

Sheridan

Station Area Plan



DENVER
THE MILE HIGH CITY

Community
Planning &
Development

Approved December 17, 2008

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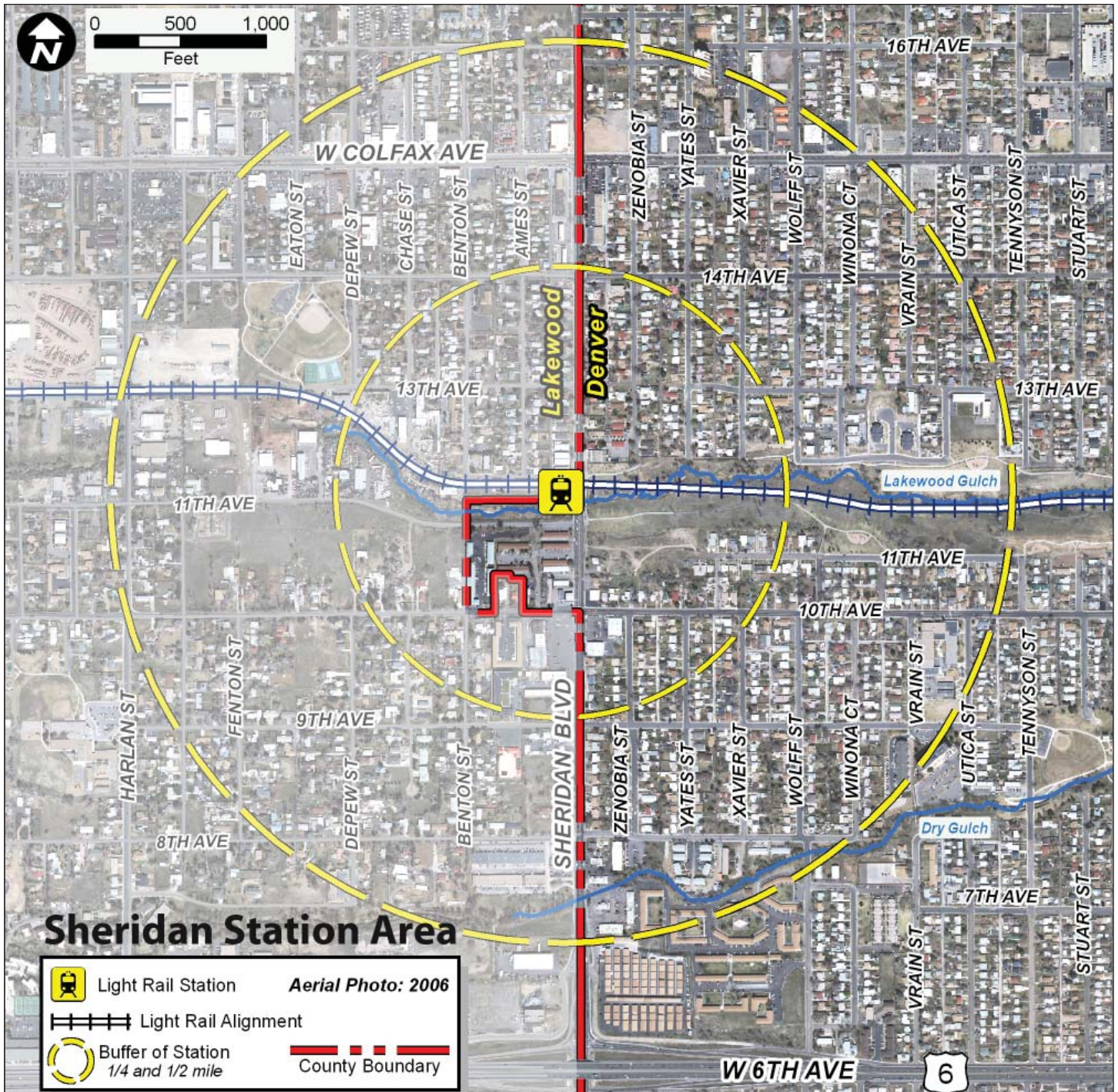


Executive Summary

Introduction

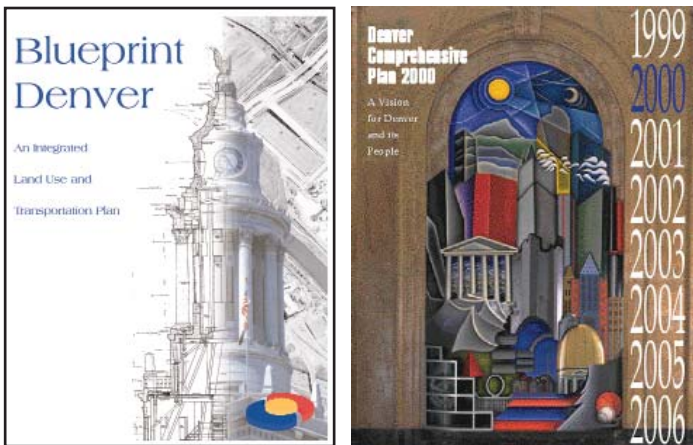
The FasTracks transit corridors are a source of pride and excitement for neighborhoods and businesses in Denver. Opportunities for changes to land use, design and mobility exist at each new station. Through the planning process, community members worked together with the station area planning team to articulate these opportunities and craft strategies to achieve the community’s vision.

The Sheridan light rail station will be located on RTD’s West Corridor light rail line in Lakewood Gulch near the intersection of 12th Avenue and Sheridan Boulevard. The station lies at the boundary between the City of Lakewood and the City and County of Denver. The West Corridor will link Lakewood and Jefferson County with Downtown Denver and tie into the future FasTracks system of rapid transit corridors. The station platform is planned to be located under a newly constructed Sheridan Boulevard bridge adjacent to an



800 space park-n-Ride structure at 10th Avenue and Sheridan. Both the new bridge and park-n-Ride will be built as part of FasTracks.

The *Sheridan Station Area Plan* articulates near and long-term goals, issues, and recommendations for the future. The plan provides a guide to determine appropriate development, including recommendations for land-use patterns, urban design, circulation, and infrastructure. *The Denver Comprehensive Plan 2000*, *Blueprint Denver*, and other adopted city-wide plans form the basis for recommendations contained in the *Sheridan Station Area Plan*.



The *Denver Comprehensive Plan 2000*, *Blueprint Denver*, and other adopted city-wide plans form the basis for recommendations contained in the *Sheridan Station Area Plan*.

Vision and Goals

Transit-oriented development is a mix of uses at various densities within a 10-minute walk, or about a half-mile, of a transit stop. TOD integrates transit into neighborhoods and creates lively and vital communities.

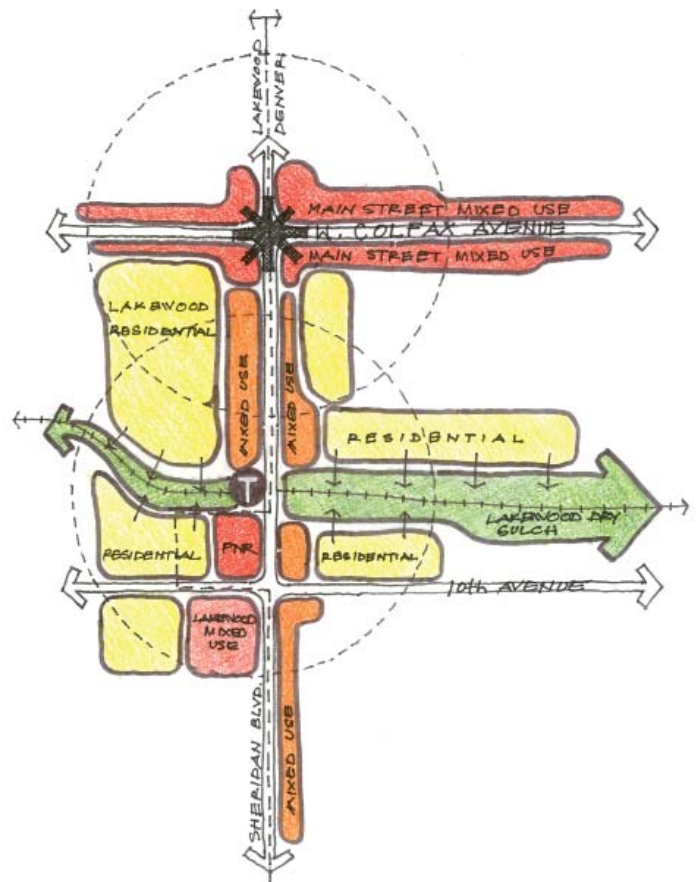
From discussions with the public and through a series of meetings with the city and other constituents in the station area, the following goals were established for the plan:

- Create strong pedestrian connections between the light rail station and Colfax Avenue along Sheridan Boulevard.
- Protect and enhance the existing residential neighborhoods around the station by providing infrastructure improvements and new uses to increase the number of people living near the

station and support new convenience retail uses.

- Incorporate Lakewood Dry Gulch into the station design and bring new uses to its edge that will increase the number of people along the park and create a safer park environment.
- Create a safe and convenient pedestrian environment in the station area by improving access along and across Sheridan Boulevard from 6th Avenue to 17th Avenue.
- Develop a station identity that reflects the best aspects of the surrounding neighborhoods and the Lakewood Dry Gulch amenity.
- Provide pedestrian-priority solutions that increase safety at key streets and intersections.

These goals formed the basis of the specific land use concepts and recommendations of the plan.



Illustrative concepts were used to convey the vision and goals as they apply to the plan area.

The Plan: Land Use and Urban Design

The future land use plan for the Sheridan Station was developed with the community at two public workshops. The plan includes the following priorities:

- Colfax Avenue: the Sheridan Station Area should support redevelopment of Colfax Avenue.
- Lakewood Dry Gulch: Lakewood Dry Gulch is the main amenity of the area: new uses should front onto the gulch to increase access and visibility.
- Sheridan Boulevard from 6th Avenue to 17th Avenue: Sheridan Boulevard is the main north/south connector for both pedestrians and vehicles.
- 10th Avenue and Sheridan park-n-Ride facility: the new park-n-Ride facility provides an opportunity to create a linkage between development and the station.
- Mixed income and market rate housing: new housing developed in the station area needs to include a mix of housing types and incomes.
- Coordination: close coordination with the City of Lakewood in planning for future development and infrastructure improvements.

The Plan: Circulation and Mobility

The circulation plan identifies the key connections for vehicles, pedestrians and bicycles throughout the station area.

Streets that should be priorities for pedestrian improvements include:

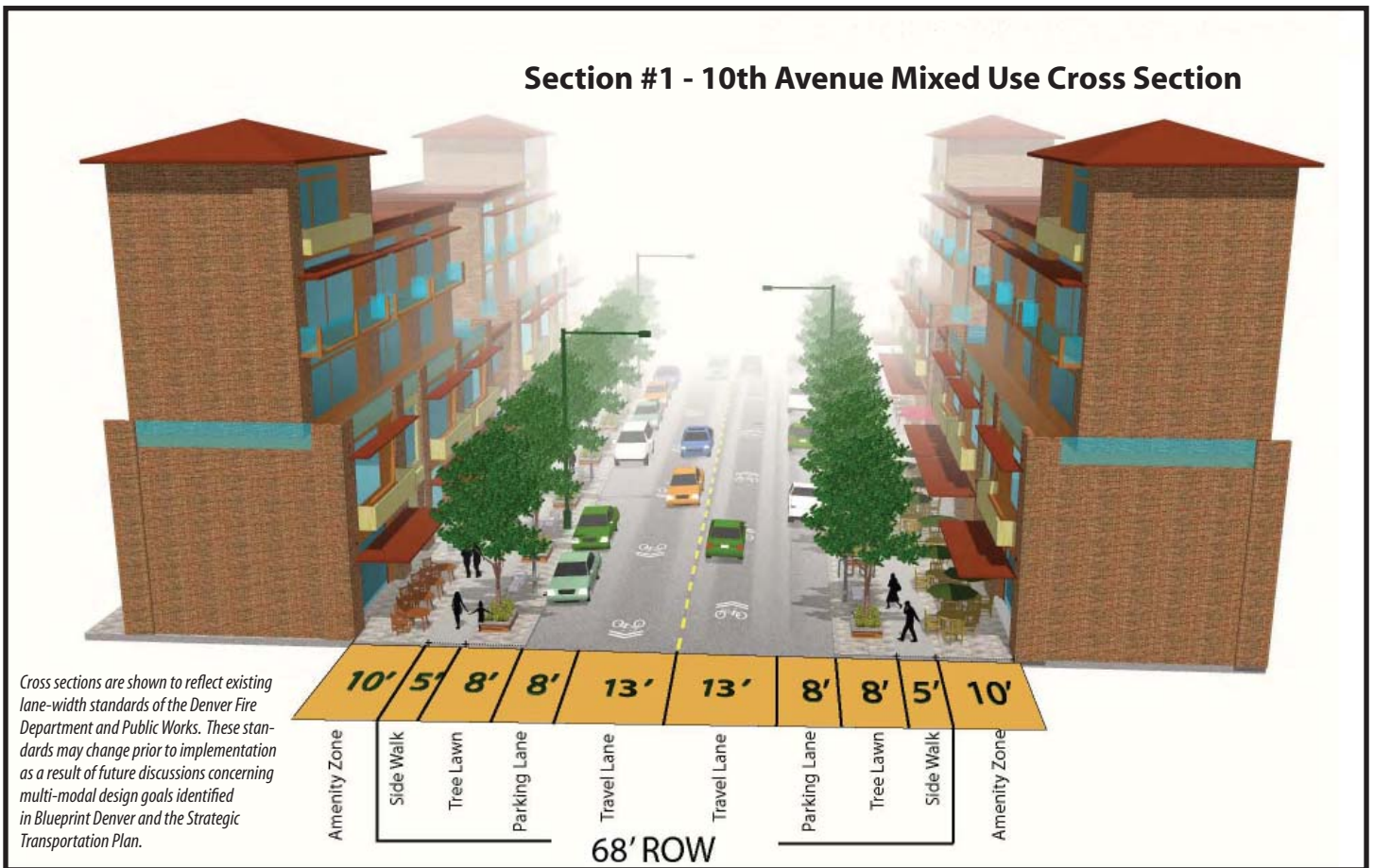
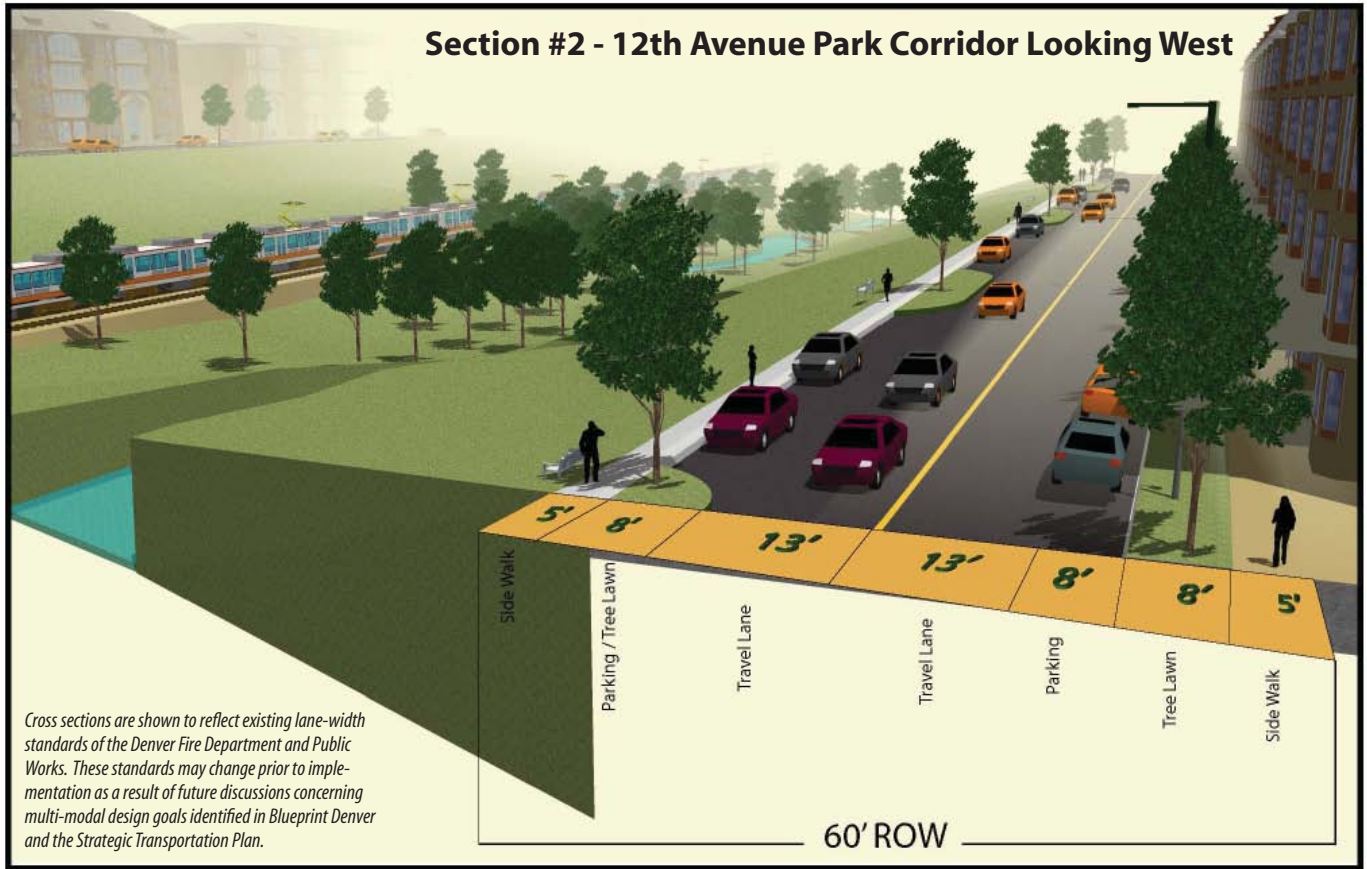
- Sheridan Boulevard, the key north/south arterial.
- Colfax Avenue, the primary east/west arterial.
- 10th and 14th Avenues, the main east/west collector streets around the station.

Other key elements of the circulation plan:

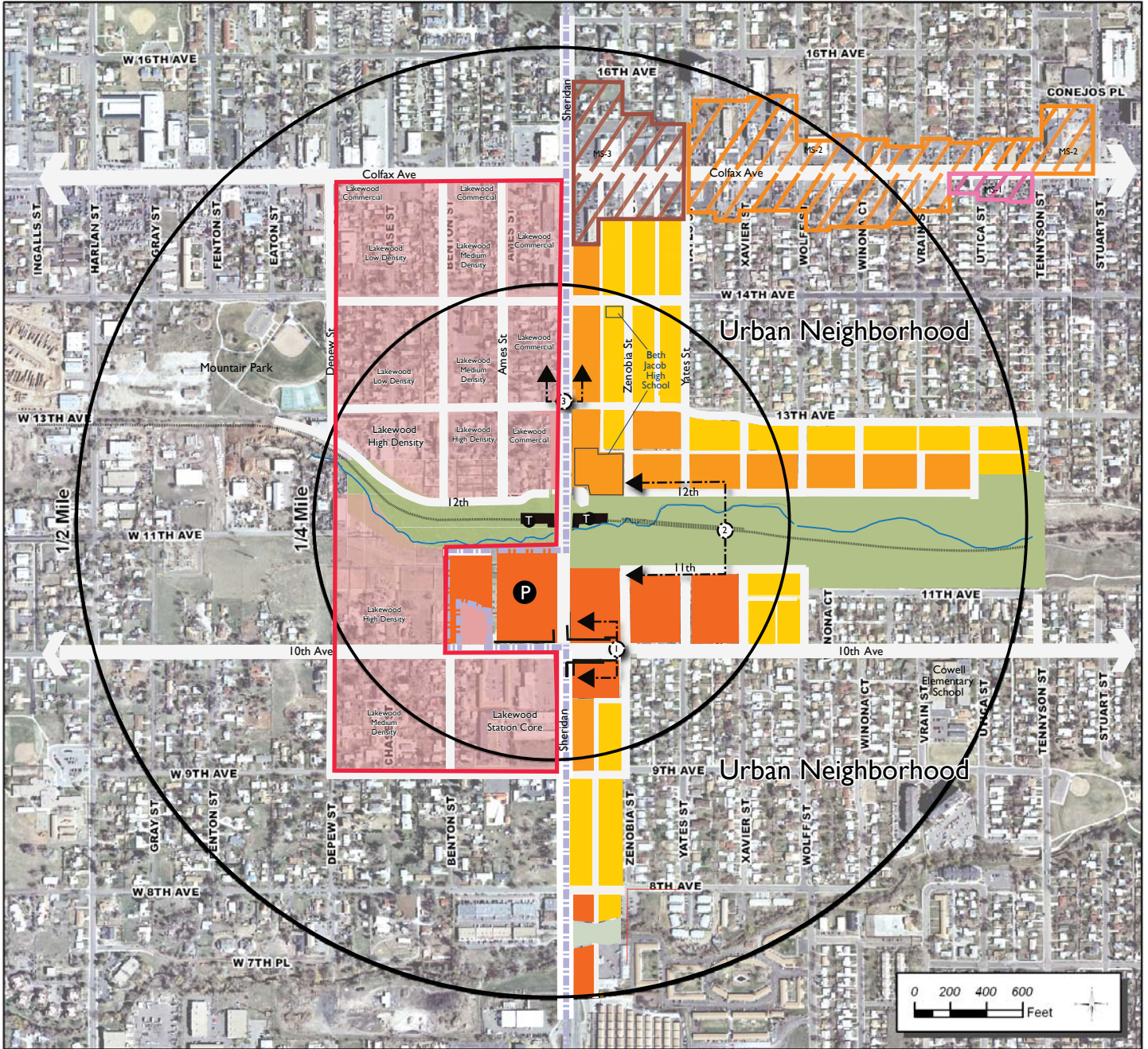
- Creation of a continuous 11th Avenue on the south side of Lakewood Gulch and 12th Avenue on the north side of Lakewood Gulch on the east side of Sheridan to improve park access and visibility and to help organize development.
- A new intersection and 13th Avenue connection at Sheridan Boulevard to provide safer and more direct access to the neighborhoods.



