high-rise apartment towers was designed and built from 1968 to 1974 by Roland Wilson, one of the leading mid-twentieth-century multi-family residential architects in the metro-Denver area. Wilson’s “signature move” was the white balcony panel, and other innovations he brought to apartment housing in Denver include underground parking and indoor swimming pools. These buildings are: 4280 E. Iowa Avenue (Van Dyke apartments); 4295 E. Mexico Avenue (De Medici apartments); 4225 E. Mexico Avenue (Monmartre apartments); 1625 S. Birch Street (the Korsakov and Da Vinci apartments). Integrity is outstanding in all buildings.
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**VIRGINIA VILLAGE RECOMMENDATIONS**

**V-LU-3**

**Maintain the relative affordability of multi-unit residential in Virginia Village while improving accessibility and livability.**

Virginia Village has many older apartment buildings that provide relatively affordable housing options, but many are aging and not well connected to other parts of the community.

A. Implement strategies from Policy LU-6 (p. 50) to improve design and preservation of multi-unit residential buildings.

B. Implement strategies from Policies HE-1 (p. 72) and HE-3 (p. 74) to preserve affordability, prevent involuntary displacement, and facilitate maintenance and rehabilitation of apartment buildings.

C. Improve mobility and accessibility to existing apartments by improving sidewalks, adding additional sidewalk and trail connections, and creating new street connections as properties between the apartments and Colorado Boulevard redevelop.

**V-LU-4**

**Preserve existing and promote additional missing middle housing in Virginia Village to prevent involuntary displacement and promote preservation.**

Virginia Village has a variety of missing middle options, mostly located just east of Colorado Boulevard, with additional opportunities as the neighborhood evolves.

A. Continue to provide a variety of missing middle options in the area just east of Colorado Boulevard, serving as a transition from the corridor to the neighborhood.
   1. Work to preserve the affordability of existing missing middle options in this area.
   2. Allow new missing middle options as properties redevelop, further serving as a transition from the corridor.

B. Add new missing middle options just north of Evans, serving as a transition from the corridor.

C. Add new missing middle options along the west side of Monaco, fronting the street, up to 2.5 story townhomes.

D. Allow duplexes in low residential areas, prioritizing affordability and preservation as indicated in the Residential Policy map. See Policy LU-8 (p. 59).
   1. Ensure duplexes conform to improved design standards for the area.

E. Focus on preserving affordability for existing units in low-medium, high-medium and high residential areas (see Policy V-LU-3), but if properties redevelop, look for opportunities for a variety of missing middle housing types, such as townhomes, garden courts, small apartments and live-work.
   1. Take steps to mitigate displacement when properties redevelop.

**V-LU-5**

**Ensure community and regional centers and corridors are compatible and serve the community as they evolve. See Policies LU-1 (p. 40), LU-2 (p. 44), LU-3 (p. 46) and LU-5 (p. 48).**

The centers and corridors along Evans Avenue and Colorado Boulevard will evolve into more walkable, community-serving places and should benefit the community at all stages of that evolution.

A. Ensure transitions from centers and corridors to residential areas are well designed and minimize negative impacts on surrounding areas.

B. Ensure that improved, mobility, design and elements of a complete neighborhood come with new development in centers and corridors.
   1. As new mobility connections are made, ensure traffic calming and safety features are added to limit impacts.

C. Concentrate growth along Evans at the community centers at Holly and Monaco, with greater heights, pedestrian-oriented development and ground floor activation.

D. Concentrate growth along Colorado Boulevard at the regional centers at Colorado and Interstate 25, with greater heights, pedestrian-oriented development and ground floor activation.

E. Maintain focus on the long-term development of the former CDOT site at Arkansas Avenue and Birch Street to ensure what is built will integrate well with the neighborhood have adequate infrastructure.
6.5.5 Housing and Economy

See Policy HE-1 (p. 72): Preserve existing affordable housing and improve housing quality through renovation, rehabilitation and other incentives.

See Policy HE-3 (p. 74): Stabilize residents at risk to prevent involuntary displacement by connecting them to existing support resources and programs.

See Policy HE-10 (p. 80): Create a local business support office tasked with assisting and promoting small businesses, providing or connecting small businesses with resources, and strengthening or adding formal business organizations throughout Near Southeast.

See Policy HE-11 (p. 80): Attract new businesses to Near Southeast to better serve residents’ needs.

See Policy HE-12 (p. 81): Prevent business displacement from within the neighborhood.

See Policy HE-13 (p. 81): Encourage and ensure amenities to improve the quality of life at the workplace.

See Policy HE-14 (p. 82): Invest and encourage green business practices and development.

See Policy HE-15 (p. 83): Partner with Denver Public Schools, local universities, community organizations, and other major area employers in connecting Near Southeast residents to new opportunities through workforce training and continuing education.
6.5.6 Mobility

See Policy M-20 (p. 135): Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, commercial areas and those areas identified on the Mobility Opportunities Map (p. 95).

VIRGINIA VILLAGE RECOMMENDATIONS

V-M-1 Improve mobility on corridors running through Virginia Village.