The land use and urban design section of the plan contains descriptions and images of the type of TOD appropriate for the Sheridan Station



Illustrative cross sections tied to section lines on the concept plan map show how streets and buildings will interact



Sheridan Land Use and Urban Design Concept

Proposed Land Use

- Mixed Use
- Station Residential
- Townhouse Residential
- Parks, Open Space and Drainageways

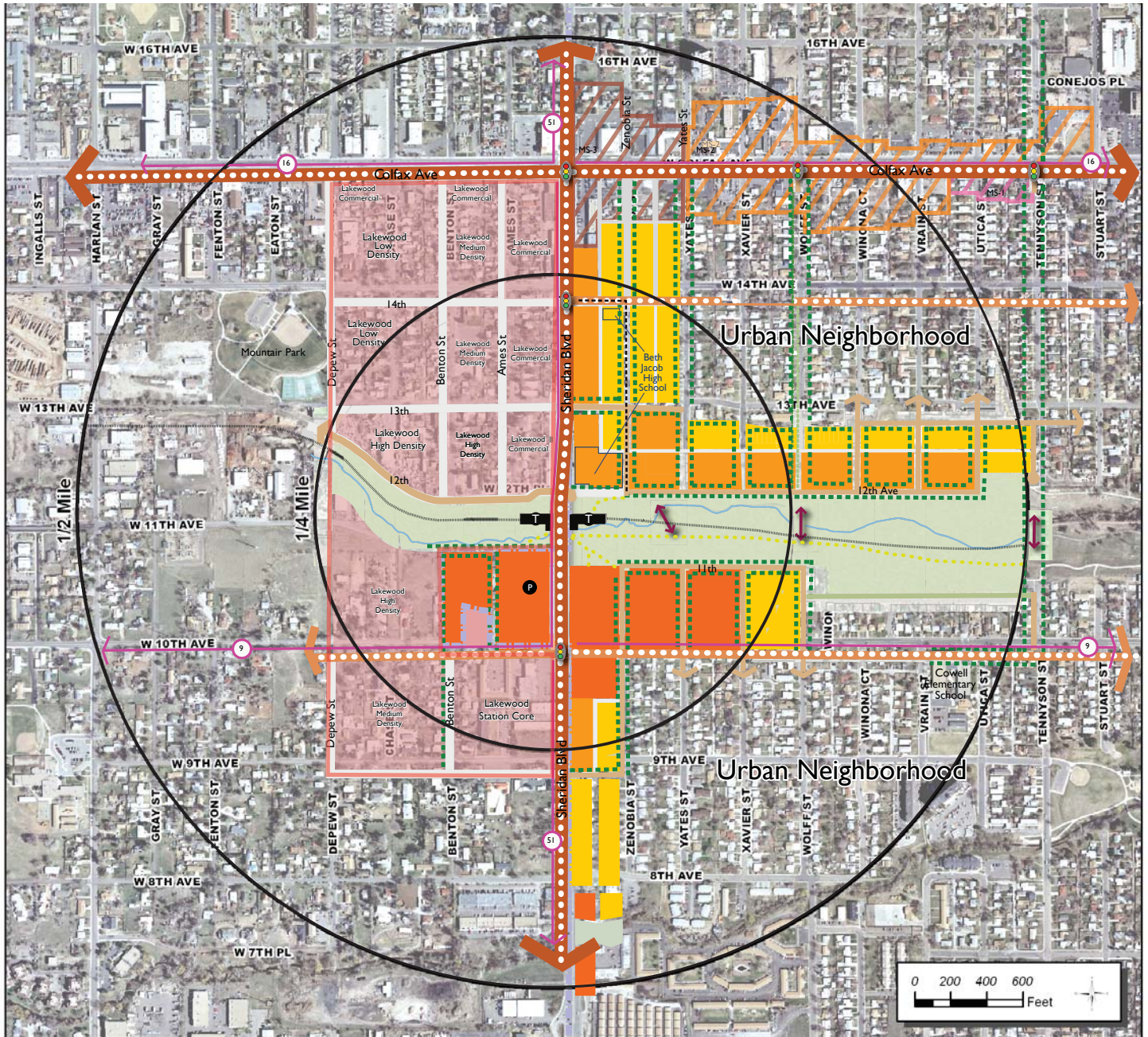
Existing Plans and Zoning

- Lakewood Station Plan
- Existing Main Street Zoning MS-1
- Existing Main Street Zoning MS-2
- Existing Main Street Zoning MS-3

Area Features

- West Corridor Light Rail Line
- Light Rail Station
- Denver / Lakewood Boundary
- RTD Parking Structure
- Active building street frontage
- Section Lines





Sheridan Circulation Concept

Proposed Land Use

- Mixed Use
- Station Residential
- Townhouse Residential
- Parks, Open Space and Drainageways

Existing Plans and Zoning

- Lakewood Station Plan
- Existing Main Street Zoning MS-1
- Existing Main Street Zoning MS-2
- Existing Main Street Zoning MS-3

Area Features

- West Corridor Light Rail Line
- T Light Rail Station
- Pedestrian Imp rovements
- Major arterial
- Pedestrian Priority Street
- Collector
- Denver / Lakewood Boundary
- New Local Street or Connection
- Recreational Trail / Bike V&w
- Pedestrian Bridge
- Signalized Intersection
- P RTD Parking Structure
- 9 Bus Routes
- On-street bike routes



Implementation and Next Steps

The implementation plan for the Sheridan Station is intended to lay out the framework to enable development and infrastructure consistent with the plan. The Sheridan implementation plan covers a series of actions:

- Specific recommendations
- Strategies for implementation
- Implementation timing
- Citywide TOD implementation evaluation

Specific recommendations are listed in tables in the implementation section.

The most immediate steps include plan adoption followed by rezonings that provide the regulatory framework to implement the recommendations. Rezonings should occur within the context and timeframe of Denver’s zoning code update. It is anticipated that new zone districts will be available under the updated code that will be suited to the unique development character of station areas.

Another immediate step includes the scoping of infrastructure projects and the identification of potential funding sources to implement the infrastructure needed in the station area. These infrastructure improvements should be pursued through both public-private partnerships between the city, businesses, landowners and the development community as well as public-public partnerships between local, regional, state and federal agencies.



Improving the pedestrian environment along Sheridan Boulevard is a top priority for implementing the plan vision

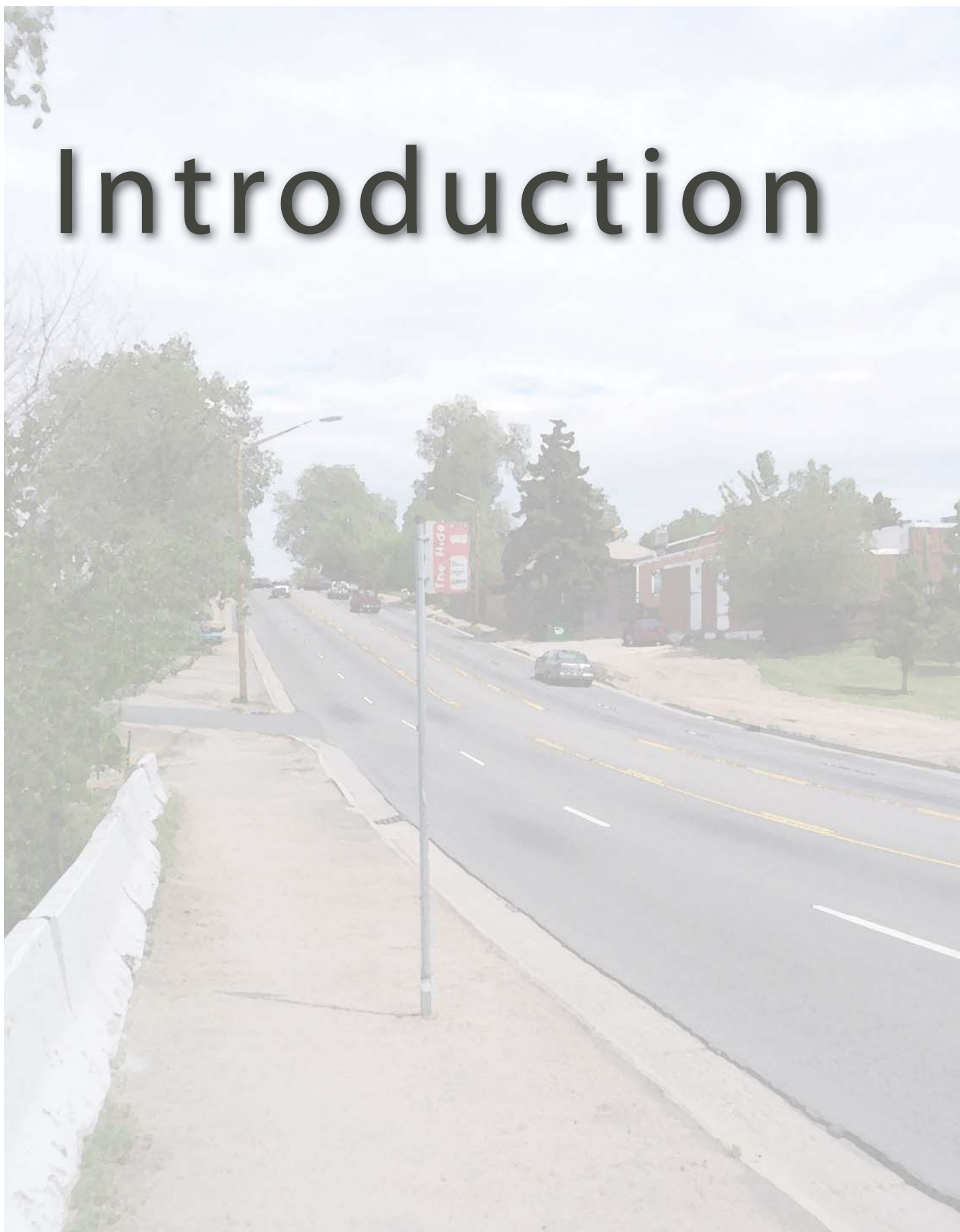
First Tier Implementation Recommendations and Timing

It is important for the city to make the Sheridan Station development ready. Development ready includes:

- Getting new zoning in place
- Identifying an implementation toolbox –both financial and regulatory
- Putting in place the partnerships with other City departments, Lakewood, CDOT and RTD
- Moving forward with a jointly lead and defined project for the park-n-Ride with RTD, the City of Denver and private and public input.

Timeframe: Short -now to mid 2013 (opening of West Corridor)

Introduction

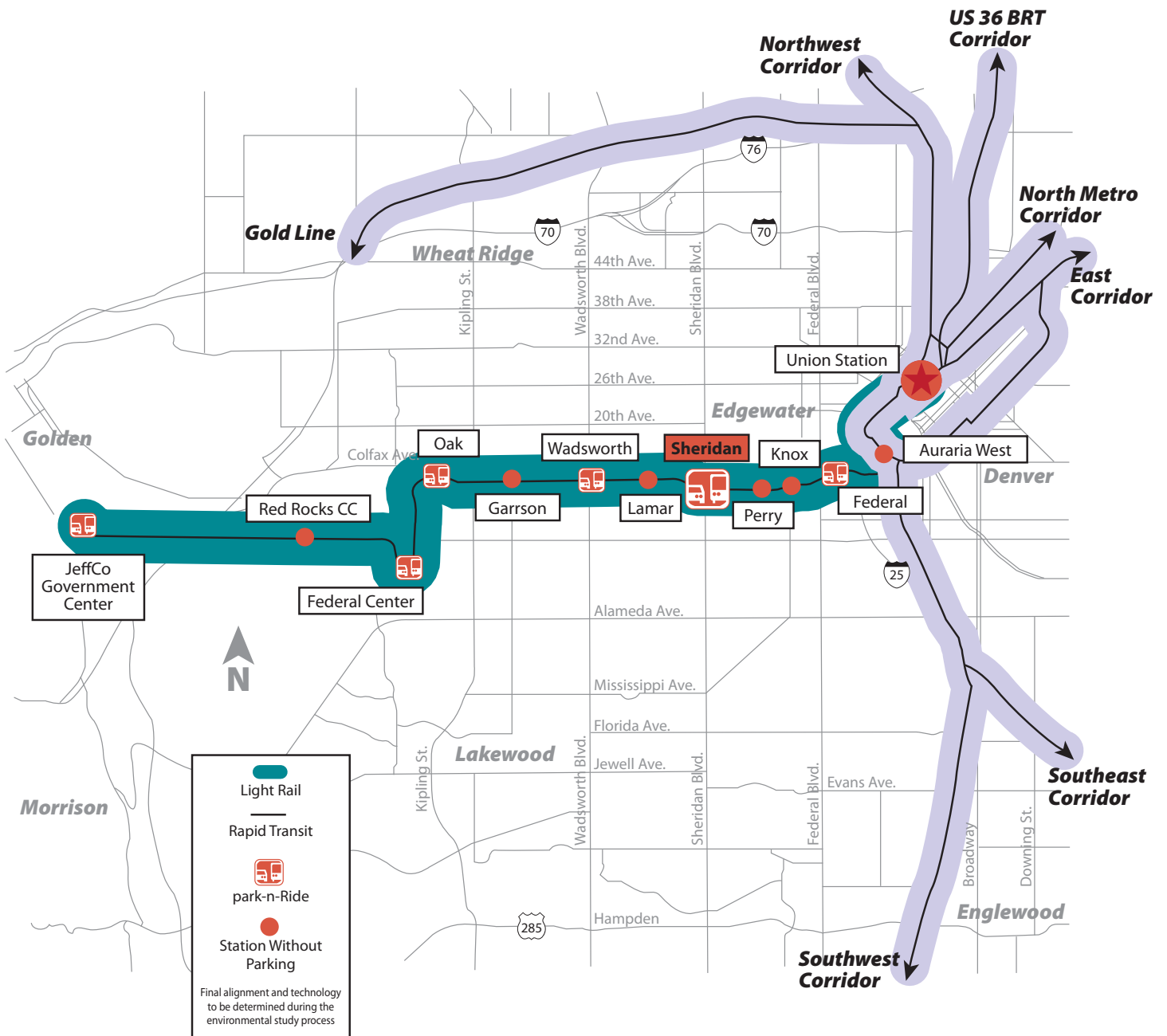


The West Corridor and Sheridan Station

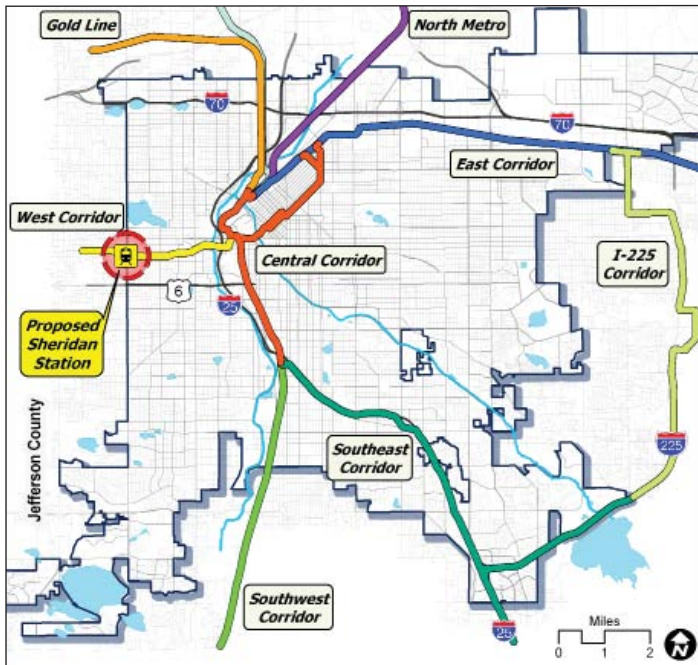
The Sheridan Station is one of 57 new transit stations to be added as part of the FasTracks program, and one of 11 on the West Corridor Light Rail project. The Sheridan Station is located at approximately 12th Avenue and Sheridan Boulevard along Lakewood Gulch. With the exception of a few areas, Sheridan Boulevard forms the boundary between the city and County of Denver and the City of Lakewood in Jefferson County. The light rail line will pass under Sheridan

Boulevard and the station platform will be located directly beneath Sheridan with access to the platform from each side of Sheridan.

The station area extends from approximately 8th Avenue to Colfax Avenue along Sheridan Boulevard. The station is one of four stations in Denver on the West Corridor Light Rail line. The area has been identified by the Denver Transit-Oriented Development Strategic Plan as an “urban neighborhood station,” with residential and local-serving retail uses.



The Sheridan Station is one of 11 new stations being constructed as part of the West Corridor. The West Corridor light rail will connect west Denver neighborhoods with employment centers in Jefferson County, downtown Denver and the FasTracks corridors linking the entire region.



The FasTracks System

Purpose of the Plan

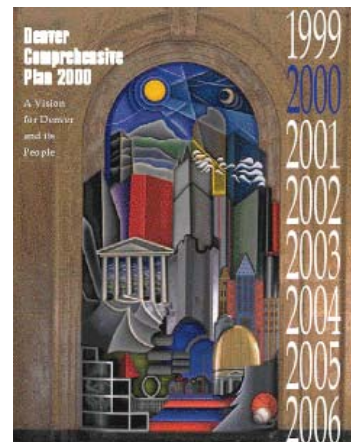
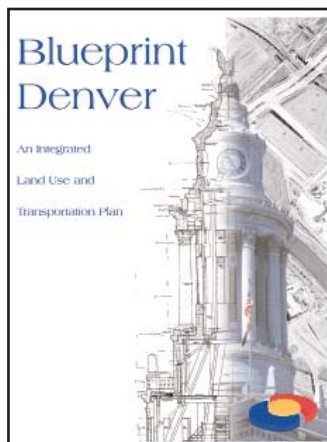
The Sheridan Station Area Plan articulates near and long-term goals, issues, and recommendations for future development. The plan provides a guide to determine appropriate development, including recommendations for land-use patterns, urban design, circulation, and infrastructure. The *Denver Comprehensive Plan 2000*, *Blueprint Denver*, and other adopted city-wide plans such as the *Pedestrian Master Plan* and park’s *Game Plan* form the basis for recommendations contained in the *Sheridan Station Area Plan*. The plan also examined the adopted *West Colfax Plan* and *Villa Park Neighborhood Plans*. Once adopted, the *Sheridan Station Area Plan* will serve as a supplement to the *Denver Comprehensive Plan 2000*. The plan is not an official zoning map, nor does it create or deny any rights.

Property owners, elected officials, neighborhood organizations and city departments will use the *Sheridan Station Area Plan* for many purposes over its lifespan. The following is a description of the primary uses of the plan ranging from general goals to implementation.

- **Data Resource:** The plan offers data on existing conditions for the planning area in an easy-to-reference document.
- **Reinvestment Guidance:** The plan guides public and private decisionmaking and investment in the

planning area over the coming years as it relates to land use, urban design and mobility.

- **Zoning Amendments:** The plan does not convey or deny any zoning entitlement but is an essential evaluation tool used in proposed zoning changes.
- **Capital Improvements:** A plan can provide the justification for the allocation of funding from the city’s capital improvement budget and other sources.
- **Funding and Partnership Opportunities:** Implementation of plans requires a collaborative effort between neighborhoods, businesses, elected officials, city departments and neighboring jurisdictions. This plan identifies and supports partnerships and resource leveraging efforts.
- **Reference for Larger City-Wide Plans:** The station area plan may include analysis that can inform other larger city-wide plans. The analysis and recommendations included here should be considered in the future development of the *Strategic Parking Plan* and updates to *Blueprint Denver*.



The *Denver Comprehensive Plan 2000*, *Blueprint Denver*, and other adopted city-wide plans form the basis for recommendations contained in the *Sheridan Station Area Plan*.

Plan Process

The planning, design, construction and opening of the expanded FasTracks transit corridors are a source of pride and excitement for neighborhoods and businesses in Denver. Opportunities for changes to land use, design and mobility exist at each new station in Denver. Over a course of approximately eighteen months, community members worked together with city staff and the station area planning team to articulate these opportunities, develop a vision and craft strategies to achieve the vision.

These community members represented businesses, developers and residents in the area. The planning area (within Council Districts 1 and 3) contains part of the Villa Park and West Colfax neighborhoods. In addition, the process involved collaboration between the City and County of Denver, RTD and the City of Lakewood. Regular public meetings shaped plan contents and concepts were reviewed before City Council, agency staff and the Denver Planning Board. The overall process included the following steps:

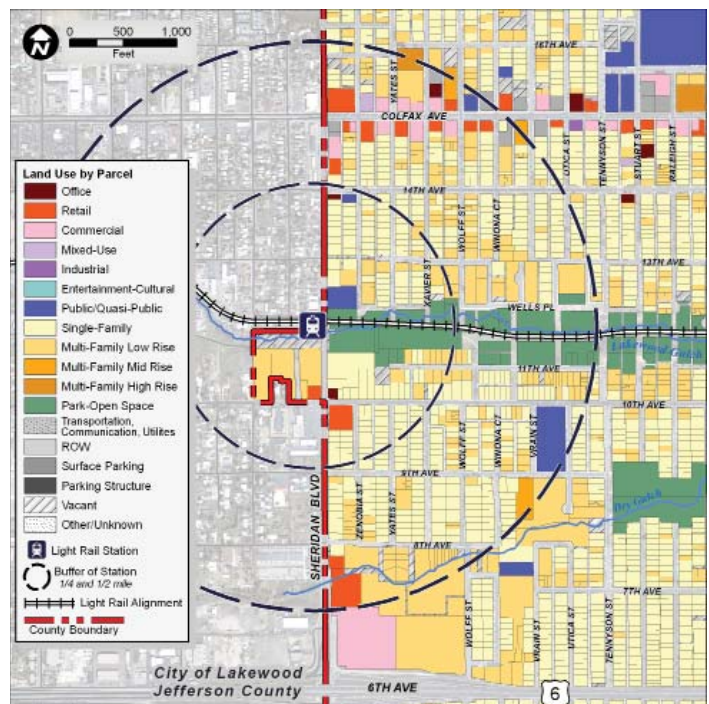
- Existing conditions analysis
- Draft vision and key objectives
- Identify opportunities and constraints
- Public visioning workshop
- Develop and analyze plan alternatives
- Technical review of plan concepts
- Alternative concepts public workshop
- Develop preferred plan alternative with public input
- Draft station area concept plan
- Public open house to present draft station area plan
- Plan refinements
- Planning Board review and approval
- Plan adoption by City Council

Station Area Context

The Sheridan Station Area includes portions of the West Colfax and Villa Park neighborhoods in Denver and the Molholm neighborhood in Lakewood. The Lakewood portion of the station area has been addressed in the *Sheridan Boulevard Station Area Plan*, adopted by the City of Lakewood in November of 2006. All references to the station area in this plan refer to the area located within the City and County of Denver within 1/2 mile of the station, unless otherwise noted.

Existing Land Use and Zoning

The current residential land use in the Sheridan Station Area is a mixture of single-family and low-rise multi-family residential with some higher-density apartment buildings. Approximately 86 percent of the land area is zoned R-2, R-2-A, R-3 or R-4. These zone districts all allow multi-unit dwellings. Only about 12 percent of the 1/2 mile station area is zoned for commercial or main street commercial mixed-use development -concentrated along Colfax Avenue and the intersection of 10th Avenue and Sheridan.



Sheridan Station Area Existing Land Use



Sheridan Station Area Existing Zoning

Population and Housing

According to 2008 data from the City and County of Denver, the station area within Denver contains 2,068 housing units with a population of 5,368 residents. The average household size was 3.09 persons per household. The station area average household income of \$40,619 is slightly lower than the city-wide average of \$49,373. The average sales price for single family homes in the station area was \$185,397 in 2006; for condominiums it was \$127,500.