A. See Evans Avenue Corridor Recommendations (p. 98).
B. See Colorado Boulevard Corridor Recommendations (p. 100).
C. See Quebec Street Corridor Recommendations (p. 114).
D. See Monaco Parkway Corridor Recommendations (p. 104).
E. See Holly Street Corridor Recommendations (p. 108).
F. See Dahlia Street Corridor Recommendations (p. 115).
G. See Jewell Avenue Corridor Recommendations (p. 116).
H. See Florida Avenue Corridor Recommendations (p. 116).
I. See Iowa Avenue Corridor Recommendations (p. 117).
J. Cherry Creek South Drive and Holly Street Intersection:
   1. Bicycle Intersection Improvements:
      a. Install or upgrade bicycle crossing treatments to highlight where bicyclists are traveling through the intersection.
      b. Install Leading Pedestrian Intervals (LPIs) to give pedestrians (or bicyclists) a head start at the traffic lights by approximately five seconds, with the precise time depending on the intersection.
      c. Study the feasibility of adding a second crosswalk from the Cherry Creek Trail to the South/East corner of the intersection.
      d. Crossing improvements should be a priority with the City of Potenza Park, Garland Park and McMeen Elementary School accessible from the intersection. All treatments should be low-stress and facilitate safe commuting for children.
6.5.7 Quality of Life Infrastructure

VIRGINIA VILLAGE RECOMMENDATIONS

V-Q-1

Improve access to parks in Virginia Village. See Policy Q-1 (p. 149).

The western portion of Virginia Village does not have access to public parks within a 10 minute walk or roll.

A. Look for opportunities to add new park space in the western portion of Virginia Village.
   1. Pursue new park opportunities as properties redevelop.

B. Improve access to existing parks.
   1. Improve or add new crossings to streets such as Colorado Boulevard, Dahlia Street, Holly Street and Monaco Parkway to improve access to parks in other neighborhoods. Priorities include:
      a. Access to Cook Park from Iowa Avenue, crossing Monaco Parkway
   2. Install a network of contemporary parkways between existing parks to make access easier, safer and more convenient (see Policy Q-3, p. 154).
   3. Utilize new trails to improve parks connections (see Policy V-Q-2, p. 206).

4. Improve connections to the Cherry Creek trail at City of Potenza Park and Cook Park with improved crossings and access connectors.

5. Partner with Denver Public Schools to formalize use of school playgrounds and facilities as parks for the surrounding neighborhoods and raise awareness of opportunities for shared use. Ellis Elementary provides a good example of a school that could provide park space to an area that is lacking.
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virginia village

recommendations

v-q-2

improve access to trails by building new trails and better connecting existing trails. see policy q-2 (p. 152).

the cherry creek trail runs along the edge of virginia village, but there are opportunities for additional trails within the neighborhood.

a. study and develop strategies for connecting the goldsmith gulch trail from where it currently ends at iliff avenue to the cherry creek trail at cook park.
   1. north of evans avenue, conduct a study to determine the best route, whether following the gulch through the neighborhood or staying along monaco parkway.
   2. conduct a study to determine the best method for crossing evans avenue and whether a grade-separated crossing is necessary.
   3. explore partnerships and funding options, including city capital or bond funding, state and federal funding, local and national non-profits, and private funding.

b. evaluate the possibility of constructing a new multi-use trail along the former railroad right-of-way just north of evans avenue between interstate 25 and monaco parkway.
   1. the trail should connect from evans avenue at i-25 and the pedestrian bridge over i-25 to monaco parkway, where it should connect to the extended goldsmith gulch trail. it should serve pedestrians and bicycles.
   2. work with public and private property owners to determine feasibility of acquiring land or easements for the trail.
   3. explore partnerships and funding options, including city capital or bond funding, state and federal funding, local and national non-profits, and private funding.
   4. look to examples of previous rails to trails and utility corridor trails.
   5. consider including signs explaining the history of the railroad and the community in the area.

C. look for opportunities to add new connections to the cherry creek trail between existing accesses. work with adjacent property owners to acquire access and install trail connections to streets and sidewalks.
   1. consider a connection to minnesota drive between holly street and monaco parkway, such as under the overhead utility lines.
   2. evaluate a bridge over cherry creek and a safe crossing of cherry creek north drive to connect garland park to the cherry creek trail.
VIRGINIA VILLAGE
RECOMMENDATIONS

Capitalize on the natural assets of Virginia Village to improve access to parks and recreation opportunities. See Policies Q-1 (p. 149) and Q-2 (p. 152).

Virginia Village has Cook Park, Ash Grove Park, City of Potenza Park as well as portions of the Cherry Creek Greenway, all of which are valuable assets to the community.

A. Improve connections between the Cherry Creek Greenway and the adjacent Cook and City of Potenza Parks so it is easier to move between them.

B. Evaluate opportunities for new amenities in Cook and Ash Grove parks based on community needs.
   1. Consider updates and additions to the Cook Park Recreation Center, such as an indoor pool.

C. Complete improvements to City of Potenza Park to provide more amenities that serve the surrounding neighborhood.
6.6 WASHINGTON VIRGINIA VALE

6.6.1 Neighborhood History

Prior to its development as a post-World War II suburban area, the Washington Virginia Vale neighborhood was a combination of farms and platted land bisected by a diagonal road that led southeast through the small settlement of Leetsdale, which lay adjacent to the Fairmount Cemetery. Settlement in the area was largely agrarian, but notably included the stage stop known today as the Four Mile House Historic Park. Built in 1858 and believed to be the oldest standing building in Denver, it was so-called because it was four miles from the center of the City of Denver. In 1951, the City began annexation in the north part of Washington Virginia Vale. The Glendale community incorporated in 1952 to head off annexation, but by 1963, nearly all of what is now Washington Virginia Vale had been added to Denver.

Marcus Bogue, a local developer, established Virginia Vale as a 550-home development on 180-acres. Constructed in the late 1950s, it was reported to be a nine-million-dollar investment. It included land for an elementary school (McMeen) and a city park (Garland Park). In Virginia Vale, the real innovation and key marketing tool was a recreation area that included a club building and a 50 x 82 foot swimming pool. A 1958 full-page ad for the development featured the swim club prominently, selling not just homes to Bogue’s potential customers, but, more importantly, marketing an ideal that encapsulated the optimism of the 1950s: the good life was now available to people who had only imagined it before. The area includes primarily Ranch and Split-Level houses, with unique stylistic elements, such as “Chalet” style front-facing gable treatments and weep mortar. Some contemporary elements are also present on some of the houses. This intact area has potential to be a historic district, as it has cohesive design elements that exemplify post-World War II subdivisions.

Denver Public Schools invested in Washington Virginia Vale with school buildings designed in the International Style. The most notable example of this is George Washington High School. In 1970, a Federal Court order aiming to achieve racial integration in Denver’s schools resulted in the busing of 250 Black students from North Denver to George Washington.

An important post-World War II recreational facility in the neighborhood was the Jewish Community Center (JCC), a product of the post-World War II move of Jewish residents from the West Colfax neighborhood and into newer neighborhoods, particularly in Hilltop and the adjacent northern area of Washington Virginia Vale, which is sometimes referred to as “South Hilltop.”

At the end of the post-WWII period, developers in southeast Denver began to cater less to the family and more to the young singles or couples who were looking for affordable homes easily accessible to jobs and social life. In the late 1960s through the 1970s and 1980s, townhomes and condominiums as well as low-rise apartment complexes became popular. Over the past half-century, the Washington Virginia Vale neighborhood has become more racially and ethnically diverse.

Adapted from The Washington Virginia Vale Neighborhood Historic Context Report by Kathleen Corbett.
6.6.2 Key Opportunities

Redevelopment of Leetsdale and Monaco – Encourage redevelopment of retail centers at Leetsdale and Monaco, improvement of corridors and intersections, and multi-unit development in surrounding areas. See Focus Areas and Transformative Projects 74 (p. 226).

Create New Local Centers - Support the transition of prominent intersections to new local centers. This may include Monaco Parkway between Tennessee Avenue and Mississippi Avenue, the intersection of Quebec Street and Alameda Avenue, Cherry Creek South Drive between Dexter Street and Kentucky Avenue, and the intersection of Monaco Parkway and Alameda Avenue. See Policy W-LU-1 (p. 212).

Improve Access to Garland Park – Improve access to Garland Park, especially across Monaco Parkway and Cherry Creek Drive. See Policies W-Q-1 and W-Q-2 (p. 217).

Complete the Sidewalk Network – Improve safety and access by bringing existing sidewalks up to standard and install new sidewalks where they are missing. See Policy M-14 (p. 120).

Preserve Character - Ensure additions and new development are compatible with the existing historic character of the neighborhood while incorporating new housing. See Policies LU-7 (p. 56) and W-LU-2 (p. 212).

Cherry Creek Drive Realignment - Evaluate alternative alignments for Cherry Creek Drive South between Quebec Street and Monaco Parkway per the Cherry Creek Greenway Master Plan. See Policy M-8 (p. 112).
6.6.3 Character Analysis

Development Patterns and Connectivity
Washington Virginia Vale is largely residential with commercial and multi-family developments near the corridors. A traditional grid is the prominent block pattern with curvilinear streets through some of the single unit residential developments.

East-west connectivity is provided by Alameda Avenue and Exposition Avenue with Cherry Creek North Drive and Leetsdale Drive providing diagonal connection through the neighborhood. Washington Virginia Vale is well connected north-south by Colorado Boulevard, Holly Street, Monaco Parkway and Quebec Street.

The neighborhood is disconnected from the rest of Denver to the northwest by its shared boundary with Glendale. Cherry Creek creates a boundary to the south with few connections over the Creek. Colorado Boulevard to the west, Quebec Street to the east and Alameda Avenue to the North also create some connectivity challenges due to the width and volume of traffic with relatively few safe intersections. Additionally, the sidewalk system is poor, even at corridors, consisting primarily of “Hollywood curbs” that are narrow and sub-standard, limiting multi-modality in the neighborhood.

Home forms are dominantly ranch style with some split-levels on moderate to large lots.

A healthy and mature tree canopy through much of the neighborhood provides shade and helps to create street enclosure, emphasizing the human scale.

Many areas have prominent driveways and 2-car garages, while other blocks are alley-loaded with few visible driveways or garages.

Setbacks are moderate with landscaping in the front yards. Many homes have some grade change with steps to the stoop or small porch.

“Hollywood curbs” or combination sidewalk and curbs are the dominant type of sidewalk.

Lynwood Filings 7 and 8 have consistent Storybook detailing including weep mortar and bargeboard gable ends.
Multi-family Residential in Washington Virginia Vale
Multi-family development (above) including townhomes and apartment buildings are common on the west near Glendale, near Leetsdale Drive and to the southeast near Quebec Street. Townhomes and small-mid-rise apartment blocks began being built in the 1960s with new and larger developments continuing to this day.

Commercial Developments in Washington Virginia Vale
Commercial developments in Washington Virginia Vale (below) began construction shortly after the single unit homes (in the 1960s and beyond) and are typically single story standalone structures or strip-malls located along corridors. Several office buildings also exist near Glendale to the northwest.
6.6.4 Land Use and Built Form

WASHINGTON VIRGINIA VALE

RECOMMENDATIONS

Local Centers and Corridors – Provide opportunities for community members to easily access goods and services, gathering places, and dining and entertainment options by creating new local centers and corridors in Washington Virginia Vale. See Policy LU-4 (p. 47).