Retail and Commercial

Neighborhood services, such as grocery stores and other retail services, are limited within the station area. The closest major grocery and department store shopping is located in the City of Edgewater at 18th Avenue and Sheridan Boulevard, approximately one mile from the station. Colfax Avenue is a historic commercial corridor that has been targeted for retail development in the *West Colfax Plan*. Currently, West Colfax Avenue has many auto-oriented retail uses and motels but is envisioned to become an active, pedestrian shopping environment. Strip retail is located on the southeast and southwest corners of the 10th Avenue and Sheridan Boulevard intersection.

Schools and Public Facilities

Cowell Elementary School is located within the 1/2 mile station area at 10th Avenue and Vrain Street. In addition, the Beth Jacobs High School is located northeast of the the proposed station at 14th Avenue, with a dormitory located near the light rail station. Beth Jacobs High School is a private, all-girls religious school.

No recreation facilities, libraries, fire stations, police stations, or post offices are located with the 1/2 mile station area. St. Anthony’s Hospital is located approximately one-mile to the northeast of the station. However, the hospital is closing in mid-2010 and will be moving to a new facility at the Denver Federal Center in Lakewood. Efforts are underway to plan for the redevelopment of the site.

Parks and Open Space

Lakewood Gulch is the principal defining open space feature in the station area. It is considered an important recreational amenity by the surrounding neighborhoods. Most of the undeveloped area along the Lakewood Dry Gulch is owned by the City and County of Denver and will become dedicated parkland following the completion of the West Corridor project.

To the northwest of the station, Mountair Park in the City of Lakewood contains outdoor recreational facilities and ball fields.



Lakewood Gulch is an important neighborhood amenity

Transportation

The station area is dominated by Sheridan Boulevard (Colorado State Highway 95), a five-lane regional arterial with a continuous center turn-lane. The posted speed limit is 35 miles-per-hour. Sheridan Boulevard lacks sidewalks on one or both sides of the street in many sections. Key signalized intersections along Sheridan Boulevard include 10th Avenue, 14th Avenue and W. Colfax Avenue. Colfax Avenue is also US Highway 40 with a posted speed limit of 30 miles-per-hour.

The remaining streets surrounding the station area are generally built on the Denver grid system. However, along the edge of Lakewood Gulch, many streets do not connect and the street grids are off-set creating difficult intersections. In addition, 13th Avenue does not connect between Sheridan Boulevard and Yates Street and between Vrain and Wolf streets further to the east. Alleys provide vehicle and loading access to most residential and commercial properties.

The station area includes three RTD bus routes:

- Route 51 along Sheridan Boulevard
- Routes 16 and 16L (limited) along West Colfax Avenue
- Route 9 along 10th Avenue

Station Area Bus Service 2006

Source: RTD 2006 Service Standards Analysis

Route	Weekday Peak Frequency	Total Boardings 2006
51	30 min	834,535
16	15 min	1,859,751
16L	15 min	629,175
9	30 min	323,677

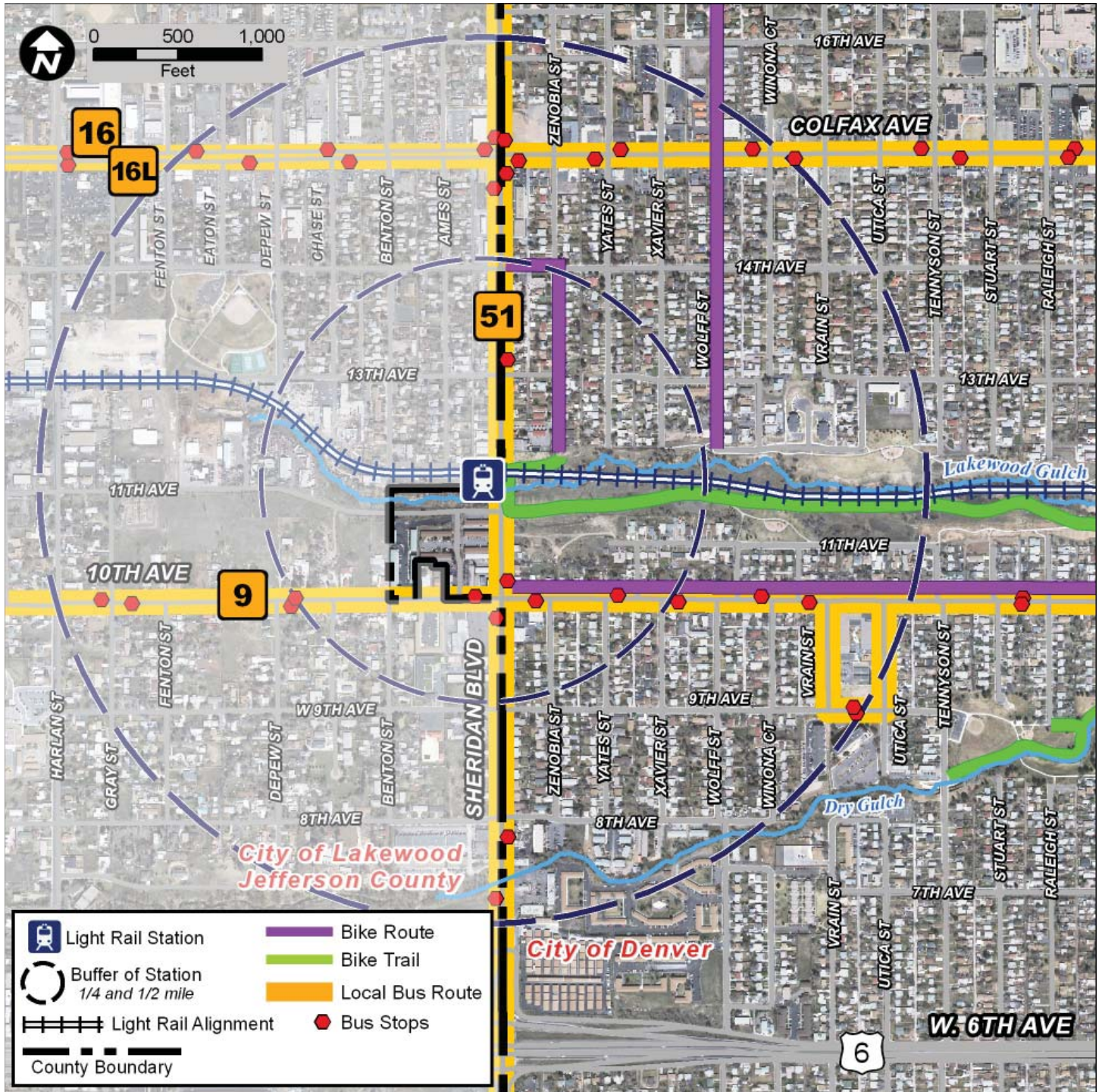
Bus stops for route 51 include stops at 10th and Sheridan and 12th and Sheridan. Bus stops in the station area are marked by signs but many stops lack benches, shelter or route and schedule information.

The Lakewood Dry Gulch Trail, Denver bicycle route D-10, is the primary off-street bicycle and pedestrian path in the vicinity of the station. The east-west path parallels the railroad line through the station area and will connect underneath the new Sheridan Boulevard bridge being constructed as part of the West Corridor light rail project. *The Denver Bicycle Master Plan Update (2001)* recommends a future off-street trail connection along Lakewood Gulch to Martinez Park, located southeast of the station at 9th and Raleigh Street. In addition,



There are many problems with the existing condition of Sheridan Boulevard including poor pedestrian conditions.

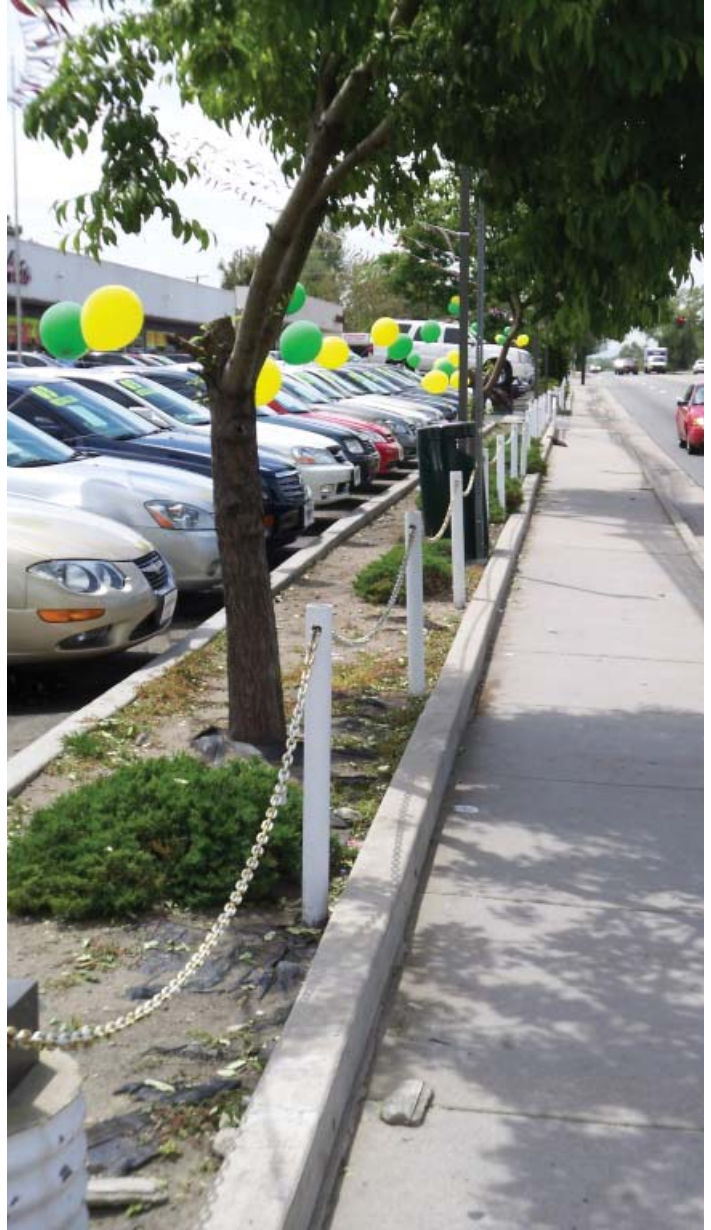
Sheridan Station Area Bicycle and Transit Routes



tion, The D-12 bicycle route is an on-street bicycle route that runs along 10th Avenue through the station area.

Most of the existing sidewalks in the station area are narrow in width. Attached three-foot sidewalks predominate in most of the residential and commercial areas. *The Denver Pedestrian Master Plan* (2004) calls for a minimum 13-foot pedestrian area along streets. The pedestrian area typically consists of a five-foot detached sidewalk and an eight-foot tree lawn. Along transit corridors and busy commercial streets, a minimum 16 foot pedestrian zone is recommended.

With the exception of Sheridan Boulevard, most other streets allow on-street parking. On-street parking is allowed only during limited hours on Colfax Avenue. In addition, most businesses and residential properties provide their own off-street parking.



Sheridan Boulevard, showing a section with a 3' attached sidewalk.



Vision Statement

The Sheridan Station will develop over the coming decades into the vibrant center of a diverse, transit-supportive and economically sustainable urban neighborhood. Residents of all ages, incomes and backgrounds will be drawn to the convenience and amenities of this location.

Improved sidewalks will tie the light rail station with Main Street development on Colfax Avenue a short distance to the north. Development of new housing along Sheridan Boulevard and Lakewood Gulch will allow more people to live near the light rail connecting them to jobs in downtown Denver and Lakewood’s Federal Center. The increased population base will support a variety of new neighborhood retail services near the station and on Colfax Avenue including food stores, dry cleaners, hardware stores, restaurants and child care centers.

Sheridan Boulevard will be transformed by new development and improvements coordinated between Denver, the City of Lakewood and the Colorado Department of Transportation. Buildings on both sides of Sheridan will complement the street and the transit station thanks to the close coordination and cooperation between the cities of Denver and Lakewood. Pedestrian improvements on Sheridan will make walking to the station easy and convenient from the neighborhoods to the south and the north.

Improvements to the street grid along the edge of Lakewood Gulch will allow new buildings to face the park and bring more visibility and activity to this neighborhood amenity. Parents will be able to watch their children play in the park from their front windows, doors and balconies. People from across Denver and Lakewood will use the park’s regional bicycle trail for both transportation and recreation.

10th Avenue will remain an important connection for neighborhoods to the east and west, allowing residents to conveniently walk or bicycle to the station. A new street connection at 13th Avenue will also help to improve access to Sheridan Boulevard for nearby residents.

New development will be high-quality and architecturally interesting with ground floors and building entrances that

open onto the sidewalk, creating a feeling of inclusiveness and activity. Buildings will be of a scale that helps create a sense of enclosure and safety for pedestrians as they walk to their destinations. More intense development will be centered along Sheridan Boulevard, Colfax Avenue and the Lakewood Gulch corridor, transitioning to quieter, interior urban neighborhoods to the northwest and southwest of the station.

The 800 space RTD park-n-Ride will be designed to encourage activity near the intersection of 10th and Sheridan. Opportunities to integrate transit supportive and civic uses with the parking structure will provide a catalyst for change in the area.

Although this is a vision for the future, it shows what can be achieved through coordinated change and investment in transit. To achieve this vision, cooperation between Denver, Lakewood and their regional partners will be necessary to guide the incremental change. Creating a vision is an important first step in identifying goals and methods to achieve them. This vision should guide the future of the area and direct positive change as it occurs over time.

Foundation of TOD Principles

Developing the community’s vision began with the underlying principles of transit-oriented development. Transit-oriented development is a mix of uses at various densities within a half-mile radius, or walking distance, of a transit stop. TOD should create specific areas that integrate transit into neighborhoods and help support lively, walkable and vital communities.

The TOD Strategic Plan defines TOD in Denver and establishes strategies for implementation. In order to succeed, TOD should address these five guiding principles.

- **Place-making:** Create safe, comfortable, varied and attractive station areas with a distinct identity.



Sheridan Station Area

Illustrative Plan

City and County of Denver

February 6, 2008 0 100' 200' 400'



- **Rich Mix of Choices:** Provide housing, employment, transportation and shopping choices for people of all ages, household types, incomes and lifestyles.
- **Location Efficiency:** Place homes, jobs, shopping, entertainment, parks and other amenities close to the station to promote walking, biking and transit use.
- **Value Capture:** Encourage all stakeholders – residents, business owners, RTD and the city – to take full economic advantage of the amenity of enhanced transit services.
- **Portal to the Region:** Understand and maximize the station’s role as an entry to the regional transit network and as a safe pleasant and private place to live.

Opportunities and Constraints

The Sheridan Station has excellent potential for future development because of the strong existing neighborhood base in the surrounding area, the proximity of Lakewood Dry Gulch and the recreational and green space opportunities it brings, the desirability of parcels close to the station for redevelopment near the light rail line, beautiful views to the mountains and downtown along Lakewood Dry Gulch, and consistent access from both Sheridan Boulevard and Colfax Avenue. The City of Lakewood has also planned and rezoned to the west of the station area to allow for transit related uses and higher density with the potential to spur development around the station.

One of the biggest constraints in the study area is the condition of Sheridan Boulevard with its inadequate sidewalks and heavy traffic flow. This street is currently a barrier to pedestrians because of the limited opportunities to cross, particularly near the station. While the new light rail station location will help to solve some of these issues, the street will remain a challenge for pedestrians. The changing conditions highlight the need to create a safer pedestrian environment while preserving the functionality of the roadway for through traffic.

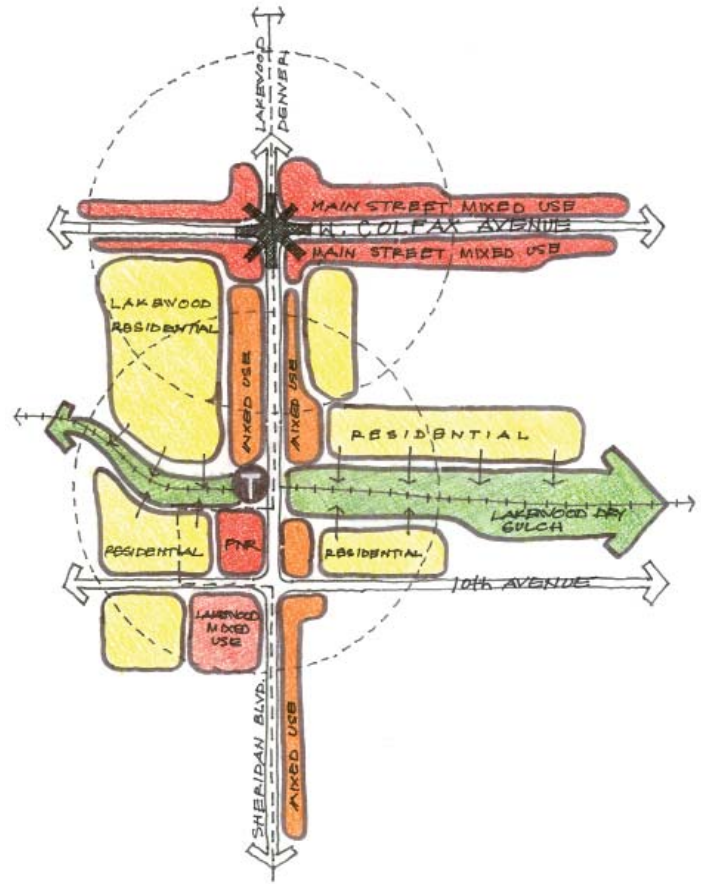
Another constraint that currently exists is the limited opportunity for joint development with RTD’s planned 800 space parking structure. RTD’s current enabling legislation limits the types of uses that RTD can jointly develop on property that it owns. This use restriction currently makes it difficult to pursue mixed-use joint development on RTD property. A change in state legislation would be required to make possible many of the mixed-use, joint development goals that the plan identifies for the parking structure.

Community Needs and Desires

The community around the Sheridan Station includes an active and involved group of citizens. The registered neighborhood organizations include the Villa Park Neighborhood Association and the Sloan’s Lake Citizen’s Group. They have been involved in the *West Colfax Area Plan*, the *St. Anthony’s Hospital Redevelopment Plan*, the West Corridor Environmental Impact Statement process, and the Main Street Zoning for West Colfax Avenue. Because of these previous planning efforts, many citizens are well informed and involved in land use and planning issues in the neighborhood. Many of these same citizens have attended the design workshops and focus groups for the Sheridan Station. With this input, plans have been developed that reflect the vision and desires of the neighborhoods that surround the station.



Above, above right: The community played an active role in the planning process.



Sheridan Station Goals

From discussions with the public and through a series of meetings with the city and other constituents around the station, the following goals were established to develop the concept plan:

- Create strong pedestrian connections between the light rail station and Colfax Avenue along Sheridan Boulevard.
- Create a safe and convenient pedestrian environment in the station area by improving access along and across Sheridan Boulevard from 6th Avenue to 17th Avenue and across Sheridan Boulevard.
- Protect and enhance the existing residential neighborhoods around the station by providing infrastructure improvements.
- Encourage new development near the station that will increase the population base and support neighborhood retail uses.
- Incorporate Lakewood Dry Gulch into the station design and bring new uses to its edge that will increase the number of people along the park and create a safer park environment.
- Develop a station identity within the corridor that reflects the surrounding neighborhoods.
- Enhance pedestrian connections in all directions.
- Provide pedestrian-priority solutions that increase the safety at key streets and intersections.
- Design solutions to provide “eyes on the park” -more visibility of the park so park users feel safe.
- Opportunities for new development should increase housing supply and diversity and preserve affordable housing stock in the area.

These goals form the basis for the land use, urban design and mobility concepts presented in this plan. They also guide the implementation recommendations intended to make the plan vision a reality. These goals form the basis for the land use, urban design and mobility concepts presented in this plan. They also guide the implementation recommendations intended to make the plan vision a reality.

The Plan Concept



Land Use and Urban Design

The land use plan for the Sheridan Station was developed with the community at two public workshops with additional input gathered through small group meetings and stakeholder interviews. The plan reflects the desires of the community and the goals for the project. The station area should support commercial development along Colfax Avenue and use of the light rail by focusing denser residential development opportunities in the station area. While Colfax Avenue will be the focus, the highest densities near the station are planned around the intersection of 10th Avenue and Sheridan Boulevard. The separation of commercial uses on Colfax Avenue from the station and the impact of Lakewood Dry Gulch on neighborhood connectivity both increase the importance of rebuilding Sheridan Boulevard as a more walkable and pedestrian friendly street. New residential development should be placed along Lakewood Dry Gulch, with the highest densities along the gulch, transitioning to lower densities adjacent to the interior neighborhoods.

The plan includes the following priorities:

- **Colfax Avenue:** the Sheridan Station Area should support the Colfax Avenue redevelopment.
- **Lakewood Dry Gulch:** Lakewood Dry Gulch is the main amenity of the area. New uses should front onto the gulch.
- **Sheridan Boulevard from 6th Avenue to 17th Avenue:** Sheridan Boulevard should be the main north/south connector for both pedestrians and vehicles and should support new residential and mixed-use development.
- **10th Avenue and Sheridan park-n-Ride facility:** the new park-n-Ride facility provides an opportunity to create a linkage between development and the station.
- **Mixed income and market rate housing:** the new housing that is provided in the station area needs to include a mix of housing types and incomes.

- Close coordination with the City of Lakewood in the development around the station and for Sheridan Boulevard improvements.

The following pages contain descriptions of the land use concept components. Section lines on the land use concept map correspond to the street cross section views.

Land Use Plan Components

Mixed Use Development (4-7 Stories)

The mixed use areas contain the highest-intensity of use and are located directly adjacent to the light rail station focused around the intersection of 10th Avenue and Sheridan Boulevard. The intent is to provide active ground-floor uses, such as retail, and encourage higher density residential or employment uses in the upper levels directly around the station. South of Lakewood Gulch, mixed-use development of 4-7 stories could develop from Sheridan Boulevard east to Xavier Street. East of Xavier, lower density urban residential is planned between Xavier and Wolff streets.

Station Residential (3-5 Stories)

Station residential uses are focused along the north side of Lakewood Dry Gulch and will provide the “eyes on the park” that were desired by the community. This area would be residential without any retail or commercial uses on the ground floors due to the location and limited frontage and access for those types of uses.

Townhouse Residential (2-3 Stories)

The urban residential uses are intended to be a transition use between the higher densities around the station and Lakewood Dry Gulch and the existing neighborhoods. These uses should be predominantly townhouses with tuck-under parking behind the units, or some other type of attached unit with parking accessed from an alley.

Existing Urban Neighborhood Areas

The areas outside the colored portions of the map should retain their existing character as urban neighborhoods through reinvestment. These urban neighborhood areas were defined in the 2006 *West Colfax Plan* as consisting of a “range of development intensities” with “housing options appropriate for a central city location including single-family houses, carriage houses, duplexes, apartments, townhomes, row houses and condominiums.”

City of Lakewood Zoning

Through a separate planning process in 2006 and 2007, the City of Lakewood developed a land use plan and new zoning for property within their jurisdiction on the west side of Sheridan. The Lakewood plan calls for higher density around the station with their station core located at the southwest corner of Sheridan Boulevard and 10th Avenue. Lakewood proposes commercial uses along the west side of Sheridan, with medium and lower density residential to the west to Depew Street that transition in size and scale to the existing neighborhood.