Washington Virginia Vale has several opportunities to create new community-serving local centers and corridors at locations with existing commercial development.

A. Improve access to community services by adding new local centers and corridors adjacent to existing residential areas through the conversion of vacant institutional uses, outdated auto-oriented uses, or in other areas designated as a Local Center or Local Corridor (see Places Map, p.36).
   1. Support the transition of Monaco Parkway between Tennessee Avenue and Mississippi Avenue to a new local corridor that transitions from a Community Center to Low-Medium residential area.
   2. Support the transition of Quebec Street and Alameda Avenue to a new local corridor.
   3. Support the transition of Cherry Creek South Drive between Dexter Street and Kentucky Avenue as a new local corridor that capitalizes on the proximity to the trail and can evolve into a more developed community area with a mixture of uses.

   a. If the eastern portion of the local corridor redevelops from its existing use, prioritize policies to prevent displacement of residents.

4. Support the transition of Monaco Parkway and Alameda Avenue to a local center.
5. Ensure all local centers and corridors fit in well with the surrounding neighborhood.
   a. Encourage a mix of community serving uses and a variety of housing types, including affordable.
   b. Ensure appropriate transitions to surrounding residential properties to minimize impacts.

Encourage the preservation of historically significant areas, buildings and design features. Prioritize preservation by pursuing appropriate tools, such as zoning, landmark districts, individual landmarking, conservation overlays and incentives.

Most of Washington Virginia Vale was developed in the Post-World War II period and later and includes uniform developer-built single unit detached housing, apartment buildings, townhome buildings and commercial developments. Religious and educational facilities are also prominent in the neighborhood. Several of these structures and developments carry potential for landmark districts or individual designation, according to historic context reports.

A. Use appropriate tools, such as zoning text amendments, to achieve design goals for residential low places, such as adjusting building massing and scale.

B. Encourage use of tools such as conservation overlays and landmark districts to achieve design goals in developments where there is potential for landmark designation.
   1. Virginia Vale – Built mid-late 1950s – The Ranch and Split-Level structures have unique stylistic elements such as front-facing gable treatments and weep mortar, and the development has good overall integrity with few instances of additions or redevelopment.
   2. Lynwood Filings 7 and 8 – Built mid-1960s – These filings were also developed by H.B. Wolff and are comprised of Ranch and Split-Level type homes.
WASHINGTON VIRGINIA VALE
RECOMMENDATIONS

Encourage the preservation of historically significant areas, buildings and design features. Prioritize preservation by pursuing appropriate tools, such as zoning, landmark districts, individual landmarking, conservation overlays and incentives. (Continued from previous page.)

C. Encourage the use of tax credits and adaptive reuse of structures. See Land Use and Built Form Policy LU-6 strategy C and associated Residential Policies for additional preservation priorities and incentives in residential low areas.

D. Support requests for individual landmark designations for historically, architecturally or culturally significant structures or districts.

E. Support preservation and rehabilitation of significant buildings by working with property owners to apply appropriate preservation and design tools. Examples of properties with potential for designation include:

1. Schools - Ranch homes gave young families of the postwar years room to grow, and many Baby Boomers would grow up in them, attending neighborhood schools. Denver Public Schools invested in school buildings designed in the International Style, which projected to passersby the forward-thinking educational ideals of the Atomic Age.
   c. McMeen Elementary School at 1000 S. Holly Street – Built 1958 - Designed by architect C. Francis Pillsbury, McMeen was built in 1958 with additions in 1966. It is a good example of International Style Modern architecture.
   d. Place Bridge Academy / Place Junior High School at 7125 E. Cherry Creek North Drive – Built 1971 - Designed by architect William Muchow, a noted post-war Denver architect. A newspaper photograph taken around the time of its completion shows that it has changed little. It is a distinctive example of late modern style with elements of formalism and brutalism evident in the rhythmic colonnade and brick and aggregate materials.
   e. Hillel Academy at 450 S. Hudson St. – Built 1966 – Despite alterations, the building is a significant work of modern architecture.

2. Places of Worship - As with schools, in the post-World War II period, synagogues, churches and other religious facilities were an important feature of community life in suburban areas. They were often designed with an intentional modern flare.
   a. Rodef Shalom Synagogue / Mizel Museum at 400 S. Kearney Street – Built 1959 - The expressionist Rodef Shalom Synagogue, now the Mizel Museum, was designed by architects William Muchow and Leo Rosenthal and is part of the Rodef Shalom Synagogue complex.
   b. BMH-BJ Synagogue at 560 S. Monaco Parkway – Built 1959 - Designed by architect and BMH-BJ congregation member Hans Kahn of Murrin-Kash-Kahn, this muscular modernist building became the home of the BMH-BJ congregation when they moved from the synagogue at 16th and Gaylord in Wyman after its construction.
   c. Augustana Lutheran Church at 5000 E. Alameda Ave. – Built 1959 - Augustana Lutheran Church was designed by noted church architect Edward A. Sövik of Northfield, Minnesota. With modern style that still communicates traditional church form and the freestanding steel tower holding the cross, it is one of the more significant works of modern architecture in Denver.

3. Monaco Lanes at 6767 Leetsdale Dr. – Built 1959 – Monaco Lanes was constructed at the zenith of bowling's popularity in the post-World War II period and has remained open/operational ever since. Today, the building is owned and operated by the Bowlero chain, and updates to its appearance have not greatly affected its historic integrity.