Lakewood Dry Gulch

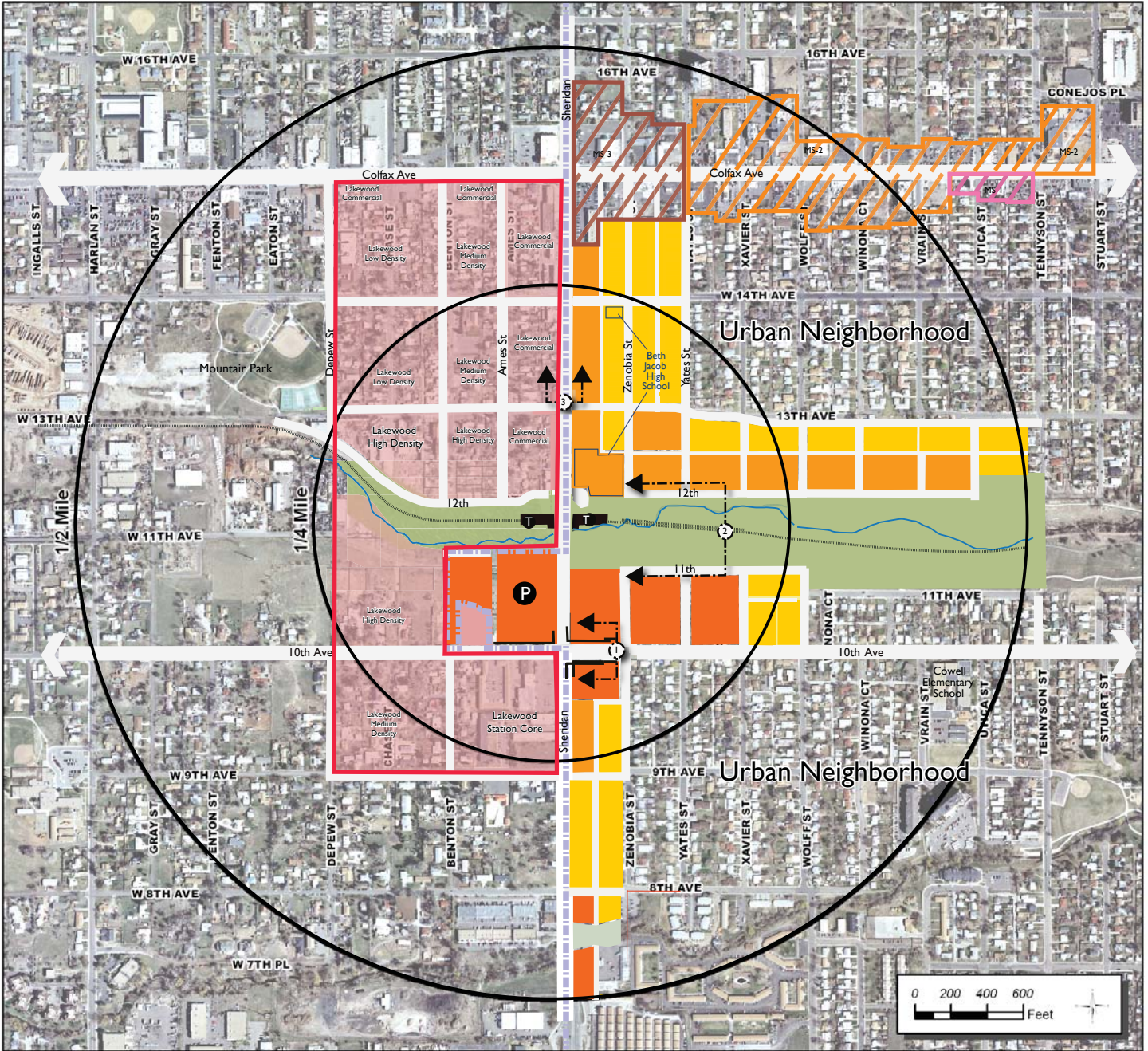
Lakewood Dry Gulch is the primary physical asset of the station area and the community. It is currently open space owned by the City and County of Denver and should be changed to a city park designation once the West Corridor Line opens in 2013. Improvements in the gulch should include trails and additional landscape and pedestrian improvements such as pedestrian crossings, signage, and lighting where required and as identified in the *Lakewood Dry Gulch Park Concept Plan*. The gulch is located at a low point in the station area, with slopes to the north and south. This creates views of the mountains and downtown from the perimeter of the gulch. Residential development along 11th and 12th Avenues should take advantage of the topography and views provided by the gulch. These streets will provide better access and visibility to this currently hidden asset.

RTD Light Rail Station and park n-Ride

The new light rail station on the West Corridor will be located between 11th Avenue and 12th Avenue, directly adjacent to the north side of Lakewood Dry Gulch. The station platform will be below a new bridge at Sheridan Boulevard (part of the FasTracks project). Access to the platform will be located on each side of Sheridan via stairs and elevators. A small plaza will be built with the station below the new Sheridan Boulevard bridge. The parking structure for the park-n-Ride will be located on the south side of Lakewood Dry Gulch, west of Sheridan Boulevard and north of 10th Avenue. The parking structure will be accessed from both Sheridan Boulevard and 10th Avenue connecting to the light rail platform under Sheridan Boulevard and will include approximately 800 parking spaces. RTD is issuing an RFP for a private partner in a joint development project that will encourage ancillary development within the parking structure that is within the constraints of RTD’s enabling legislation. Station-oriented convenience retail or a civic use is envisioned along the first floor to “wrap” the parking structure to promote street activity on 10th Avenue and Ames Street.

West Colfax Avenue

A plan for West Colfax Avenue was adopted by the Denver City Council in 2006, followed by legislative rezoning of parcels to Main Street zoning in 2007. The plan recommends mixed-use development with buildings oriented to the sidewalk. The intensity of the Main Street zoning categories differ along Colfax Avenue through the station vicinity, with the greatest intensity (MS-3) at the Colfax and Sheridan intersection. The Colfax corridor should contain some of the most intense retail and employment uses in the station area, complementing potential new development opportunities directly adjacent to the station. Tying Colfax Avenue to the station area will be of critical importance to support the development goals of the plan.



Sheridan Land Use and Urban Design Concept

Proposed Land Use

- Mixed Use
- Station Residential
- Townhouse Residential
- Parks, Open Space and Drainageways

Existing Plans and Zoning

- Lakewood Station Plan
- Existing Main Street Zoning MS-1
- Existing Main Street Zoning MS-2
- Existing Main Street Zoning MS-3

Area Features

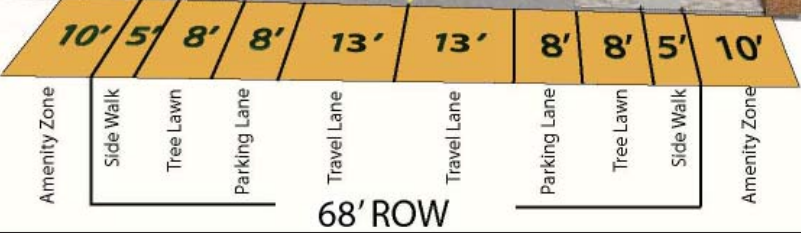
- West Corridor Light Rail Line
- Light Rail Station
- Denver / Lakewood Boundary
- RTD Parking Structure
- Active building street frontage
- Section Lines



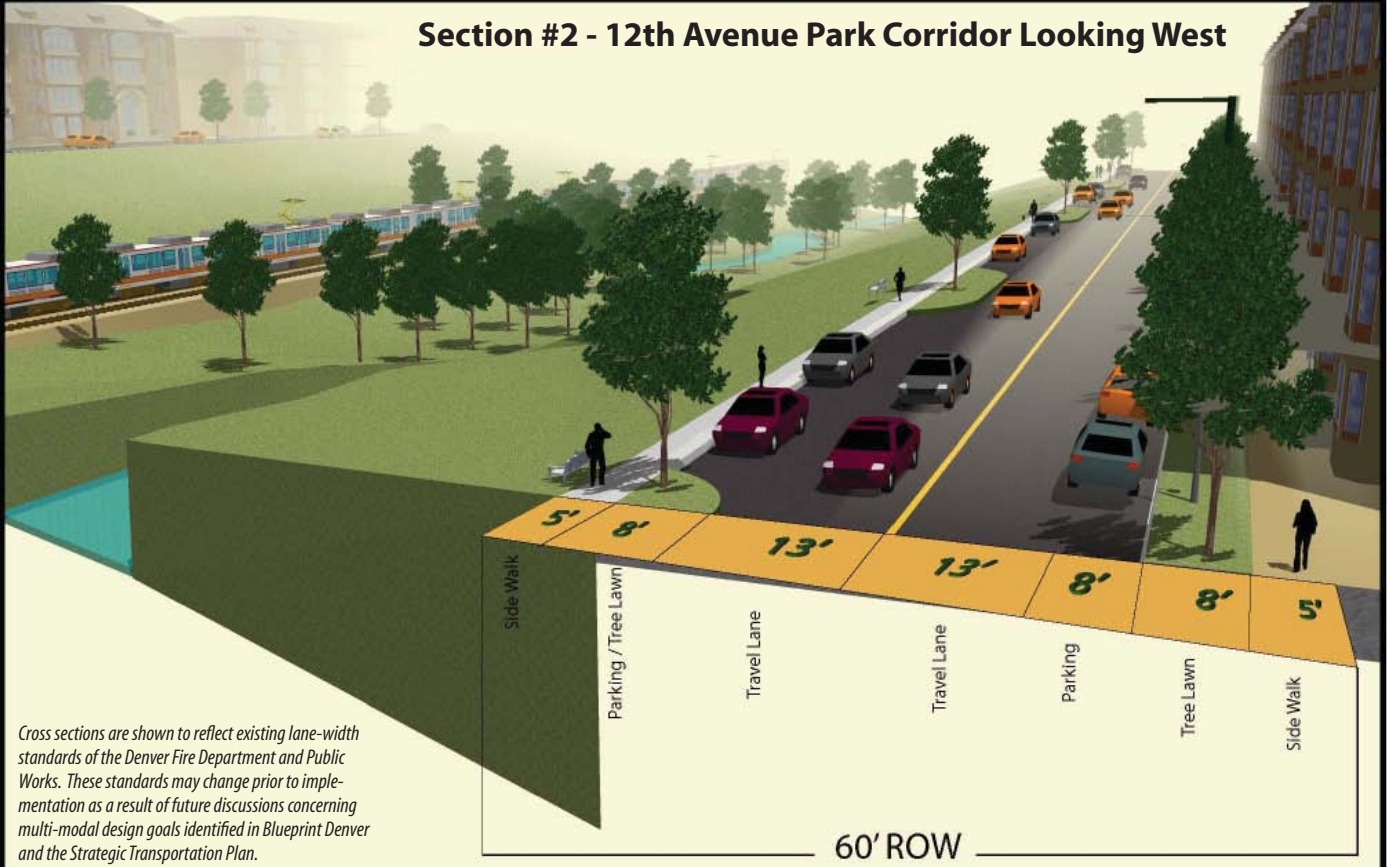
Section #1 - 10th Avenue Mixed Use Cross Section



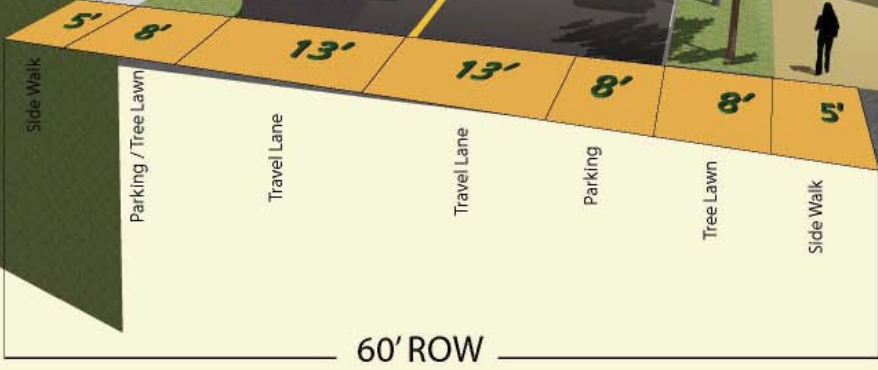
Cross sections are shown to reflect existing lane-width standards of the Denver Fire Department and Public Works. These standards may change prior to implementation as a result of future discussions concerning multi-modal design goals identified in Blueprint Denver and the Strategic Transportation Plan.

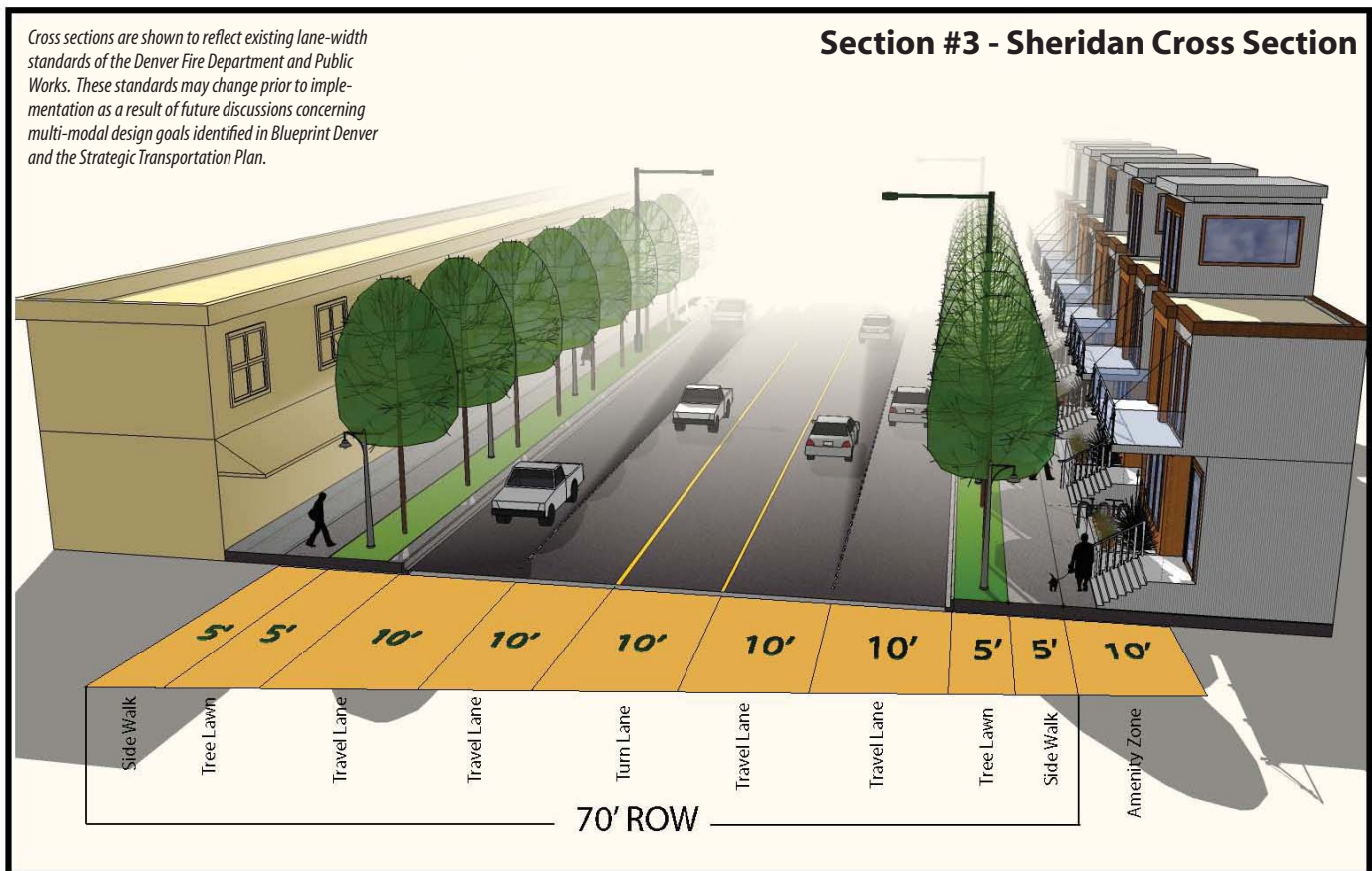
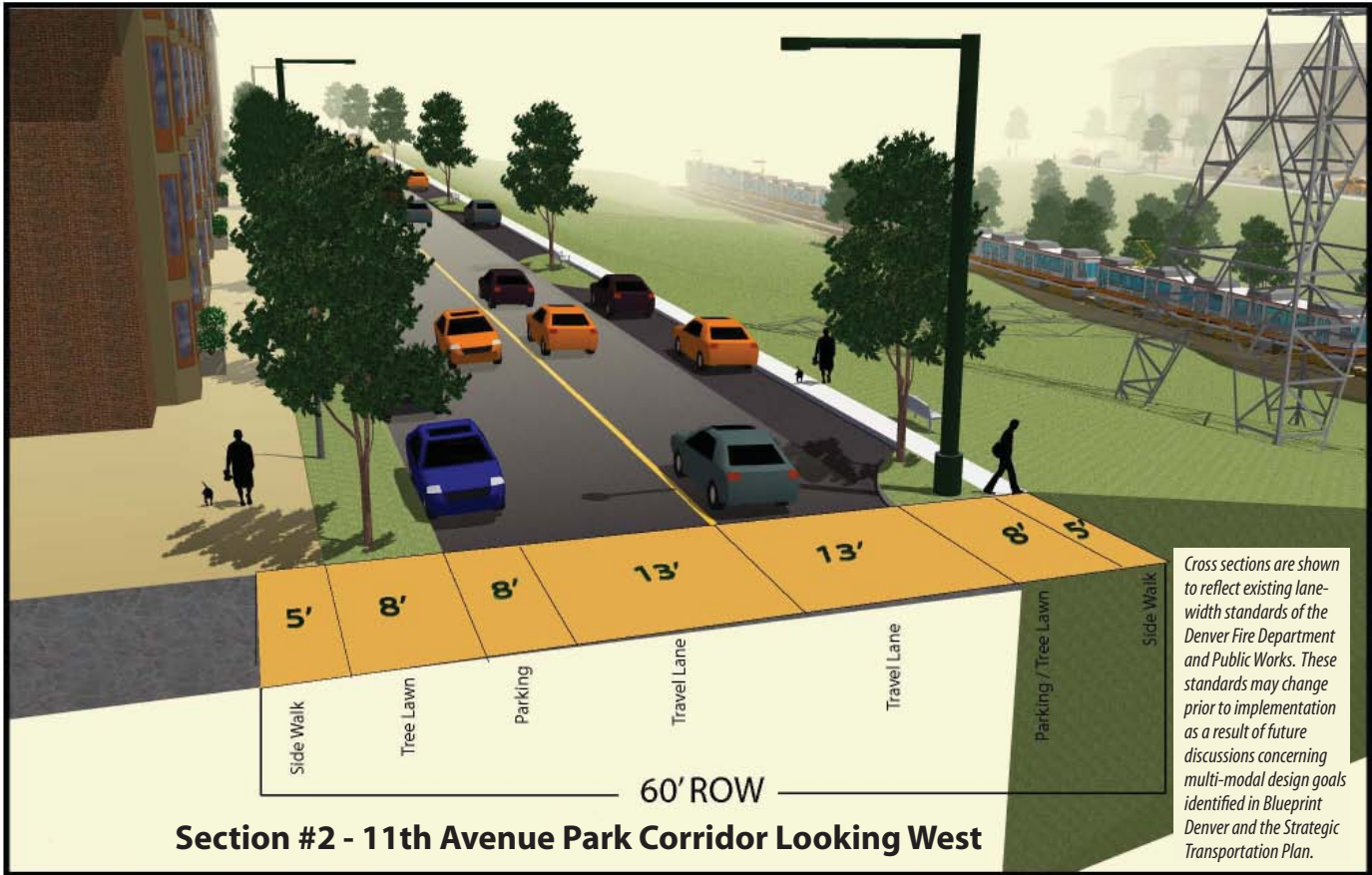


Section #2 - 12th Avenue Park Corridor Looking West



Cross sections are shown to reflect existing lane-width standards of the Denver Fire Department and Public Works. These standards may change prior to implementation as a result of future discussions concerning multi-modal design goals identified in Blueprint Denver and the Strategic Transportation Plan.





Sheridan Station Area Development Summary

Note: The development program is based on a market analysis (BBPC Market Study 2007) and represents anticipated development through the year 2030. The actual amount of development may be more or less than shown below. Future development projections assume an average unit size of approximately 1,200 sf, average household size of approximately 3, and an average of approximately 300 sf per employee and a residential vacancy rate of 5.7 percent.

	Total Estimate
Residential square feet	3,223,500
Retail square feet	206,000
Offices square feet	215,000
Housing Units	2,550
Population	7,650
Employees	1,400



Transit-oriented development examples of a scale appropriate for the Sheridan Station



Urban Design Plan Components

This section addresses the physical appearance and form of station area development identified in the land use plan. This perspective is drawn from street-level views of primary streets in the station area. This section addresses how the uses will physically fit together and within the larger neighborhood to create a pedestrian-scaled environment for new development around the station.

Build-To Lines and Set-Back Ranges

Build-to lines and set-back limits are tools that help address the way buildings and front entrances connect to the sidewalk. The first-floor uses surrounding the intersection at 10th Avenue and Sheridan are intended to be active retail or commercial. This presence should include frontages and building facades that extend to the right-of-way with minimal setbacks. The frontages on 10th Avenue extending east and west of this intersection should be similar in form to create a common zone so that the buildings work together to define the street space. Set-backs of ten feet or less are recommended on 10th Avenue between Xavier and Sheridan, and between Sheridan and the parking structure and mixed uses west of Sheridan. These streets should include eight-foot tree lawns and five-foot sidewalks or a continuous 13-foot sidewalk to create desirable space for the pedestrian. Where the concept plan calls for multiple-family residential uses, buildings should be set-back between 0 and 12 feet from the street right-of-way.

The privately-owned set-back areas will be reserved for an amenity zone, where building walk-ups, landscaping and patio uses should be encouraged.

Parking

RTD will be constructing a large parking structure on the northwest corner of 10th Avenue and Sheridan Boulevard that will provide parking for users of the light rail system. Surface parking and structures should be located behind buildings along the 10th Avenue mixed use corridor. If a parking garage is built along 10th Avenue, it should include active ground floor uses and should adhere to the guidelines set by the form and massing section. Architecture and wrapping of the parking structure should hide the parking from pedestrians on all street faces and the Lakewood Gulch.

Form and Massing

Form and massing refer to the overall bulk, shape, and structure of a project or projects. The form and massing of new development in the Sheridan Station Area should relate to the existing scale of development on existing blocks where they adjoin. When possible, architectural elements in new buildings should complement and draw from positive examples found in existing buildings in the immediate neighborhood. The massing of buildings within the station area should strive to create street-building proportions that create a comfortably scaled pedestrian environment. In general, the proportion of street width to building height should be 3:2. This ratio will help to create a section that encloses the public space and gives it a human scale. Below is the suggested street width to building height proportion for prominent streets within the conceptual plan. Notice that as the street width increases the building height grows.

Access to sunlight along 10th Avenue will help to create an inviting urban environment, especially in the short days of winter. One option to help the larger buildings fit into the neighborhood is to step back or vary upper stories above the 53’ recommended building height. These step backs and variations will help ensure that the street and surrounding uses receive natural light.

Street	Street Width	Recommended Building Height to Cornice
10th Avenue between Xavier and Benton	80'	53'
Ames Street Between Dry Gulch and 10th	60'	40'
Zenobia between Colfax and 12th Avenue	60'	40'
Yates between 11th and 12th	60'	40'

Differences in massing and form create a hierarchal order in which more important streets in the development have taller structures and a slightly wider right-of-way. Priority streets such as 10th Avenue within the concept plan should strive to create an urban environment that provides the pedestrian with a sense of place and activity. The smaller widths for ROW’s and elements such as private landscaping, porches

and stoops in residential areas notify the pedestrian of a less active place with a more residential character.

Active Edges

The intent of this plan is to create a seamless connection to the neighborhood—to enliven, complement and relate to the neighborhood. North of Lakewood Gulch, Yates and 13th Avenue serve as the transitional streets between the proposed town homes of 2-3 stories and the existing single-family neighborhoods. South of the gulch, 10th Avenue and Zenobia Street form the edge of the proposed station redevelopment. It is important that the urban form and architecture of new residential development does not turn its back on the existing single-family residential, and that the scale responds to the existing street scale. To ensure opportunities for active, ground-floor uses such as retail, ground floor ceiling heights in new buildings should be no lower than 14 feet. Where new densities and land uses are suggested, the transition to the existing neighborhood should be actuated at the alley. When transitions are created across the street, the neighboring forms should be within a reasonable scale of each other. Where new streets and street alignments are created they should connect to the existing Denver grid. By creating connections to the existing street network, the station area will reinforce pedestrian access and connections to the surrounding neighborhood.

Required Building Entries

Primary entrances to residences and businesses should be located on active street edges (sidewalks) to promote pedestrian activity at street level. Entrances to the residential units along Sheridan should be offset from the sidewalk through stoops and porches. This creates a private porch area while maintaining a desirable pedestrian scale and appropriate transition from the public realm to the private. Alleys should provide vehicular access to new developments in the area, following existing norms already established within the neighborhood. Rear-loaded residential structures will also frame a street environment that values the pedestrian by allowing for interesting landscapes and architectural forms. Where street access for garages is the only option, side driveways with rear garages should be encouraged.

Architectural Character

The architecture of new development should include durable, high-quality materials. Materials should include stone, brick, or other sustainable materials which are in the tradition of Denver neighborhoods. Diversity in architectural forms is important for creating an interesting urban environment. However, the orientation of these structures to the public realm should be consistent and follow the directives set by the massing, entry, and build-to sections. Where a mixed-use pedestrian-scaled street is planned, a substantial level of building transparency should be encouraged. Windows and entrances invite the pedestrian to explore the street, creating interest and street activity.

Open Space Systems

Lakewood Dry Gulch divides the station area into two sections; north and south. The station area plan recommends that 11th and 12th Avenues continue along the open space corridor. New development, which will be positioned with front doors facing Lakewood Dry Gulch, will help activate the park. This development will frame the green corridor and provide more security to users of the amenity. Both 11th and 12th Avenues should be constructed to similar standards set forth by the City of Denver’s Department of Public Works for local streets and should provide detached sidewalks, street parking and a build-to line of six feet. Detached sidewalks and street amenities should occur on the park side of these streets.

Streetscape and Gateway Features

Streets should have detached sidewalks and tree lawns to create a more active and safe street environment for the pedestrian. Areas with very high pedestrian activity, such as commercial areas, may require a continuous attached sidewalk with trees in grates. Buildings will front the pedestrian priority streets to create a more intimate pedestrian experience. Gateways providing a sense of arrival to the TOD district are proposed at the intersection of Sheridan and Colfax and the intersection of 10th Avenue and Sheridan, both of which will be higher in density than surrounding uses. The presence of these two station “book-ends,” approximately a half-mile apart, will signal to the pedestrian and motorist that they are entering a unique area within the larger neighbor-

hood. Streets should create “qualities that engage the eyes,” such as regular landscape forms and public amenities.

Public art is proposed along Sheridan Boulevard north and south of the station as a means of slowing traffic and announcing the station. Signage is also recommended within Lakewood Dry Gulch to announce the presence of the station to bicyclists, pedestrians and open space users.

Street cross sections should be based upon approved city standards outlined in *Rules and Regulations for Standard Right-of-Way Cross Sections and Utility Locations*. New streets within the station area should reinforce the existing City of Denver grid system, helping to create more logical and direct vehicular and pedestrian wayfinding in and out of the station area.

Residential Scale Urban Design



- 60' Right of Way
- 8' Tree Lawn
- Cornice to Achieve Building Height
- Transparent Surfaces at Street Level
- Alley Loaded Auto Access (Attached or Detached)
- 5' Detached Walks
- On Street Parking
- 6' Amenity Zone
- Unit Access on Street

Sheridan Boulevard Urban Design



- 110' Right of Way
- 12' Tree Lawn
- Transparent Surfaces at Street Level
- Parking Facilities at Rear of Structures
- 8' Detached Walks
- 10' Amenity Zone
- Unit Access on Street
- Varied Cornice Heights
- Active Ground Floor Use
- Pedestrian Amenities
- Pedestrian Scale Light Fixtures

Mixed Use Scale Urban Design



- 80' Right of Way
- 8' Tree Lawn
- Corner Building Architectural Elements
- Transparent Surfaces at Street Level
- Parking Facilities at Rear of Structures
- 5' Detached Walks
- On Street Parking
- Unit Access on Street
- Stepped Back Upper Floors
- Active Ground Floor Uses
- Pedestrian Amenities
- Pedestrian Scale Light Fixtures

Circulation and Mobility Plan

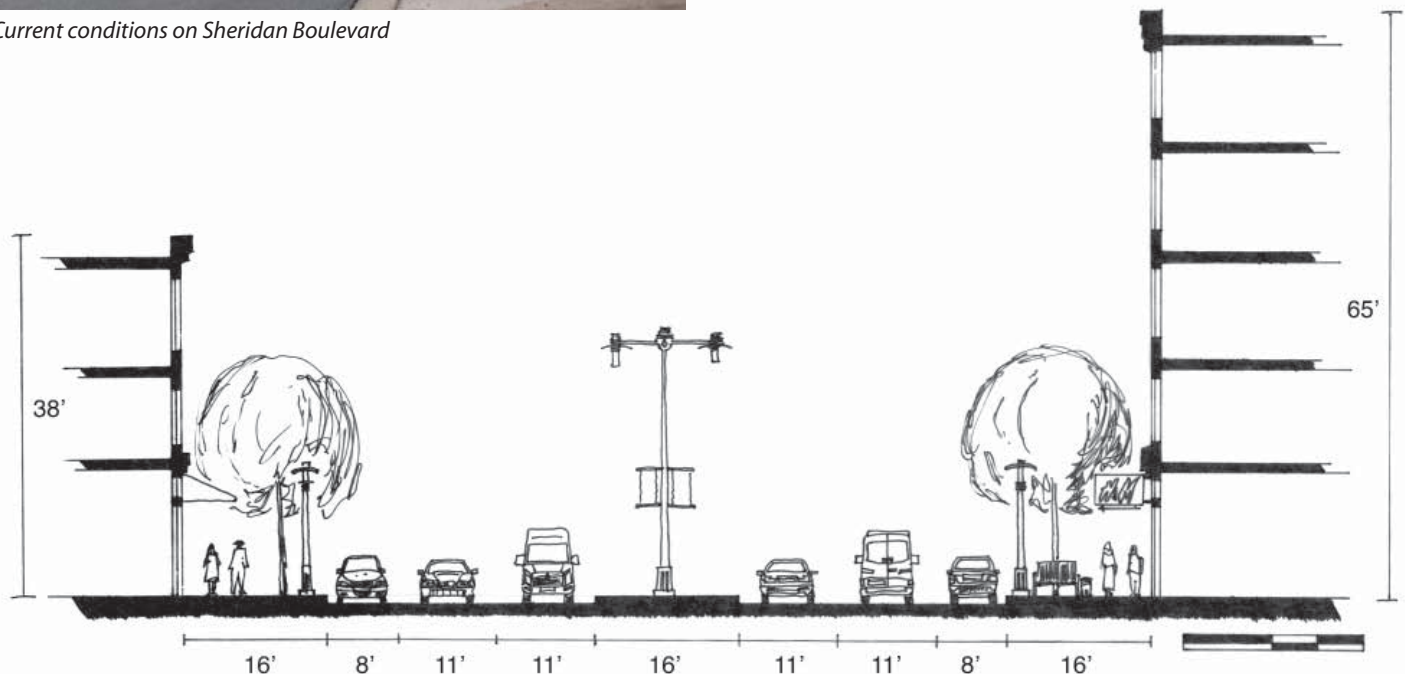
The circulation plan identifies the key connections for vehicles, pedestrians and bicycles throughout the station area. The streets and intersections with the highest intensities of land use require the most attention. Colfax Avenue and Sheridan Boulevard are the major arterials in the station area. 10th and 14th Avenues serve as east/west collector streets around the station. New local street connections are proposed along the edge of Lakewood Gulch to complete the street grid and provide more access and activity along the park's edge. Cross sections for the street types can be found in the urban design section.



Current conditions on Sheridan Boulevard

Colfax Avenue

Colfax Avenue is the primary east/west arterial in the area and is located approximately three blocks north of the station. Colfax Avenue is also a CDOT facility designated U.S. Highway 40. Colfax Avenue carries approximately 35,000 vehicles per day. The right-of-way for West Colfax near Sheridan varies between 80 and 90 feet in most places. The current cross section includes four through-lanes and a center turn-lane. The south side of Colfax has on-street parking and on the north side there is a part time parking lane that converts to a drive lane in the afternoon peak travel time. The West Colfax Plan identifies Colfax Avenue as a pedestrian priority street with mixed land uses. According to the West Colfax Plan, the desired future cross section for Colfax would include a 16 foot pedestrian zone with sidewalks and street trees and on-street parking on both sides of the street.

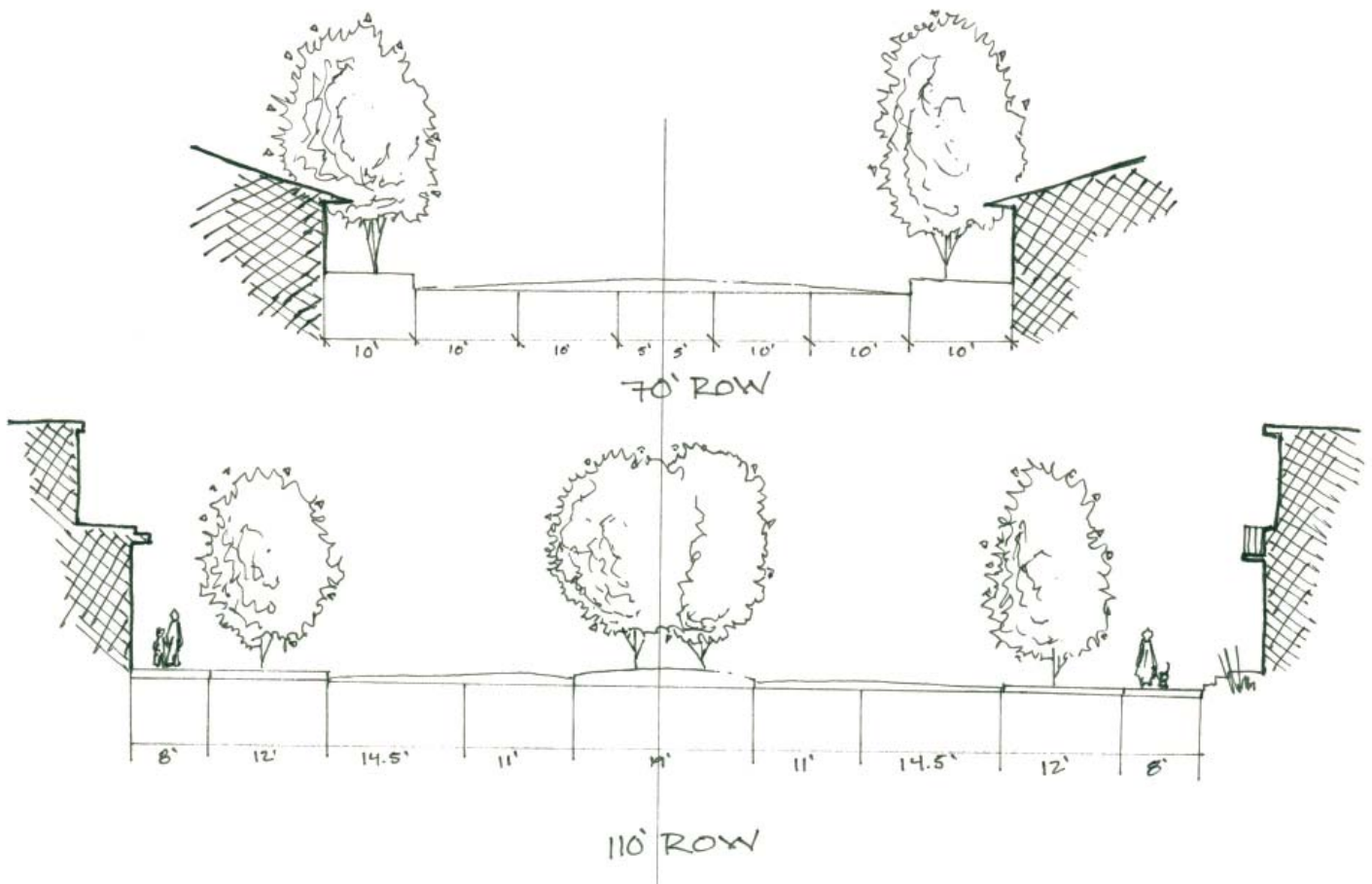


Sheridan Boulevard

Sheridan Boulevard is the key north/south arterial and is currently four lanes with a continuous center turn lane and some attached sidewalks in a 70' existing right-of-way. Sheridan Boulevard carries approximately 40,000 to 50,000 vehicles per day. Sheridan is a Colorado Department of Transportation (CDOT) facility designated State Highway 95. Because of its important role in connecting the station to Colfax Avenue, Sheridan should be a priority street for pedestrian improvements.

At this time, the City and County of Denver and the City of Lakewood intend to maintain Sheridan Boulevard with four-lanes of through traffic. Sidewalk improvements should be added to the existing street by providing a 10 foot pedestrian zone within the 70 foot right-of-way. Pedestrian improvements should stretch from 6th Avenue (north of the highway interchange) all the way north to 17th Avenue. Over the long term, the total right-of-way for Sheridan Boulevard would need to increase from 70' to 110' to meet Denver's standard cross section for a four-lane arterial street. However, Sheridan should first be examined as part of a joint corridor study between the City of Lakewood, City and County of Denver, and the Colorado Department of Transportation.

Sheridan Boulevard cross sections for both the existing 70' right-of-way and desired 110' right-of-way



10th Avenue and 14th Avenue

10th and 14th Avenues serve as east/west collector streets around the station with on-street parking and detached sidewalks. These streets intersect with and will have signalized intersections at Sheridan Boulevard. These streets will be key to linking neighborhood residents with the station and are also designated as pedestrian priority streets in the plan.

The intersection at 10th Avenue and Sheridan Boulevard should be improved with wide sidewalks, crosswalks and pedestrian signals to allow pedestrians to cross safely. The four blocks that surround the intersection will be concentrated with higher density uses, including Lakewood’s proposed station core area at the southwest corner of 10th Avenue and Sheridan Boulevard.

New Streets

Currently, 11th Avenue and 12th Avenue do not exist adjacent to Lakewood Dry Gulch. A key element of this plan is to build these local streets to provide better access to Lakewood Dry Gulch and frontage for new residential development that will bring more activity and visibility to the park.

The proposed cross sections for 11th and 12th Avenues would include onstreet parking on the side of the street with buildings and parking bulb-ins between the street trees along the park edge. This will allow for the required 25 feet of clearance for fire vehicles on streets with higher density development. The alignment for a new 12th Avenue would follow the alignment of the existing Wells Place between Utica and Zenobia. 11th Avenue would be at the same alignment as the existing 11th Avenue and run between a new Wolff Street and a Zenobia Street connection north of 10th Avenue.

A new intersection is proposed at 13th Avenue and Sheridan Boulevard to provide more direct access into the neighborhoods. This access will provide the necessary circulation (ingress and egress) for the residential units along Sheridan Boulevard and will also provide better access to the north side of Lakewood Gulch. Right-of-way acquisitions and improvements will need to be made to 13th Avenue between Sheridan Boulevard and Zenobia Street, Zenobia Street to Yates Street, and Winona Street to Vrain Street to complete 13th Avenue as a through street.

Other Local Streets

Other local streets in the area include the north/south streets of Zenobia, Yates, Xavier, Wolff, Winona, Vrain, Utica and Tennyson. These streets are primarily residential streets with detached sidewalks. These streets should be designed to slow down traffic where possible to provide a safer, more comfortable pedestrian environment and strong connections to the light rail station. The other east/west Avenues include 8th, 9th, and 13th Avenues. These streets do not have houses that front onto them.

Bus Connections

There are currently four bus routes that serve the Sheridan Station Area. The east/west routes are the 9 on 10th Avenue and the 16 and 16L (limited) on West Colfax Avenue. The primary north/south bus route is the 51, which runs on Sheridan Boulevard. These routes will stay in place once the West Corridor light rail is operational. Currently, RTD has no plans to increase bus service in the area but may examine future service increases following the opening of the West Corridor. Buses will stop on the new Sheridan Bridge with passengers accessing the station below the bridge using stairs and elevators.



Local bus service will play an important role in tying the station to surrounding neighborhoods.

Bicycle Improvements

The Lakewood Dry Gulch regional bike trail (D-10) extends from the South Platte River trail to the Lakewood city limits. This trail provides an east-west pedestrian/bicycle corridor through the station area. Three pedestrian bridges, consistent with the City and County of Denver’s Parks *Game Plan*, are proposed across Lakewood Gulch at Yates, Wolff and Tennyson streets. These pedestrian bridges, along with pedestrian improvements extending north and south from these streets, will serve to knit the two neighborhoods together. Wolff Street serves as a neighborhood bicycle route between 10th Avenue and Sloan’s Lake Park. Tennyson Street should also serve the north/south bicycle movements and

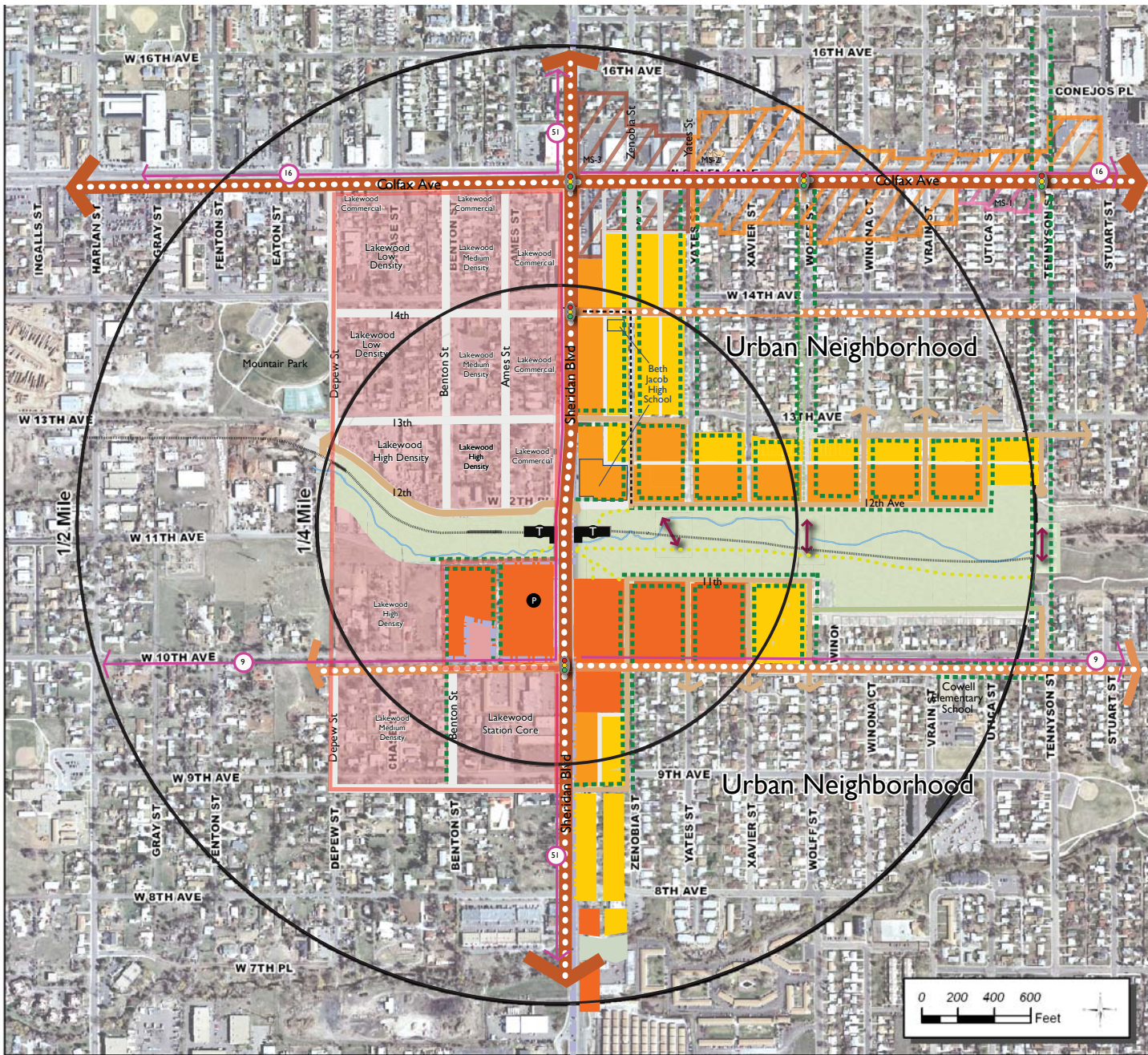
this street should be designated as a neighborhood bicycle route in the future.

The on-street bicycle trail on 10th Avenue (D-12) will remain with the proposed improvements to the area. The proposed cross section on page 19 shows shared bicycle indicators or “sharrows” for the traffic lanes on this route.

Access to the light rail station will be via stairs and elevators to the station located directly below Sheridan Boulevard. These improvements will be on both sides of the street. Pedestrian and bicycle connections will also be provided directly from the Lakewood Dry Gulch trail to the station platform and plaza below Sheridan Boulevard.