4. Four Mile House Historic Park at 715 S. Forest St. – Built 1858 – Originally a stage stop, the Four Mile House is believed to be the oldest standing building in Denver and was so-called because it was four miles from the center of the City of Denver. It offered travelers on the Old Cherokee Trail / Santa Fe Stage Road a place to rest before arriving in the city. The Four Mile Historic Park currently holds a Landmark designation.

F. Consider the creation of a cultural district recognizing the unique history of the Jewish community in the northern portion of Washington Virginia Vale, specifically the areas of South Hilltop and Winston Downs.
WASHINGTON VIRGINIA VALE RECOMMENDATIONS

**W-LU-3**

**Maintain the relative affordability of multi-unit residential in Washington Virginia Vale while improving accessibility and livability.**

Washington Virginia Vale has many older apartment buildings that provide relatively affordable housing options, but many are aging and not well connected to other parts of the community.

**A.** Implement strategies from Policy LU-6 (p. 50) to improve design and preservation of multi-unit residential buildings.

**B.** Implement strategies from Policies HE-1 (p. 72) and HE-3 (p. 74) to preserve affordability, prevent involuntary displacement, and facilitate maintenance and rehabilitation of apartment buildings.

**C.** Improve mobility and accessibility to existing apartments by improving sidewalks, adding additional sidewalk and trail connections, and creating new street connections as properties between the apartments and Leetsdale Drive redevelop.

**W-LU-4**

**Preserve existing and promote additional missing middle housing in Washington Virginia Vale to prevent involuntary displacement and promote preservation.**

Washington Virginia Vale has some small apartment buildings but has opportunities to add more missing middle housing options.

**A.** Add new missing middle options along Leetsdale, serving as a transition from the corridor to the neighborhood.

1. Take the grade change into consideration with the design and height of new missing middle housing north of Leetsdale Drive.

**B.** Allow duplexes in low residential areas, prioritizing affordability and preservation as indicated in the Residential Policy Map (see Policy LU-8, p. 59).

1. Ensure duplexes conform to improved design standards for the area. Special attention should focus on the appearance of garages which are not rear-loaded and face the public street.

**C.** Focus on preserving affordability for existing units in low-medium and high-medium residential areas (see Policy W-LU-3), but if properties redevelop, look for opportunities for a variety of missing middle housing types, such as townhomes, garden courts, small apartments and live-work.

1. Take steps to mitigate displacement when properties redevelop.
WASHINGTON VIRGINIA VALE
RECOMMENDATIONS

Ensure community centers and corridors are compatible and serve the community as they evolve. See Policies LU-1 (p. 40), LU-2 (p. 44), LU-3 (p. 46), LU-5 (p. 48).

The centers and corridors along Leetsdale Drive will evolve into more walkable, community-serving places and should benefit the community at all stages of that evolution.

A. Ensure transitions from centers and corridors to residential areas are well designed and minimize negative impacts on surrounding areas.
   1. Take the grade change into consideration with the design of transitions north of Leetsdale Drive.

B. Ensure that improved, mobility, design and elements of a complete neighborhood come with new development in centers and corridors.
   1. As new mobility connections are made, ensure traffic calming and safety features are added to limit impacts.
   2. Ensure future mobility connections take the irregular lots created by the diagonal nature of Leetsdale and the nearby grade changes into account in their design.

C. Concentrate growth along Leetsdale Drive at the community centers at Holly Street, Monaco Parkway and Quebec Street, with greater heights, pedestrian-oriented development and ground floor activation.

D. Promote pedestrian-friendly and active frontages along Leetsdale Drive through zoning improvements such as design overlays.

LAND USE & BUILT FORM

Improve the land use regulations in Washington Virginia Vale to let the area evolve while maintaining valuable characteristics. See Policy LU-10 (p. 64).

Much of Washington Virginia Vale has retained Former Chapter 59 zoning and zoning standards need to be improved to respond to community needs as older developments start to be updated or redeveloped.

A. Rezone Former Chapter 59 properties into the Denver Zoning Code.
   1. Consider zone districts such as S-MU-3 or equivalent for Low-Medium Residential areas.
   2. Consider zone districts such as S-SU or S-TU for Low Residential areas.
   3. Consider zone districts such as S-MX for centers and corridors.

B. Update zoning standards as appropriate to ensure high-quality design and walkability while allowing flexibility to accommodate the various housing types in Washington Virginia Vale.
   1. Ensure updates continue to promote affordability and reduce risk of involuntary displacement.
6.6.5 Housing and Economy

See Policy HE-1 (p. 72): Preserve existing affordable housing and improve housing quality through renovation, rehabilitation and other incentives.

See Policy HE-3 (p. 74): Stabilize residents at risk to prevent involuntary displacement by connecting them to existing support resources and programs.

See Policy HE-10 (p. 80): Create a local business support office tasked with assisting and promoting small businesses, providing or connecting small businesses with resources, and strengthening or adding formal business organizations throughout Near Southeast.

See Policy HE-11 (p. 80): Attract new businesses to Near Southeast to better serve residents' needs.

See Policy HE-12 (p. 81): Prevent business displacement from within the neighborhood.

See Policy HE-13 (p. 81): Encourage and ensure amenities to improve the quality of life at the workplace.

See Policy HE-14 (p. 82): Invest and encourage green business practices and development.

See Policy HE-15 (p. 83): Partner with Denver Public Schools, local universities, community organizations, and other major area employers in connecting Near Southeast residents to new opportunities through workforce training and continuing education.

6.6.6 Mobility

See Policy M-20 (p. 135): Study measures to slow traffic along neighborhood streets directly surrounding schools, parks, commercial areas and those areas identified on the Mobility Opportunities Map (p. 95).