Design of streets should consider all modes of transportation



Sheridan Circulation Concept



Proposed Land Use

- Mixed Use
- Station Residential
- Townhouse Residential
- Parks, Open Space and Drainageways

Existing Plans and Zoning

- Lakewood Station Plan
- Existing Main Street Zoning MS-1
- Existing Main Street Zoning MS-2
- Existing Main Street Zoning MS-3

Area Features

- West Corridor Light Rail Line
- T Light Rail Station
- Pedestrian Imp rovements
- Major arterial
- Pedestrian Priority Street
- Collector
- Denver / Lakewood Boundary
- New Local Street or Connection
- Recreational Trail / Bike Vá y
- Pedestrian Bridge
- 9 Signalized Intersection
- P RTD Parking Structure
- 9 Bus Routes
- On-street bike routes

Parking

Parking and Development Capacity

The economic success of TOD projects requires sufficient parking. But just as too little parking will create economic problems, so will too many spaces. Since Denver’s TOD policy seeks to maximize the number of units around its stations and maximize those units’ affordability, it will be important to ensure parking does not consume too much of the buildable square footage in TOD projects.

Parking and Walkability

Walkability is a key measurement of the quality of public space. In addition, ridership at rail stations increases as the quality of the pedestrian environment improves in the station area. Research findings have shown that transit commute shares increase with pedestrian-oriented design of neighborhoods around rail stops. For these reasons, it is important that the design of parking not create barriers – real



Belmar’s Block 7 Studios and Galleries demonstrates a flexible approach to activating parking structures

or perceived – to pedestrians. Denver has already established design guidelines for parking downtown and on main streets, such as Colfax Avenue, requiring that parking structures have active ground floor uses rather than blank walls or surface parking lots along streets.

Parking and Trip Generation

Properly managed and located parking can lower automobile usage. In auto-dependent areas, the size of different land uses is the best predictor of automobile traffic. Where there are transportation choices, however, automobile trip rates become highly variable. In these locations, parking supply is a more effective predictor of auto trips, provided this supply is properly managed to ensure adequate availability at all times. In such locations, more parking means more traffic.

Parking as an Economic Asset, Not an End in Itself

The high prices people pay to park in Lower Downtown are a testament to the value of parking near mixed-use, compact and pedestrian-oriented development. But not all spaces have the same value. In all mixed-use districts, some parking spaces are more desirable than others. Left to market forces, the more desirable spaces would command higher prices and vice versa. When parking is underpriced, the city incurs all the burden of operating and maintaining it while incurring reduced financial benefits of controlling it. More importantly, underpriced parking reduces customer convenience, with the best spaces quickly filled by the lucky few. While underpriced parking results in direct loss of revenue to the city, the indirect costs are even higher if shoppers and developers are deterred by a lack of convenient parking.

In Denver, most on-street metered parking currently costs \$1 an hour, regardless of location or demand patterns. In high-demand areas, the result is that parking utilization regularly exceeds 95 percent, resulting in added search traffic and customer inconvenience. This in turn leads to poorer business performance and greater traffic congestion and pollution.

New Approaches to Parking

Historically, “solving the parking problem” almost always meant increasing supply. But planners have begun to acknowledge that there are many different types of parking problems, and many different solutions. The majority of

the parking for transit at the station area will be provided through a 800 car parking structure at the northwest corner of 10th Avenue and Sheridan Boulevard. The parking in this facility will be a mix of parking for the transit users and parking for the mixed used development within the parking structure itself. This parking structure should be “wrapped” with development to provide an active frontage on the facility. Parking for local retail uses that front onto 10th Avenue will need to be conveniently located either within the parking structure or along the street. The details of this facility will need to be coordinated with the City of Denver as RTD examines its options.

The amount of parking required for new development is currently determined by the City of Denver Zoning Code depending on the use. Parking at the Sheridan Station could be reduced however, depending on the tenant mix, the quality and accessibility of the local transit (bus, light rail, bicycle and pedestrian), trip reduction requirements or incentives, mode split calculations, residential demographics, site condi-

tions and other local factors. Surface parking lots should be avoided within the station planning area. One of the many benefits of transit in this area is the potential to reduce the amount of parking for new development because of its close proximity to transit and the possibility of shared parking opportunities presented by the new RTD park-n-Ride.

After the opening of the West Corridor in mid 2013, parking within the area will need to be reviewed and monitored to assess the impact of the station. Further parking regulations within the neighborhood may need to be implemented. These regulations may include maximum parking durations in some areas or the development of a shared parking program for the park-n-Ride facility. Other tools for parking implementation should include:

- Unbundling of parking, particularly for residential uses—having parking sold or rented separately from the housing unit
- Real time parking information systems
- Placement of driveways and curb cuts to access parking
- Parking signage and way-finding
- Vehicle trip reduction incentives (Ecopass. etc)

Additional study will be required to determine how the various TOD parking strategies outlined in this station area plan may be implemented. This should be done in conjunction with a broader city-wide analysis of parking.



Examples of parking signage and way-finding

Economic Opportunity

FasTracks brings to the Denver region an unprecedented opportunity to promote and facilitate transit-oriented higher density, mixed-use residential and commercial development. To identify, leverage, and maximize these opportunities, the city commissioned a *TOD Economic Analysis and Market Study* completed by BBPC. The primary goal of the *TOD Economic Analysis and Market Study* was to provide the city with an assessment of TOD potential at the regional, corridor, and station area levels through analysis of short- and long-term demand (e.g. demand in 2015 and 2030). Conducted in coordination with station area planning efforts, the market study helped to better align station area plans with existing and future market realities and dynamics. The overall objectives of the *TOD Economic Analysis and Market Study* were to forge a better understanding of the economic context in which the city may plan for TOD, and to develop specific recommendations regarding the amount, type, mix, and intensity of uses appropriate for selected station areas.

Existing Market Conditions

The Sheridan Station Area occupies a unique position at the border of two jurisdictions –Denver and Lakewood. The station area features residential neighborhoods and the Lakewood Gulch open space, part of a future regional trail and park system. Residents of this station area can walk to some retail goods and services along Colfax, which is located just north of the station site.

The Sheridan Station Area has a larger household size compared to that of the city and the region. Residents outnumber jobs at a scale of nearly 4 to 1. Station Area household income is lower than that of the city and one-and-a-half times lower than the region. It is primarily a Hispanic neighborhood with a higher percentage of residents engaged in blue collar occupations than the average for the city or region, and has a higher than average unemployment rate.

The majority of built space in the Sheridan Station Area is residential. Commercial uses include approximately 100,000 square feet of retail space, the majority of which is clustered along Colfax Avenue. The retail vacancy rate for this station area as of the first quarter of 2007 was 11 percent. Office

space is relatively limited in the station area, with less than 15,000 square feet of class B and C office space. Though office space is limited, it experiences 100 percent occupancy. More information on existing demographics and land uses for the Sheridan Station Area can be found in “the Community” section in the supporting documentation of the plan.

Future Market Demand

The Sheridan Station Area is envisioned to expand its existing housing stock and become a distinctive mixed-income neighborhood with pedestrian-friendly retail streets (“Main Streets”) over the long-term. As part of the trend toward a mixed-use and mixed-income neighborhood, private investment will likely drive increased construction of additional housing and retail services near the station adding more people and jobs while allowing existing residents to benefit from the new station area amenities.

The addition of new residential units will support the introduction of new community-serving retail focused along West Colfax Avenue and near the intersection of 10th Avenue and Sheridan. This area of West Colfax may find precedent in the successful revitalization of sections of East Colfax Avenue. Future retail expansion efforts should conform to the targeted Main Street character for Colfax Avenue, and should be encouraged through investment in improved pedestrian and transportation linkages between the station and Colfax. New development could pay homage to the area’s ethnic diversity and historical past. New, small-format ethnic food stores could develop near the station area along Colfax Avenue and Sheridan Boulevard, and community service and office employers could enhance employment opportunities and job training possibilities in the community. Further, joint development opportunities involving the station’s park-n-Ride could expand the station core development area identified for mixed-use commercial development in the City of Lakewood’s station area plan.

Three redevelopment scenarios have been projected for possible net new development in the 1/2 mile radius around the platform based on current market trends and land capacity. The first two scenarios, modest and moderate, are based

on projected market conditions over the next 15-20 years and call for 1.2 to 1.5 million square feet of development. The third, maximum capacity, is based on land capacity and identified an additional 1.9 million square feet of potential development if all underutilized sites were redeveloped to their maximum allowable square footage. As shown in the chart below, there is projected to be more demand for office than would be available under current zoning capacity.

Future redevelopment scenarios—Net square feet of development	Residential	Office	Retail
Capacity	1,390,000	210,000	320,000
Modest	850,000	200,000	100,000
Moderate	1,000,000	320,000	150,000

Source: BBPC Market Study, 2007

Economic Development Strategies

Below are possible economic development strategies and tools for the Sheridan Station Area. Development efforts will require the involvement of many agencies within the City and County of Denver as well as coordination and cooperation with developers, land owners and businesses. Several strategies are complementary to specific projects already planned or proposed for implementation by the city’s Public Works Department. As the city moves forward with implementation of station area plans, an inter-departmental TOD team approach will continue to be used. Identified strategies are outlined below:

Housing and Housing Affordability

- Preserve current housing affordability in the area.
- Because of the Sheridan Station’s location almost equidistant between two major employment hubs—downtown Denver to the east, and the Federal Center and new St. Anthony’s Hospital in Lakewood to the west—this station area is potentially well positioned to cater to the residential needs of employees working in these two employment centers.

- Using appropriate resources and incentives, maximize mixed income multi-family development in proximity to the station.
- With the current neighborhood’s economic profile, promoting the area for more market-rate housing will add increased community amenities, safety, and future economic growth and stability to the area.

Strategic and Catalytic Projects

- The four corners of 10th and Sheridan are of strategic importance to the redevelopment of the area. Projects on these corners—particularly the commercial / retail elements—will help to spur further area revitalization and therefore should be the first redevelopment pursued.
- Seek to have development at 10th and Sheridan share parking with the future RTD park-n-Ride garage, especially commercial uses with high “off-peak” customer traffic (e.g, evening traffic such as food and beverage establishments, movie theaters, etc.).
- Desired land uses as well as buildings should be encouraged through regulation, and through public-private partnerships.

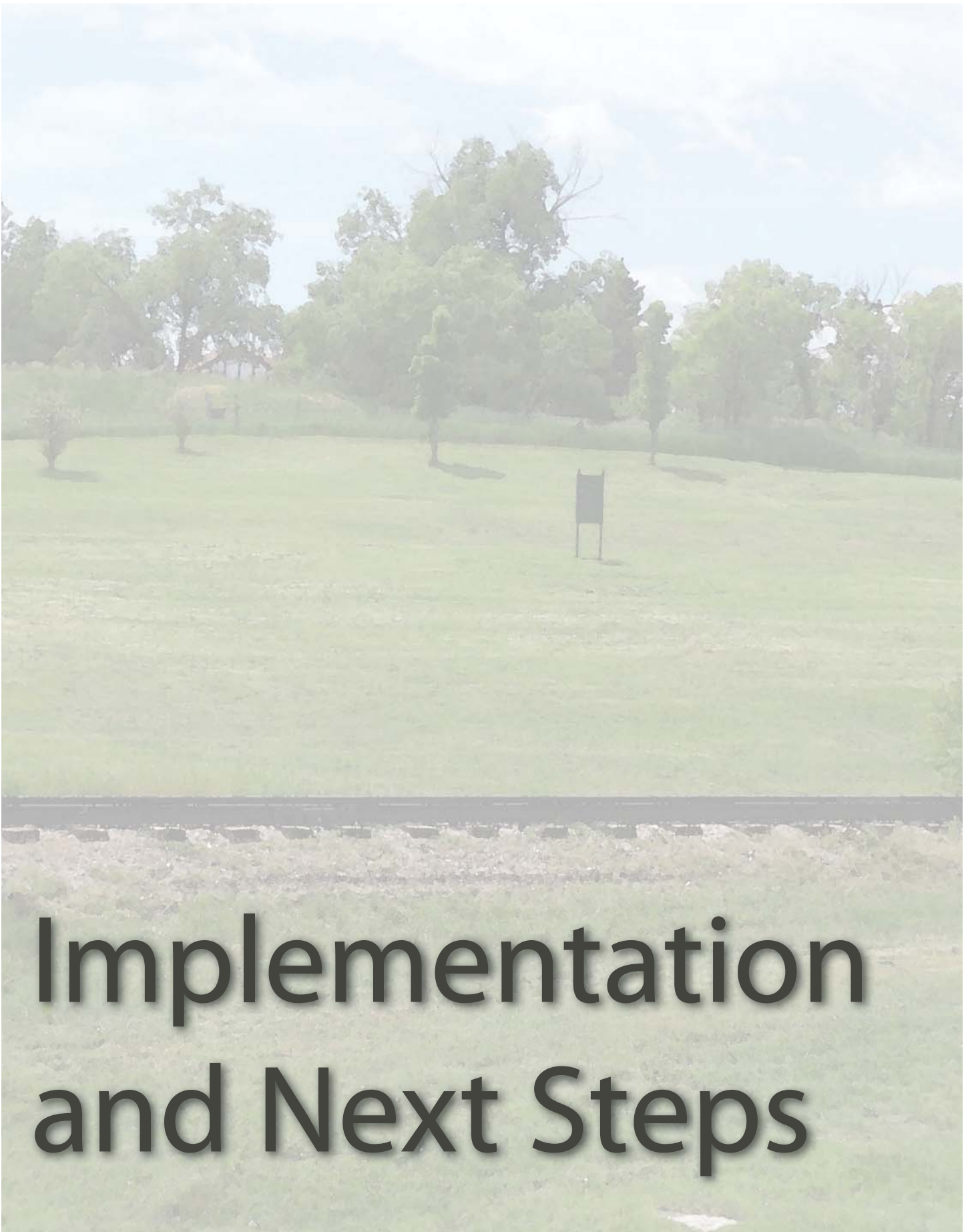
Coordination

- Coordinate economic development activities with Lakewood.
- Coordinate with the Department of Public Works to use future public infrastructure investment to leverage private sector investment.

Employment and Commercial Development

- Business retention in the area as well as new company growth and job creation are significant objectives for the city. At the Sheridan station more employment opportunities should be promoted.
- Due to the affordability of land in this area there is a potential market for Class B and B+ office space to be incorporated in future development offering an alternative to more expensive office markets closer to downtown.

- Ensure commercial uses at or around the station area are neighborhood oriented and compliment rather than compete with commercial uses along Colfax through targeted incentives, business marketing and land use regulation.
- A strong connection between the Sheridan Station and Colfax is important for promoting the economic viability and growth of Colfax business development under West Colfax's new Main Street Zoning.



Implementation and Next Steps

Implementation at the Sheridan Station

The purpose of this section is two fold: first, to define an implementation framework for the Sheridan Station, and second to suggest a strategic approach for considering implementation of transit-oriented development (TOD) in the City of Denver. Transforming Denver’s transit stations into vital dynamic TODs will not happen over night. Areas as diverse as Washington, DC, San Francisco and Portland with noted TOD programs still have uneven results between stations after two decades of effort. The market, planning, infrastructure, community and political readiness of Denver’s existing and future FasTracks stations can be expected to vary considerably. Understanding that not all stations will be ripe for attention at any one time is an important consideration when implementing a citywide strategy. Consequently, an important step in realizing the transformation of Denver’s station areas into dynamic, vital TODs will be for the city to establish where it will place its attention and emphasis.

The implementation plan for the Sheridan Station is intended to lay out the framework to enable development of TOD consistent with the plan. The Sheridan implementation plan covers a series of actions:

- Specific recommendations
- Strategies for implementation
- Implementation timing
- Citywide TOD implementation evaluation

To aid the City of Denver and its partners in completing an assessment of the station area, each station should be evaluated in relation to how they measure against the following seven TOD success factors:

Implementation Continuum. Development of TOD at stations requires a series of actions over a period of time ranging from initial planning, to making targeted investments, to putting the full range of necessary tools and leadership in place to achieve TOD. Knowing where a station is on the “development continuum” will help in targeting what kind of assistance may be required at any one time.

Cost Benefit Payback. Ensure that the limited funds available for public investment in infrastructure and economic development are targeted to those station areas where they can leverage the most private investment and create the most successful examples of TOD.

Development Ready. To what extent has the public sector taken the necessary steps to make the station area development ready?

Current Trends. What are existing real estate market dynamics for potential TOD in a particular station area? Is the market already starting to deliver development products that can be considered “TOD friendly?” In other words, is development occurring of moderate to higher density in relation to past patterns of development? Do new developments have:

- A mix of land uses, horizontally or vertically mixed
- Compact pedestrian-oriented design and streetscapes
- Building design and orientation to the street to allow easy pedestrian and transit access
- A reduction in parking in relation to conventional development
- A fine-grained connected street pattern
- A system of parks and open spaces

Developer Interest in TOD. To what extent is there demonstrated developer interest in the station area? Are there TOD friendly development activities in the station area? Are parcels of land being sold or optioned for development? Are privately led master planning or plan changes underway? Are local officials getting inquiries about the station area?

Ability to “nudge.” In a “nudge” station a series of factors supportive of achieving the development of TOD appear to be in place. To what extent can a strategic investment of time and energy by the public sector help “nudge” the station area to the next level of activity and achieve TOD?

Leadership is in place. A lesson learned repeatedly is that the single most significant factor is whether a project is fundamentally viable—regardless of the presence of transit. No development is going to occur just because a station goes in if there is not a market to support it. A transit station does not create the market or make an uneconomical project viable.

Land Use, Urban Design and Mobility

Recommendations and Implementation Strategies

The specific land use and urban design recommendations followed by the mobility and infrastructure recommendations are listed on the following pages. Details on the implementation strategy, timeframe and responsibility can be found in the table.



Implementation is the result of market, planning and community readiness

Land Use and Urban Design

Recommendation	Implementation Strategy	Timeframe	Responsibility
LU 1–Colfax Avenue as Main Street	Tie the station area to Colfax Avenue redevelopment through better pedestrian connections. Ensure new residential and employment opportunities near the station complement the Colfax Avenue redevelopment goals. Direct new, larger format retail to Colfax Avenue while allowing smaller-scale, convenience retail near the station at 10th and Sheridan through targeting of business incentives and zoning regulations.	Short to Medium	CPD, Public Works, OED
LU 2–Mixed-Use	Review and test existing zone districts to assess appropriate zoning language (mixed-use) for map amendment. If no existing district can be identified, develop new TOD district language to adopt that addresses density and form requirements. Work with new zoning code update revisions to mixed use zone districts.	Medium	CPD, Public Works, City of Lakewood Planning Department
LU 3–Leverage Light Rail Investment	The West Corridor Light Rail is the most significant public infrastructure investment to occur in the vicinity of Sheridan Boulevard and Colfax Avenue. This transportation access and public infrastructure improvements should be leveraged through additional public infrastructure investment, and changes in zoning and development incentives to attract private investment in housing, employment, commercial amenities and additional infrastructure.	Short to Long	CPD, OED, DURA
LU 4–Housing Incentives	Encourage mixed income and market rate housing development near the station to achieve a diverse range of housing prices. Use city housing incentives such as revenue bonds and Community Development Block Grants to promote mixed income housing.	Medium to Long	CPD, OED
LU 5–Community Partnerships for Housing	Establish private – public partnerships with both non-profit community organizations, community development corporations (CDCs), and for-profit development companies to preserve housing affordability in the area.	Medium to Long	CPD, OED, Enterprise Community Partners, Newsed, Private Developers
LU 6–Active Ground Floor Uses	The form of the public realm and view from Sheridan Boulevard onto 10th Avenue will be the foundation to promote activation of 10th Avenue. Active retail uses will support the form. Particular attention should be paid to the urban design of 10th Avenue from Sheridan Boulevard to Ames Street, and be coordinated with the City of Lakewood.	Medium to Long	CPD, City of Lakewood
LU 7–Development along the Sheridan Corridor	Reorient vehicular access of parcels aligning Sheridan Boulevard to alley side as redevelopment occurs. Ensure new development dedicates a 16 foot minimum pedestrian zone suitable for enhanced transit corridors.	Medium to Long	CPD , Public Works, CDOT, Land Owners, Developers
LU 8–Coordination with Lakewood	Coordinate with the City of Lakewood for development efforts, track developer proposals, and work on transitional issues in the area. Provide coordinated infrastructure improvements and urban design standards for Sheridan Boulevard and 10th Avenue to creating a cohesive look and feel around the station area.	Short to Long	OED, City of Lakewood

Recommendation	Implementation Strategy	Timeframe	Responsibility
LU 9–Shared and Structured Parking	The City of Denver needs to work closely with RTD and the developer selection process at the parking structure to leverage the parking structure as a catalyst project to help realize the implementation of the station area plan. Review parking language in applicable zoning to ensure maximization of shared and structured parking opportunities.	Short to Medium	CPD, RTD
LU 10–Beth Jacob High School	Beth Jacob School has some unique religious requirements that need to be maintained. The city should establish regular contact with Beth Jacob School to ensure their requirements are being met.	Short to Long	CPD, Beth Jacob High School
LU 11–Leverage Lakewood Dry Gulch as an Amenity	The city will need to coordinate closely with RTD as the new West Corridor line is being constructed through the park and to ensure that the pedestrian crossings being planned are implemented. The gulch should be dedicated as an official City of Denver park when the light rail construction is complete. The city should also implement the improvements identified in the park master plan. Key pedestrian connections that facilitate access to the station and north-south connections across the park should be in place prior to the opening of the light rail line in mid 2013.	Short to Medium	Public Works, Parks, CPD, RTD
LU 12–Joint Development as Catalyst	The City should participate as an equal partner with RTD in the definition of a development program, and in the developer selection process for the joint development RFP to realize the type of development proposed to ensure it meets the goals of this plan and the TOD Strategic Plan.	Short	CPD, OED, RTD, Private Developers
LU 13–Active Community Engagement	Continue to use existing neighborhood communications, meetings and city processes to keep the community updated on the station area implementation.	Ongoing	All City Agencies
LU 14–Station Core and Targeted Development Areas	It will be critical that the areas of new development directly around the station have active ground floor uses that help to activate the street and pedestrian environment. Building heights in the area should range from 2-7 stories. Zoning for this area should support this recommendation by requiring building entrances that face the street, minimum transparency requirements for the building façade, pedestrian scaled architectural elements and building heights and setbacks that reinforce the scale of development for the area.	Short	CPD
LU 15–Neighborhood Transitions	New development should step down at the transitions to the existing R-2 urban neighborhoods. Maximum building height in the R-2 is 35 feet, but the majority of the existing structures are one to two stories. Use bulk plane and step-downs to provide transitions to existing urban neighborhoods.	Medium to Long	CPD, Developers
LU 16–Bring Buildings to the Sidewalk	Setbacks should be addressed as part of the zoning code, however, articulation of outdoor seating areas, public-private transition zones, fencing, architectural fenestration, etc. should be further defined as a follow-up item through the new zone districts created as part of the zoning code update.	Medium to Long	CPD, Developers