WASHINGTON VIRGINIA VALE RECOMMENDATIONS

MOBILITY

Improve mobility on corridors running through Washington Virginia Vale.

A. See Leetsdale Drive Corridor Recommendations (p. 102).
B. See Quebec Street Corridor Recommendations (p. 114).
C. See Monaco Parkway Corridor Recommendations (p. 104).
D. See Holly Street Corridor Recommendations (p. 108).
E. See Dahlia Street Corridor Recommendations (p. 115).
F. See Jewell Avenue Corridor Recommendations (p. 115).
G. See Florida Avenue Corridor Recommendations (p. 116).
H. See Alameda Avenue Corridor Recommendations (p. 110).
I. Cherry Creek North Drive and Monaco Parkway Intersection:
   1. Bicycle Intersection Improvements:
      a. Study the possibility of providing a multi-use path along the Monaco Parkway Bridge that connects the two sides of Cherry Creek Drive. This would allow for better connectivity from Cherry Creek Trail to Garland Park and the bus facilities along Monaco Parkway.
      b. Evaluate alternative alignments for Cherry Creek Drive South between Quebec Street and Monaco Parkway improve pedestrian and bicycle safety, access to Cherry Creek Trail and Cook Park and overall traffic flow in the area.
6.6.7 Quality of Life Infrastructure

WASHINGTON VIRGINIA VALE
RECOMMENDATIONS

**W-Q-1**

- **Improve access to parks in Washington Virginia Vale.** See Policy Q-1 (p. 149).

**BACKGROUND**

The northwest and northeast portions of Washington Virginia Vale do not have access to public parks within a 10 minute walk or roll.

**STRATEGIES**

A. Look for opportunities to add new park space in the northwest and northeast portions of Washington Virginia Vale, including Winston Downs.
   1. Pursue new park opportunities as properties redevelop.

B. Improve access to existing parks.
   1. Improve or add new crossings to streets such as Alameda, Leetsdale and Quebec to improve access to parks in other neighborhoods. Priorities include:
      a. Access to Garland Park, crossing Monaco Parkway
      b. Access to Garland Park from the Cherry Creek Trail
      c. Access to Crestmoor Park, crossing Alameda Avenue
   2. Install a network of contemporary parkways between existing parks to make access easier, safer and more convenient (see Policy Q-3, p. 154).
   3. Improve connections to the Cherry Creek trail at Garland Park with improved crossings and access connectors.

**W-Q-2**

- **Capitalize on the natural assets of Washington Virginia Vale to improve access to parks and recreation opportunities.** See Policies Q-1 (p. 149) and Q-2 (p. 152).

**BACKGROUND**

Washington Virginia Vale has Garland Park, Jacobs Park, Four Mile Historic Park, as well as portions of the Cherry Creek Greenway, all of which are valuable assets to the community.

**STRATEGIES**

A. Improve connections between the Cherry Creek Greenway and the adjacent Garland Park so it is easier to move between them.
   1. Evaluate a bridge over Cherry Creek and a safe crossing of Cherry Creek North Drive to connect Garland Park to the Cherry Creek Trail.

B. Evaluate opportunities for new amenities in Garland and Jacobs parks based on community needs.
   1. Make better use of the Garland North Greenbelt connecting Garland Park to Leetsdale Drive by improving the landscaping, adding shade, adding active features and repaving the path.
   2. Evaluate a grade-separated crossing of Leetsdale Drive at the Garland North Greenbelt.

C. Highlight Four Mile Historic Park as a community asset by raising awareness of the park, hosting community events there and improving access from the east.
   1. Evaluate a bridge over Cherry Creek to connect Four Mile Historic Park and the Cherry Creek trail to Cherry Creek South Drive.
7.0 FOCUS AREAS AND TRANSFORMATIVE PROJECTS

IN THIS SECTION

7.1 COLORADO STATION  P.220
7.2 YALE STATION  P.222
7.3 EVANS AVENUE AND MONACO PARKWAY  P.224
7.4 LEETSDALE DRIVE AND MONACO PARKWAY  P.226
7.5 INDIAN CREEK INDUSTRIAL AREA  P.228
Focus areas are locations in Near Southeast that require additional attention and guidance to achieve the plan goals. These can be catalytic sites for broader improvements across the area, triggered by transformative projects that are important for implementing the vision for these areas.

Transformative Project: Introduce residential uses into Colorado Station and move the RTD Park-n-Ride parking into a structure.

VISION
- Make infrastructure improvements to facilitate the development of the station area into a complete mixed-use development that complements the transit station
- Make access safe and comfortable for community members and make them feel safe spending time there
- Accommodate a significant amount of growth with housing serving different needs, including affordable, jobs, shopping, dining, entertainment and community gathering spaces
- Improve sustainability through improved design, landscaping, mobility options, compact development and integration of green spaces and green infrastructure
- Reduce car travel by limiting vehicles on some streets and reducing parking through travel demand management and shared parking strategies
**LU-1: Elements of a Complete Neighborhood & Height** - Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended (p. 40).

**LU-5: Community & Regional Centers** – Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community (p. 48).

**M-17: Prioritize implementing transit along corridors in Near Southeast** (p. 130).

**M-18: Install rider and safety, accessibility amenities at transit stops and better connect transportation modes via mobility hubs** (p. 131).

**U-M-3: Colorado Station Recommendations** (p. 194).

**LU-2: Mixed-Use Design** – Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, improve design outcomes in mixed-use areas to create places that reflect the character and community of Near Southeast (p. 44).

**M-1: Evans Avenue Corridor Mobility Recommendations** (p. 98).
7.2 YALE STATION

Transformative Project: Improve the I-25 underpass to make access safer and easier and allow development on both sides of the highway to function as a cohesive center.

VISION

- Make infrastructure improvements to facilitate easier access to the light rail stop and better connections to properties on the east side of I-25 and the High Line Canal Trail
- Accommodate moderate growth on both sides of I-25 with housing serving different needs, including affordable, jobs, shopping, dining and community gathering spaces
- Improve sustainability through improved design, landscaping, mobility options, compact development and integration of green infrastructure
LU-1: Elements of a Complete Neighborhood & Height - Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended (p. 40).

LU-2: Mixed-Use Design – Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, improve design outcomes in mixed-use areas to create places that reflect the character and community of Near Southeast (p. 44).

LU-5: Community & Regional Centers – Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community (p. 48).

M-17: Prioritize implementing transit along corridors in Near Southeast (p. 130).

M-18: Install rider amenities at transit stops and better connect transportation modes via mobility hubs (p. 131).

M-15: Install new bikeways not previously identified in Denver Moves: Bikes (p. 125)

M-5: Yale Avenue Corridor Mobility Recommendations (p. 106).

U-M-2: Yale Station Recommendations (p. 194).
Transformative Project: Daylight the Goldsmith Gulch, extend the Goldsmith Gulch Trail across Evans avenue, and incorporate ecologically beneficial landscape and green infrastructure improvements.

VISION
- Encourage a mixture of uses and support redevelopment to transform this center into an area for community gathering and entertainment options
- Implement a street grid along Evans Avenue that creates walkable, human scaled blocks with welcoming streetscapes
- Accommodate growth with housing serving different needs, including affordable, jobs, shopping, dining, entertainment and community gathering spaces
- Improve sustainability through improved design, landscaping, mobility options, compact development and integration of green infrastructure

EXISTING CONDITIONS MAP
- Retail developments including the former Kmart, the shopping center west of Monaco Parkway and strip retail on Evans Avenue
- Surrounding neighborhoods with a mix of multi-unit and single-unit housing
- Apartments and offices on the east side of the area
- Improved access to Cherry Creek Trail, Highline Canal, Cook Park
- Apartments and offices on the east side of the area
- Detention pond at Iliff Avenue and Monaco Parkway
- Goldsmith Gulch and trail, adjacency to High Line Canal Trail, Oneida bike lane
- Evans Avenue and Monaco Parkway corridors and intersection; Improved bus stops and sidewalks
CONCEPTUAL DEVELOPMENT

**LU-1: Elements of a Complete Neighborhood & Height** - Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended (p. 40).

**LU-2: Mixed-Use Design** – Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, improve design outcomes in mixed-use areas to create places that reflect the character and community of Near Southeast (p. 44).

**LU-5: Community & Regional Centers** – Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community (p. 48).

**M-17: Prioritize implementing transit** along corridors in Near Southeast (p. 130).

**M-18: Install rider amenities at transit stops** and better connect transportation modes via mobility hubs, and study the feasibility of implementing a local mobility hub (p. 131).

**M-1: Evans Avenue Corridor Mobility Recommendations** (p. 98).

**M-4: Monaco Parkway Corridor Mobility Recommendations** (p. 104).

**Q-2: Goldsmith Gulch Trail extension** and new trail north of Evans Avenue (p. 152).

**Q-3: Landscaping** – Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal or no irrigation, offers ecological benefits and improves the community in key locations such as along existing and contemporary parkways and other important routes (p. 154).
7.4 LEETSDALE DRIVE AND MONACO PARKWAY

Transformative Project: Implement a street grid on the large blocks and make mobility safety improvements at the intersections of Leetsdale, Monaco and Exposition.

VISION

- Create a well-connected community center with mix of uses
- Encourage the evolution of the area to a well-connected, walkable, mixed-use center by improving safety and streetscapes and increasing landscaping, trees and sustainable design elements
- Accommodate growth with housing serving different needs, including affordable, jobs, shopping, dining, entertainment and community gathering spaces
- Increase sustainability through improved design, landscaping, mobility options, compact development and integration of green infrastructure
**CONCEPTUAL DEVELOPMENT**

**LU-1: Elements of a Complete Neighborhood & Height**
- Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended (p. 40).

**LU-2: Mixed-Use Design**
- Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, improve design outcomes in mixed-use areas to create places that reflect the character and community of Near Southeast (p. 44).

**LU-5: Community & Regional Centers**
- Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community (p. 48).

**W-Q-2.B.1: Make better use of the Garland North Greenbelt connecting Garland Park to Leetsdale Drive by improving the landscaping, adding shade, adding active features and repaving the path** (p. 217).

**Q-3: Landscaping**
- Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal or no irrigation, offers ecological benefits and improves the community in key locations such as along existing and contemporary parkways and other important routes (p. 154).

**M-17: Prioritize implementing transit along corridors in Near Southeast** (p. 130).

**M-18: Install rider amenities at transit stops and better connect transportation modes via mobility hubs** (p. 131).

**M-3: Leetsdale Drive Corridor Mobility Recommendations** (p. 102).

**M-4: Monaco Parkway Corridor Mobility Recommendations** (p. 104).

**M-3: Leetsdale Drive Corridor Mobility Recommendations** (p. 102).

**Q-3: Landscaping**
- Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal or no irrigation, offers ecological benefits and improves the community in key locations such as along existing and contemporary parkways and other important routes (p. 154).