Mobility and Infrastructure

Recommendation	Implementation Strategy	Timeframe	Responsibility
MI 1–Pedestrian Routes to School	Prioritize pedestrian routes to the station, schools, and other community gathering points for capital infrastructure improvements. Priority streets include 10th Avenue and Sheridan Boulevard.	Short to Medium	Public Works, Parks, CPD, RTD
MI 2–Landscaped Median on Sheridan Boulevard	The cities of Denver and Lakewood have expressed a strong desire to keep Sheridan Boulevard in its current 4 drive lane configuration and redesign the center turn lane as a landscaped median with left turn pockets. Both cities will need to coordinate with CDOT and DRCOG to ensure regional plans reflect the four-lane arterial configuration.	Short to Long	Public Works, CPD, City of Lakewood, CDOT, DRCOG
MI 3–Sheridan Boulevard Corridor Study	The cities and CDOT should collaborate and co-fund a study to develop a recommended configuration and the design speed of Sheridan Boulevard. Make a specific recommendation to revise the DRCOG 2035 plan for this street.	Short to Long	Public Works, CPD, City of Lakewood, CDOT, DRCOG
MI 4–Restore Street Grid	To fully implement the plan, the street grid needs to be complete in the area. In some areas, right-of-way will need to be obtained to establish 11th, 12th and 13th Streets. The streetscape improvements for at least ½ the street can be part of redevelopment activities by developers along 11th and 12th Avenues. Improvements along 13th Avenue may take longer due to the smaller parcel size and the location of the connections in the existing urban neighborhood. Capital funds for ROW acquisition should be identified and prioritized in the capital improvement program budget.	Medium to Long	CPD, Public Works, private developers
MI 5–Street Frontages along Park	Create two great streets that front the north and south sides of Lakewood Dry Gulch Park. These streets should be local in nature and respond to the context of the greenway. Streetscape may vary on each side of the street. These improvements will need to be coordinated with the private developers that build the future residential uses that front these streets. Some public land and existing right-of-way may be available for portions of the park roads. Funding sources for 11th and 12th avenue extensions will have to be identified.	Medium to Long	Public Works, Private Developers
MI 6–Trail Crossings of the Gulch	Both Wolff Street and Tennyson Street should be dedicated neighborhood bike routes and the Bicycle Master Plan should be amended to show this revision. These connections should also improve the pedestrian environment along these roadways for pedestrians traveling to and from the Colfax Avenue corridor (shopping, schools, etc), Sloan’s Lake, or Lakewood Gulch to the south	Short	CPD, Public Works, Denver Bicycle Coordinator
MI 7–10th Avenue Bicycle Improvements	As new development occurs on 10th Avenue, new bicycle improvements need to be installed when the street is rebuilt. Bicycle improvements along 10th Avenue should include the addition of shared bicycle route indicators to the traffic lanes (“sharrows”) and installation of sidewalk bicycle racks.	Medium to Long	CPD, Public Works, Denver Bicycle Coordinator, City of Lakewood

Recommendation	Implementation Strategy	Timeframe	Responsibility
MI 8–Lakewood Gulch Trail	The trail connection from downtown Denver to Lakewood along Lakewood Dry Gulch is an important regional access route. Regional funding should be pursued to study trail continuity to the west of the station. Ensure bicycle connections are present to the Sheridan Station platform and under Sheridan Boulevard.	Short to Medium	City of Lakewood, DRCOG, Denver Bicycle Coordinator, CPD, Public Works
MI 9–Sheridan Boulevard Pedestrian Infrastructure	Pedestrian improvements should be complete along Sheridan prior to the opening of the West Corridor in mid 2013. The improvements not provided by FasTracks will need to be funded separately through City of Denver CIP or other funding mechanism.	Short	CPD, Public Works, City of Lakewood, RTD, CDOT, DRCOG
MI 10–American with Disabilities	All new construction must abide by the current code. The city should look at alternate funding mechanisms to make improvements to existing conditions that are sub-standard, particularly around the light rail station where pedestrian access is critical.	Short	CPD, Public Works, Denver Commission on Disabilities
MI 11–Completion of a Continuous 13th Avenue East of Sheridan	Create a 13th Avenue connection between Sheridan and Yates streets and Wolff and Vrain streets. Identify right-of-way and construction costs.	Medium to Long	Public Works, CDOT
MI 12–Water Quality	The amount of land required for on-site detention and water quality for new development could be substantial. The city should look for ways to help new development to provide sub regional basins that all new development in the area can share. Explore opportunities to utilize the Lakewood Dry Gulch for storm water quality, retention and detention. Detention facilities can often be designed for multiple functions in park space to create amenities for park users. New facilities should serve multiple buildings and be designed in such a way as to appear “park-like.”	Medium to Long	CPD, Public Works, Parks, Urban Drainage, Developers

Implementation Next Steps and Timing

The tables on the preceding pages outline important steps and the timeline for implementing the recommendations of the *Sheridan Station Area Plan*. Development of new infrastructure and changes brought through new development may take many years to be fully achieved. The plan and regulatory framework represent the first step in this process.

The most immediate steps include plan adoption followed by rezonings that implement the recommendations. Rezoning should occur within the context and timeframe of Denver’s zoning code update. It is anticipated that new zone districts will be available that will be suited to the unique development character for station areas.

Another immediate step includes the scoping of infrastructure projects and the identification of potential funding sources to implement the infrastructure needed in the station area. These infrastructure improvements should be pursued through both public-private partnerships between the city and the business and development community as well as public-public partnerships between local, regional, state and federal agencies.

First Tier Implementation Recommendations and Timing

It is important for the city to make the Sheridan Station development ready. Development ready includes:

- Getting new zoning in place
- Identifying an implementation toolbox –both financial and regulatory
- Putting in place the partnerships with other City departments, Lakewood, CDOT and RTD
- Moving forward with a jointly lead and defined project for the Park-n-Ride with RTD, the City of Denver and private and public input.

Timeframe: Short -now to mid 2013 (opening of West Corridor)



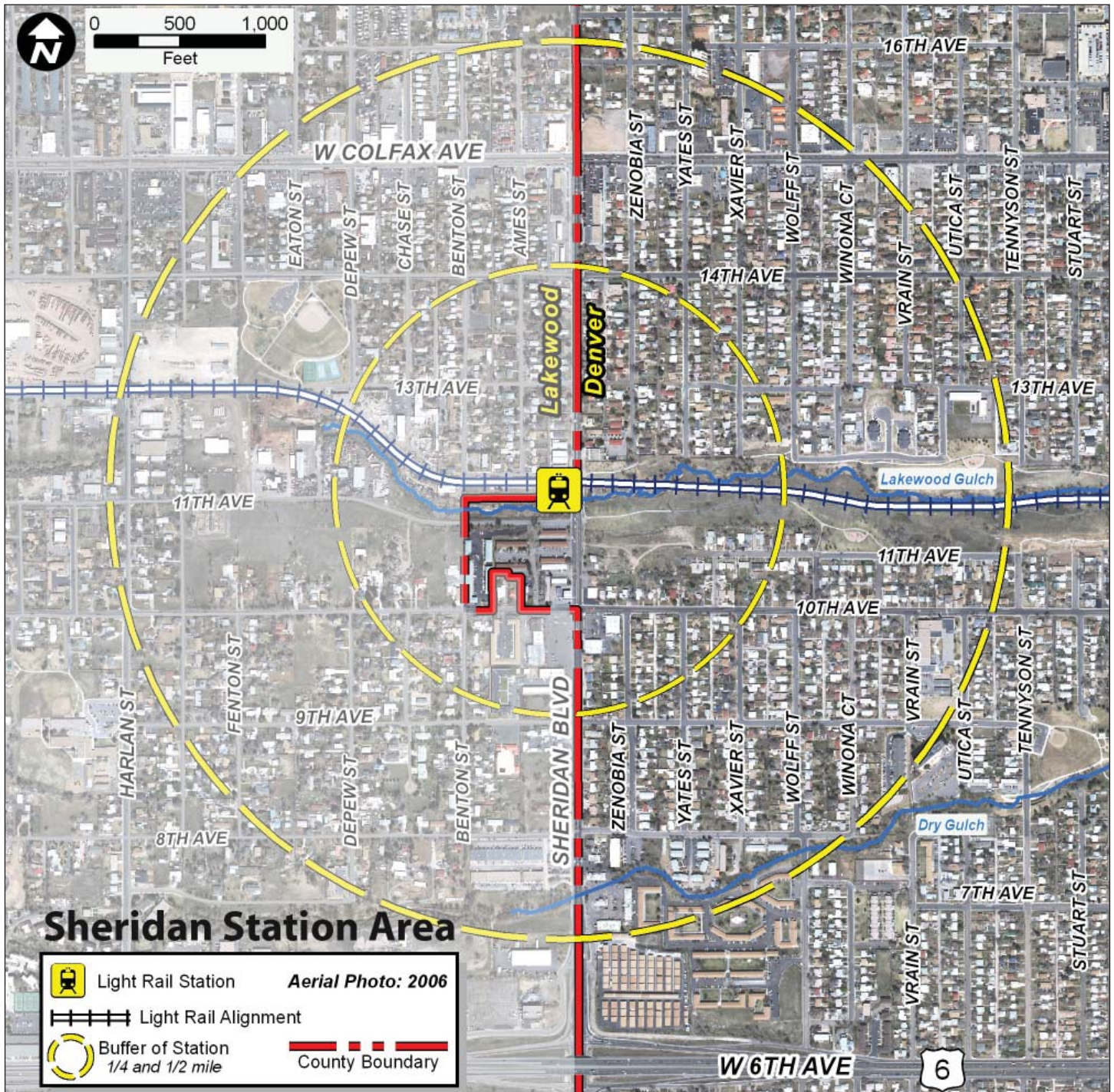
The Community

Study Area Location and Overview

The Sheridan Station is one of 57 new transit stations to be added as part of the FasTracks program, and one of eight on the West Corridor Light Rail project. The station is located in the West Corridor at Sheridan Boulevard and approximately 12th Avenue. Sheridan Boulevard forms the boundary

between Denver and Lakewood, with some variation to the west side of Sheridan immediately north of 10th Avenue. The station area extends from approximately 8th Avenue to Colfax Avenue along Sheridan Boulevard.

The station is one of four stations in Denver on the West Corridor Light Rail line. The area has been identified by the *Denver Transit-Oriented Development Strategic Plan* as an “urban



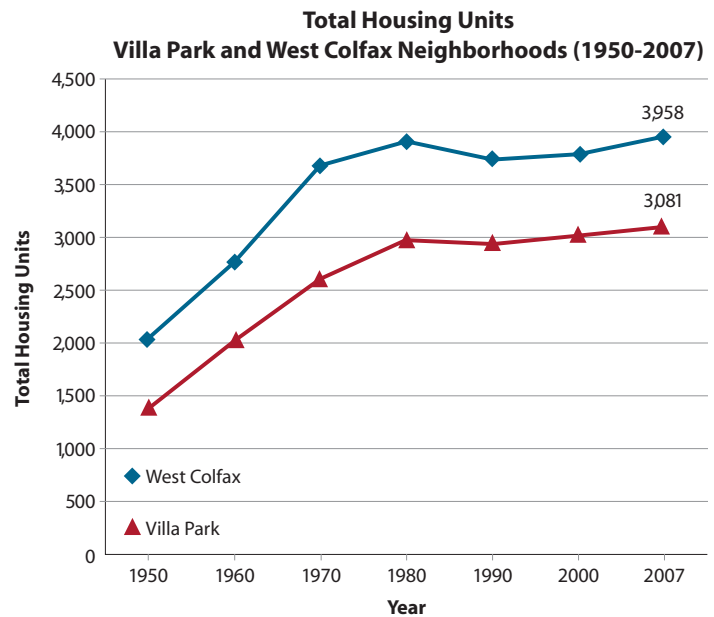
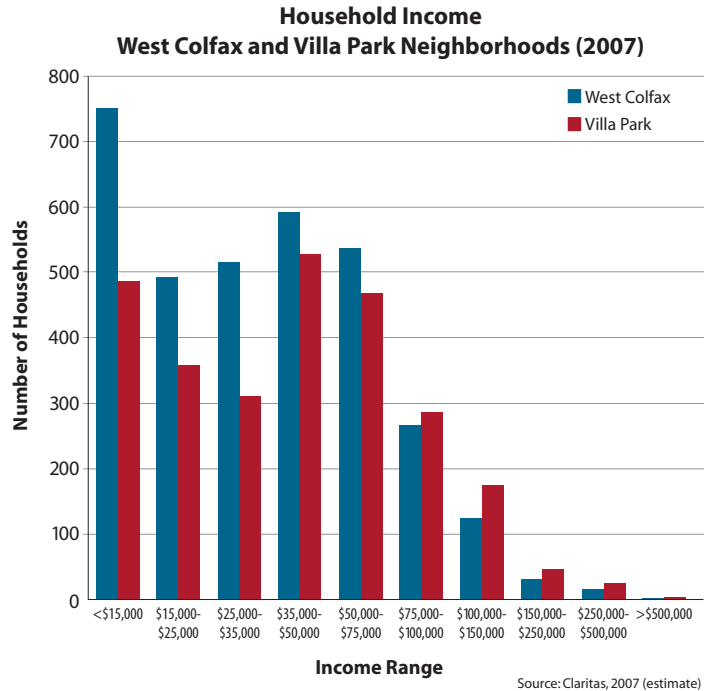
neighborhood station,” with residential and local-serving retail uses around the station. The light rail line will pass under Sheridan Boulevard and the station platform will be located directly beneath Sheridan with access to the platform from each side of Sheridan.

Population and Housing Characteristics

The station area includes portions of two Denver neighborhoods: West Colfax on the north side of the Lakewood Gulch and Villa Park on the south side of Lakewood Gulch. After declines in the 1980s and early 1990s these two neighborhoods are once again beginning to experience significant growth. Both neighborhoods are primarily Latino in their ethnic makeup.

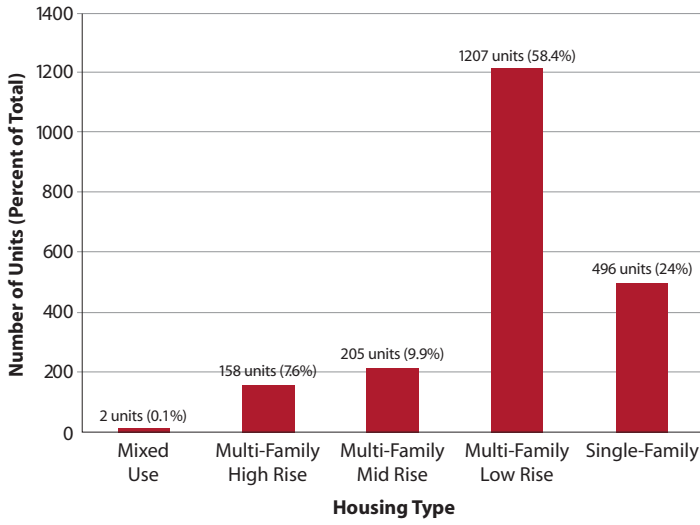
According to 2008 data from the City of Denver, the station area contains 2,068 housing units with a population of 5,368 residents. The average household size was 3.09 persons per household. The station area average household income of \$40,619 is lower than that of the city-wide average of \$49,373. The average sales price for single-family homes in the station area was \$185,397 in 2006; for condominiums it was \$127,500. The station area is mostly composed of renters living in multi-family housing. Only 23 percent of the housing units in the station area are owner occupied and only 24 percent of the housing units in the station area are single family homes.

Total Population	5,368
Group Quarters Population	0
Residential Population	5,368
Total Housing Units	2,068
Group Quarters Units	0
Residential Units	2,068
Vacancy Rate (residential units only)	16%
# Persons per Household (residential units only)	3.09
% Housing Units Owner Occupied	23%

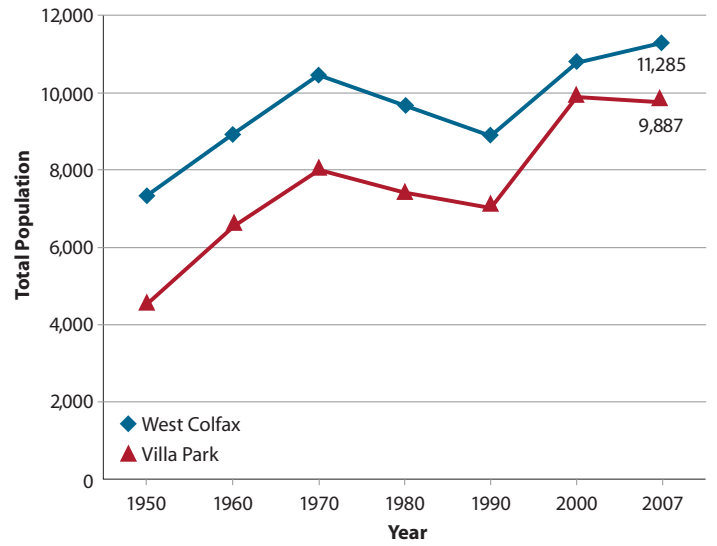


Source: U.S. Census (1950-2000); Denver CPD (2007)

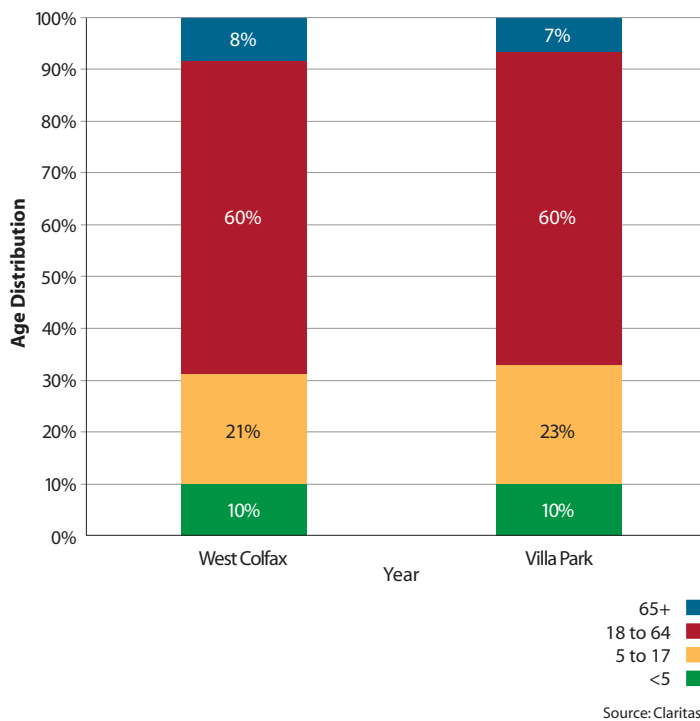
**Housing Type Distribution (2008)
Sheridan Station Area**



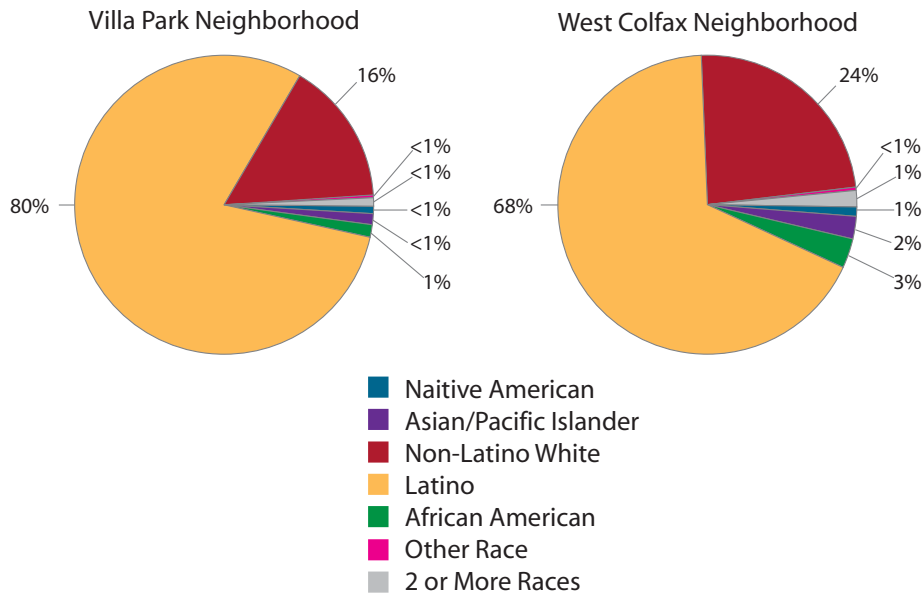
**Total Population (1950-2007)
Villa Park and West Colfax Neighborhoods**



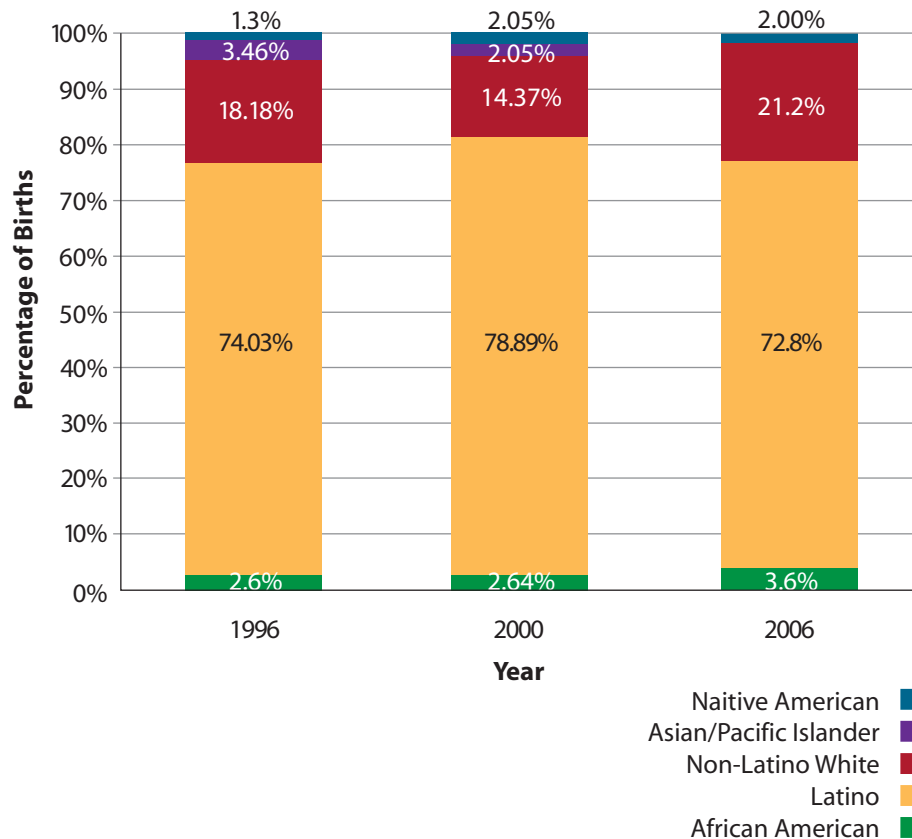
**Sheridan Station Area
Neighborhood Age Distribution (2007)**



Population by Race and Ethnicity Villa Park and West Colfax Neighborhood (2000)



Births by Ethnicity West Colfax Neighborhood (1996-2006)



Source: CDPHE via Piton Foundation (2007)