**M-17: Prioritize implementing transit along corridors in Near Southeast** (p. 130).

**M-18: Install rider amenities at transit stops and better connect transportation modes via mobility hubs** (p. 131).

**LU-5: Community & Regional Centers**
- Improve access to housing, jobs, shopping, dining, entertainment and transit by developing and redeveloping regional and community centers into mixed-use destinations for the Near Southeast community (p. 48).

**M-3: Leetsdale Drive Corridor Mobility Recommendations** (p. 102).

**LU-2: Mixed-Use Design**
- Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, improve design outcomes in mixed-use areas to create places that reflect the character and community of Near Southeast (p. 44).
Transformative Project: Improve safety, slow traffic, and add crossings to Cherry Creek South Drive to make it easy to access the Cherry Creek Greenway.

VISION
- Allow a broader range of uses in the Innovation/Flex place in Indian Creek, including retail, office and residential, while maintaining light industrial use allowances
- Improve the urban design and connectivity of the Innovation/Flex area
- Connect the area to the Cherry Creek greenway by making improvements to Cherry Creek South Drive such as creating a shared street
- Improve sustainability through improved design, landscaping, mobility options, compact development and integration of green infrastructure
- Reduce the negative impacts of the waste transfer facility such as smell, noise, and litter.
CONCEPTUAL DEVELOPMENT

LU-1: Elements of a Complete Neighborhood & Height - Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to regional centers, community centers and community corridors with improved infrastructure and design and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended (p. 40).

M-9: Quebec Street Corridor Mobility Recommendations (p. 114).

LU-9: Industrial & Special Districts – Promote the improvement of industrial areas and other Special District context areas to have appropriate mixes of community-serving uses, high-quality design, and safe and well-connected mobility options (p. 63).

Q-2: Trails – Ensure trails continue to serve mobility and recreation needs in Near Southeast by completing new trails, improving access to existing trails and making trails safer and easier to use (p. 152).

IC-Q-2: Reduce impacts from the Cherry Creek Waste Transfer Facility and improve it as a community asset (p. 185).

Q-3: Landscaping – Ensure public and private landscaping in Near Southeast is ecologically beneficial, regionally appropriate, heat and drought resistant, helps manage stormwater and heat, requires minimal or no irrigation, offers ecological benefits and improves the community in key locations such as along existing and contemporary parkways and other important routes (p. 154).

Q-5: Resources – Improve the quality of life in Near Southeast through more efficient use of water, improved air quality, more access to renewable energy, improved ecosystem health, added mitigation of heat island effects and appropriate waste management (p. 160).
8.0 IMPLEMENTATION

IN THIS SECTION

8.1 TYPES OF IMPLEMENTATION  P.232
8.2 PRIORITIES  P.233
8.3 SUMMARY OF UPDATES TO BLUEPRINT DENVER  P.234
8.1 TYPES OF IMPLEMENTATION

The Near Southeast Area Plan sets forth the community’s vision for the area and includes many recommendations for achieving that vision. To make that vision reality, the plan recommendations must be implemented. This section will describe the types of implementation tools available, identify the recommendations that are priorities for implementation, and explain how implementation efforts will be monitored and tracked. Successfully implementing this plan will require the combined efforts of the city, external organizations and the community.

Implementation activities generally fall into three categories: regulatory changes, public infrastructure and partnerships. Each fills a different role, but all are necessary to successfully achieve the vision.

Regulatory
Most community development comes from private investment. The city can ensure private investment advances city goals by adopting or amending appropriate regulations. These regulations may include rules, requirements, procedures, fees or laws. Typical examples include Denver Zoning Code text and map amendments, Department of Transportation and Infrastructure requirements for infrastructure improvements associated with development projects, and Parks and Recreation requirements regarding the provision of publicly accessible parks and open space. Developing these regulations based on the guidance of this plan will involve additional community engagement. Regulatory and policy implementation priorities for Near Southeast include the following:

- Design and infrastructure improvements in centers and corridors
- Affordability, design and missing middle improvements in neighborhoods
- Improved landscape standards

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

- Evans Avenue Corridor Study
- Improving pedestrian access and mobility along Evans Avenue, Colorado Boulevard and Leetsdale Drive
- New trails
Partnerships
Where neither the city nor the private sector can alone achieve the vision, partnerships offer an opportunity to work together to advance community goals. Many partnerships focus on services, with the city working alongside an outside organization to provide for community needs. Other partnerships can provide infrastructure through public-private financing arrangements. There are many different potential partners identified for specific recommendations throughout the plan to accomplish many different goals. Partnership implementation priorities for Near Southeast include the following:

- Enhanced social services to residents experiencing homelessness
- Permanently preserving current affordable housing and units with expiring income restrictions
- Targeted areas to focus tree planting efforts

8.2 PRIORITIES

Over the 20-year life of this plan, the city will evolve, recommendations will be implemented and circumstances will change. All of these will impact which recommendations are the highest priorities for the city to focus on. An appendix will identify the current top priorities and will be updated regularly to reflect the changing situation.
8.3 SUMMARY OF UPDATES TO BLUEPRINT DENVER

The Near Southeast Area Plan is adopted as a supplement to Comprehensive Plan 2040 and updates Blueprint Denver. This plan advances the vision of Comprehensive Plan 2040 and is consistent with Blueprint’s overall approach including topics, maps, legend categories and system hierarchies. This plan takes a closer and more detailed look at Near Southeast and is intended to refine Blueprint Denver’s guidance for this part of the city. Where this plan addresses topics also addressed by Blueprint, Blueprint’s maps should be updated to be consistent with this plan, including the following maps:

- Neighborhood Context
- Future Places
- Growth Strategy
- Street Types
- Pedestrian, Bike and Transit Priority Streets