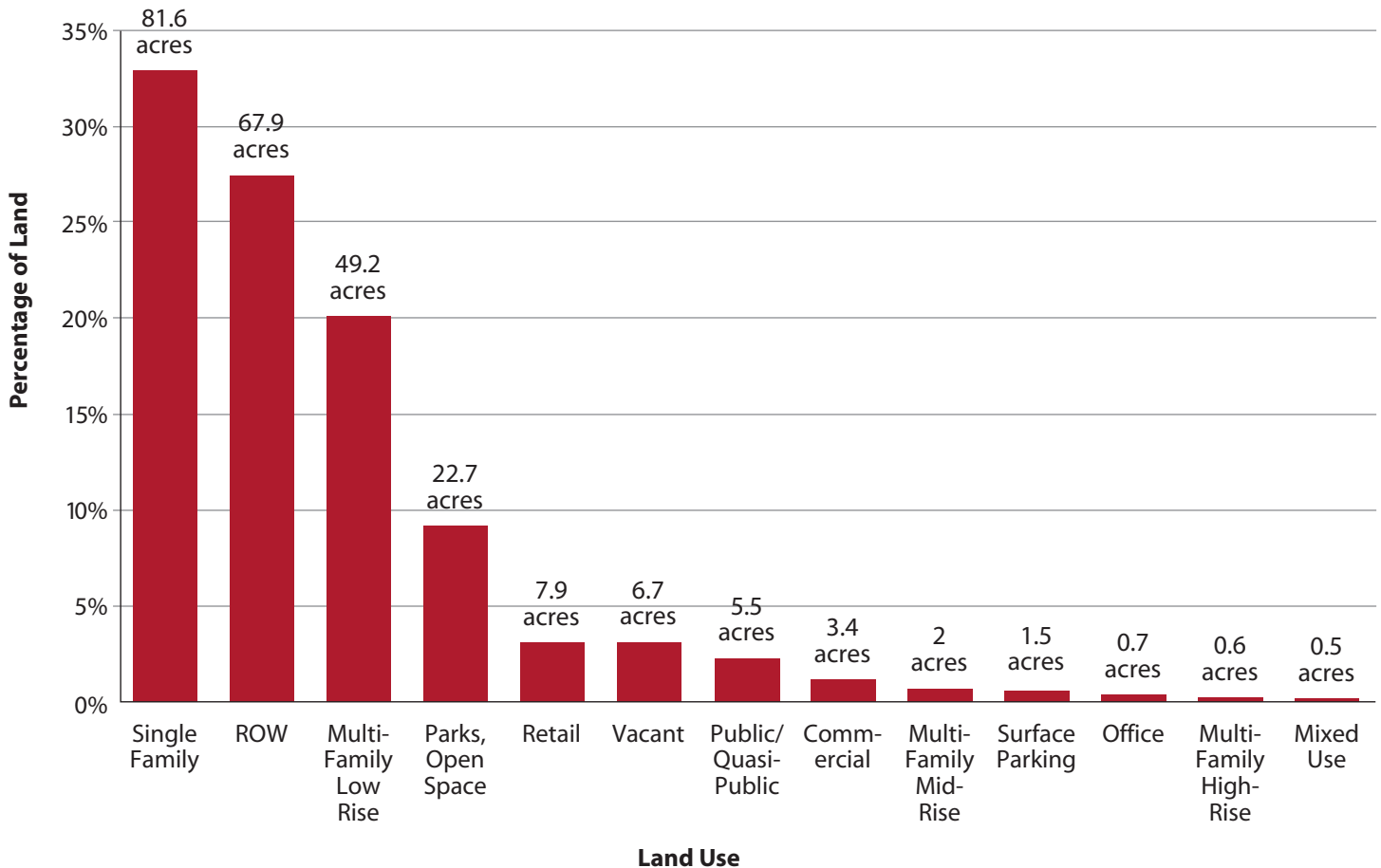
Sheridan Station Zoning and Land Use

There are currently 11 zone districts in the Sheridan Station Area . Only about 12 percent of the 1/2 mile station area is zoned for commercial or main street commercial mixed-use development -concentrated along Colfax Avenue and the intersection of 10th Avenue and Sheridan.

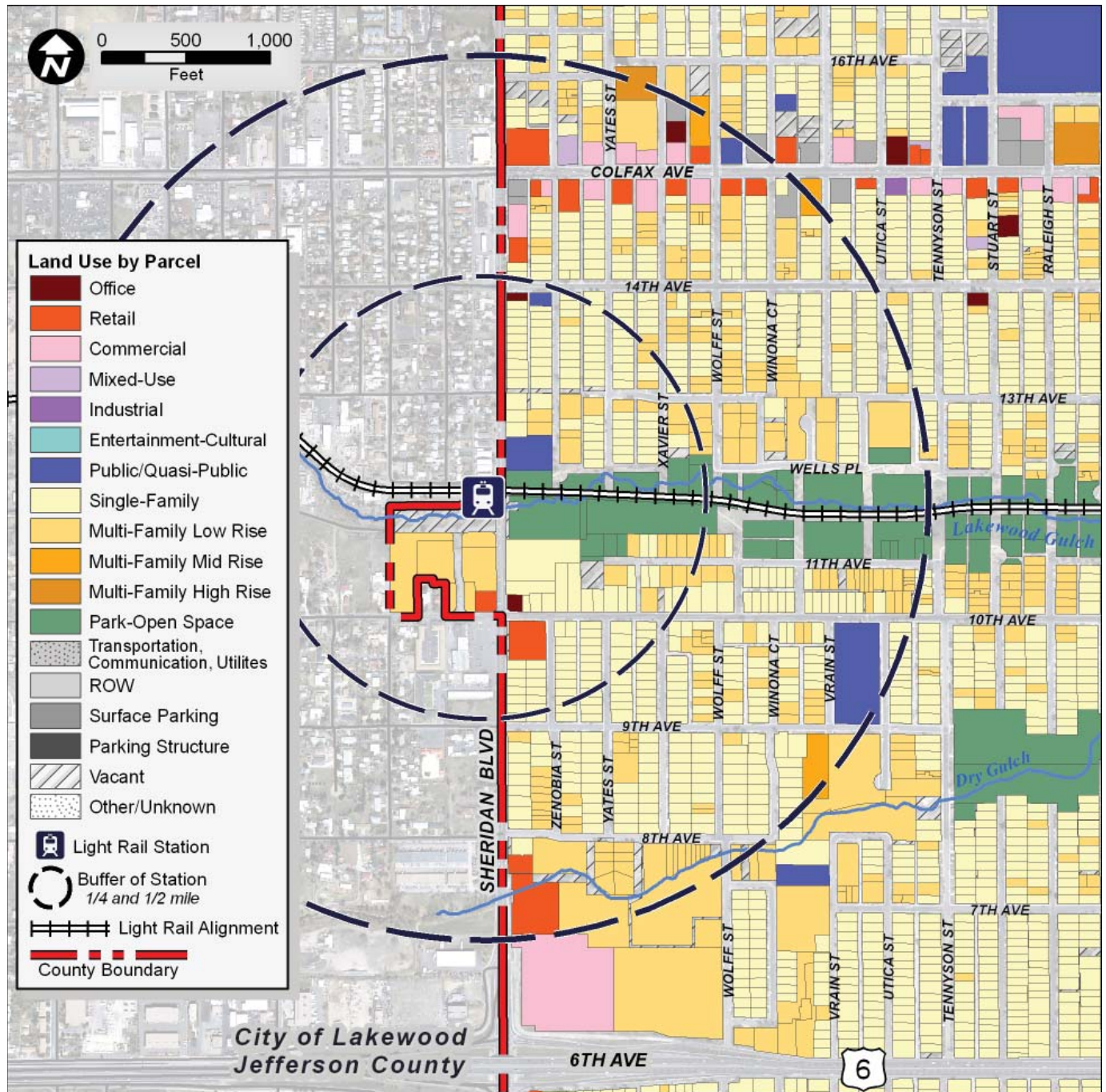
Approximately 86 percent of the land area is zoned R-2, R-2-A, R-3 or R-4. These zone districts all allow multi-unit dwellings. Approximately 75 percent of the station area is zoned R-2, which allows multi-unit dwellings generally in the form of duplexes and triplexes. No portion of the station area is zoned exclusively for single-family residential development.

The current residential land use in the Sheridan Station Area is a mixture of single-family and low-rise multi-family residential with some higher-density apartment buildings. Approximately 38 percent of the land area is public or quasi-public comprising such uses as street right-of-way and publicly owned park or open space. Only 4 percent of the land is vacant or counts surface parking as an independent use.

**Sheridan Station Area
Land Use Distribution (2008)**

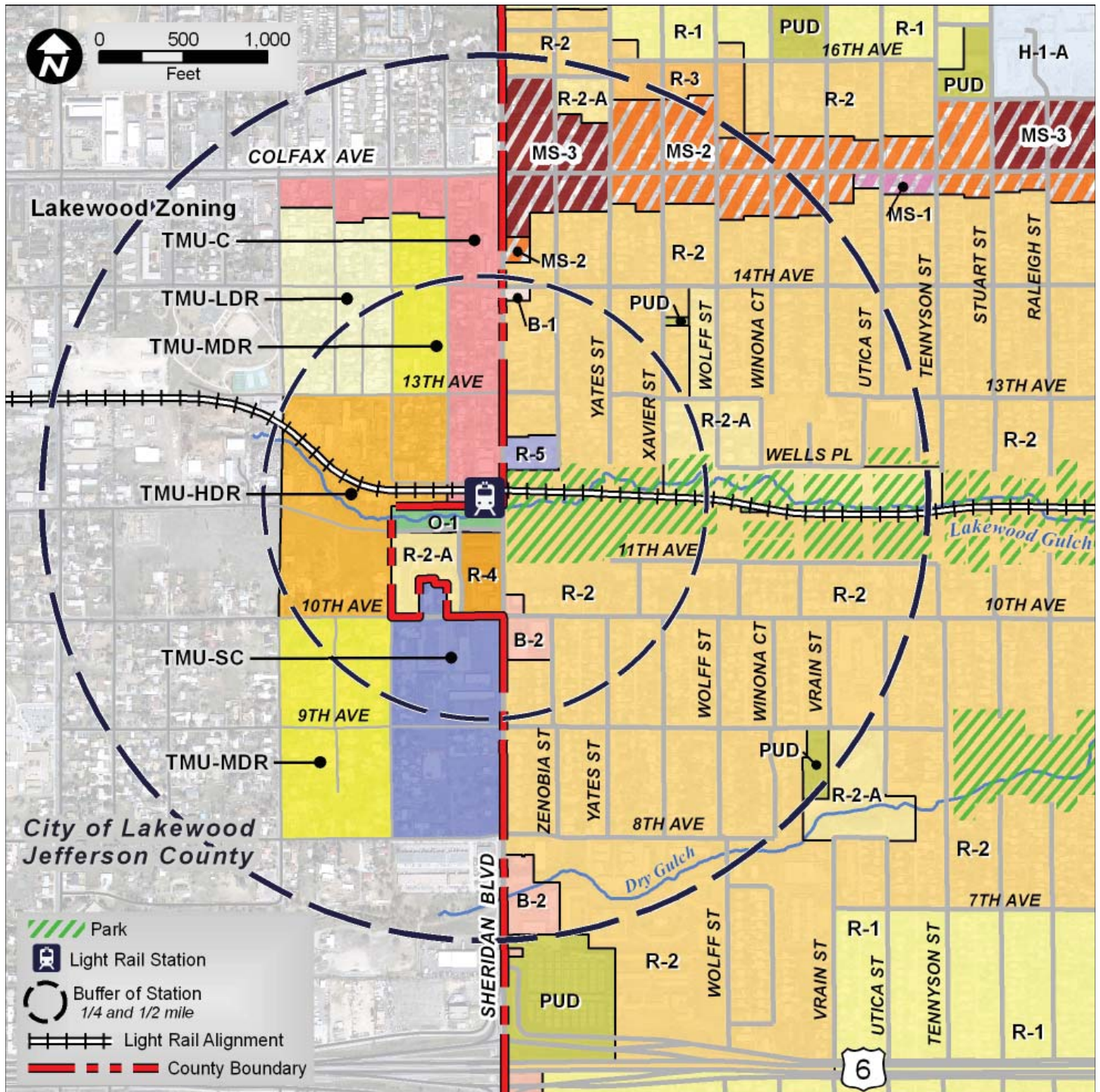


Sheridan Station Existing Land Use



Existing Development along Sheridan Boulevard

Sheridan Station Existing Zoning



**Distribution of Denver Zoning Districts
Sheridan Station Area (2008)**

Zoning District	Acres	Percent
B-1	0.3	0.1%
B-2	5.2	2.1%
MS-2	14.1	5.7%
MS-3	10.6	4.3%
O-1	2.4	1.0%
PUD	1.6	0.6%
R-2	184.0	74.3%
R-2-A	23.8	9.6%
R-3	1.0	0.4%
R-4	2.9	1.2%
R-5	1.6	0.6%
Total Acres	247.5	

Existing Zone Districts

The following are descriptions of the existing zone districts in the Sheridan Station Area:

Business and Mixed Use Districts

B-1 Limited Office District: This district provides office space for services related to dental and medical care and for office-type services, often for residents of nearby residential areas. The district is characterized by a low volume of direct daily customer contact. This district is characteristically small in size and is situated near major hospitals or between large business areas and residential areas. The district regulations establish standards comparable to those of the low density residential districts, resulting in similar building bulk and retaining the low concentration of pedestrian and vehicular traffic. Building height is controlled by bulk standards and open space requirements. Building floor cannot exceed the site area.

B-2 Neighborhood Business District: This district provides for the retailing of commodities classified as “convenience goods” and the furnishing of certain personal services to satisfy the daily and weekly household or personal needs of residents of surrounding residential neighbor-

hoods. This district is located on collector streets, characteristically is small in size, usually is entirely surrounded by residential districts and is located at a convenient walking distance from the residential districts it is designed to serve. The district regulations establish standards comparable to those of low density residential districts. Building floor cannot exceed the site area.

MS-2 Main Street District: The Main Street zone districts were developed to facilitate the community’s sustainable development vision for integrating land use with transportation, and to promote a broad mix of land uses in building forms that shape a Main Street pattern that is pedestrian and transit-oriented. MS-2 applies to sections of main streets in close proximity to medium density residential areas with structures of two or more stories. MS-2 has build-to requirements for street frontages, a minimum height limit of 24 feet and a maximum height limit of 65 feet, and residential protection upper story setbacks.

MS-3 Main Street District: MS-3 applies to the highest intensity section of main streets within 600 feet of the intersection of enhanced transit corridors within one mile of downtown Denver. MS-3 has build-to requirements for street frontages, a minimum height of 24 feet and a maximum height limit of 100 feet and residential protection upper story setbacks.

Residential Districts

R-2 Multi-Unit Dwellings, Low Density: Typically duplexes and triplexes. Home occupations are allowed by permit. Minimum of 6,000 square feet of land required for each duplex structure with an additional 3,000 square feet required for every unit over 2.

R-2-A Multi-Unit Dwellings, Medium Density: 2,000 square feet of land required for each dwelling unit unless site plan is submitted under planned building group (PBG) provisions, in which case 1,500 square feet of land is required for each unit. Home occupations are allowed by permit.

R-3 Multi-Unit Dwellings, High Density: Building size is controlled by bulk standards, off-street parking and open space requirements. Building floor area cannot exceed three times the site area.

R-4 Multi-Unit Dwellings and/or Offices, High Density: The purpose of this district is to provide a location for high-density residential and intensive office development. Building size is controlled by bulk standards, off street parking and open space requirements. Allows hotel or motel uses and limited accessory retail shopping. Building floor cannot exceed four times the site area.

R-5 Institutional District: Allows colleges, schools, churches and other institutional uses. Maximum lot coverage is 60 percent of the zone lot. Building height is controlled by bulk standards.

Other Districts

O-1 Open Space District: Allows airports, recreation uses, parks, cemeteries, reservoirs, community correctional facilities, and other public and semi-public uses housed in buildings. Setback requirements apply to the location of structures.

PUD Planned Unit Development District: The PUD district is an alternative to conventional land use regulations, combining use, density and site plan considerations into a single process. The PUD district is specifically intended to encourage diversification in the use of land and flexibility in site design with respect to spacing, heights and setbacks of buildings, densities, open space and circulation elements; innovation in residential development that results in the availability of adequate housing opportunities for varying income levels; more efficient use of land and energy through smaller utility and circulation networks; pedestrian considerations; and development patterns in harmony with nearby areas and with the goals and objectives of the comprehensive plan for the city.

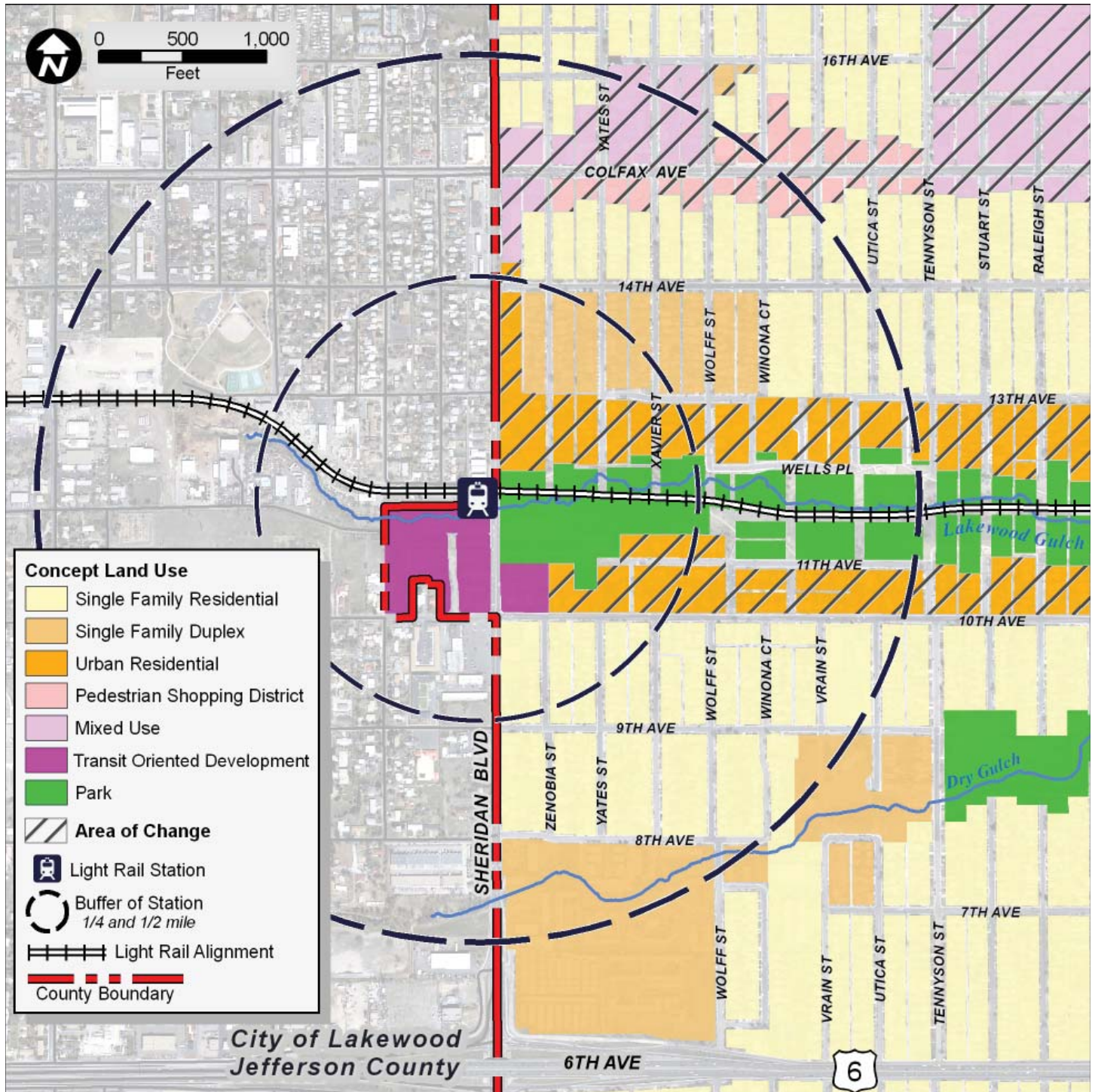
Sheridan Station Blueprint Denver Land Uses

Blueprint Denver identifies a core area to the south of the station as transit oriented development. This transit oriented development is concentrated around the intersection of 10th Avenue and Sheridan. Along the edge of Lakewood Gulch, *Blueprint Denver* shows areas of urban residential transitioning to single-family duplex and single-family residential in the neighborhoods to the northeast and southeast of the station. The area along Colfax Avenue is shown as a mixed-use area of change.

Blueprint Denver identifies several goals for the areas surrounding rail transit stations. These goals include:

- A balanced mix of uses.
- Compact mid- to high-density development.
- Reduced emphasis on auto parking.
- Attractive multi-story buildings.
- A variety of housing types and prices.
- Access to open space and recreation amenities.
- A high degree of connectivity between the station area and surrounding neighborhoods.

Sheridan Station *Blueprint Denver Land Uses*



Transportation

The station area is dominated by Sheridan Boulevard, a five-lane regional arterial and Colorado State Highway. The posted speed limit is 35 miles-per-hour. Sheridan Boulevard lacks sidewalks on one or both sides of the street in many sections. Key signalized intersections along Sheridan Boulevard include 10th Avenue, 14th Avenue and Colfax Avenue. Colfax Avenue is also a State Highway with a posted speed limit of 30 miles-per-hour.



10th Avenue and Sheridan Boulevard Looking North

The remaining streets surrounding the station area are generally built on the Denver grid system. However, along the edge of Lakewood Gulch, many streets do not connect and the street grids are off-set creating difficult intersections. In addition, 13th Avenue does not connect through between Sheridan Boulevard and Yates Street or between Wolff and Vrain streets. Alleys provide vehicle and loading access to most residential and commercial properties.

The station area includes three RTD bus routes:

- Route 51 along Sheridan Boulevard
- Routes 16 and 16 limited along West Colfax Avenue
- Route 9 along 10th Avenue

Bus stops for route 51 include stops at 10th and Sheridan and 12th and Sheridan. Bus stops in the station area are marked by signs but many stops lack seating, shelter or route and schedule information.

The Lakewood Dry Gulch Trail, Denver bicycle route D-10, is the primary off-street bicycle and pedestrian path in the vicinity of the station. The path parallels the railroad line east-west through the station area. *The Denver Bicycle Master Plan Update* (2001) recommends a future off-street trail connection along Lakewood Gulch to Martinez Park, located southeast of the station at 9th and Raleigh Street. In addition, the D-12 bicycle route is an on-street bicycle route that runs along 10th Avenue through the station area.

Most of the existing sidewalks in the station area are narrow in width. Attached three-foot sidewalks predominate in most of the residential and commercial areas. *The Denver Pedestrian Master Plan* (2004) calls for a minimum 13-foot pedestrian area along streets. The pedestrian area typically consists of a five-foot detached sidewalk and an eight-foot tree lawn. Along transit corridors and busy commercial streets, a minimum 16-foot pedestrian zone is recommended.

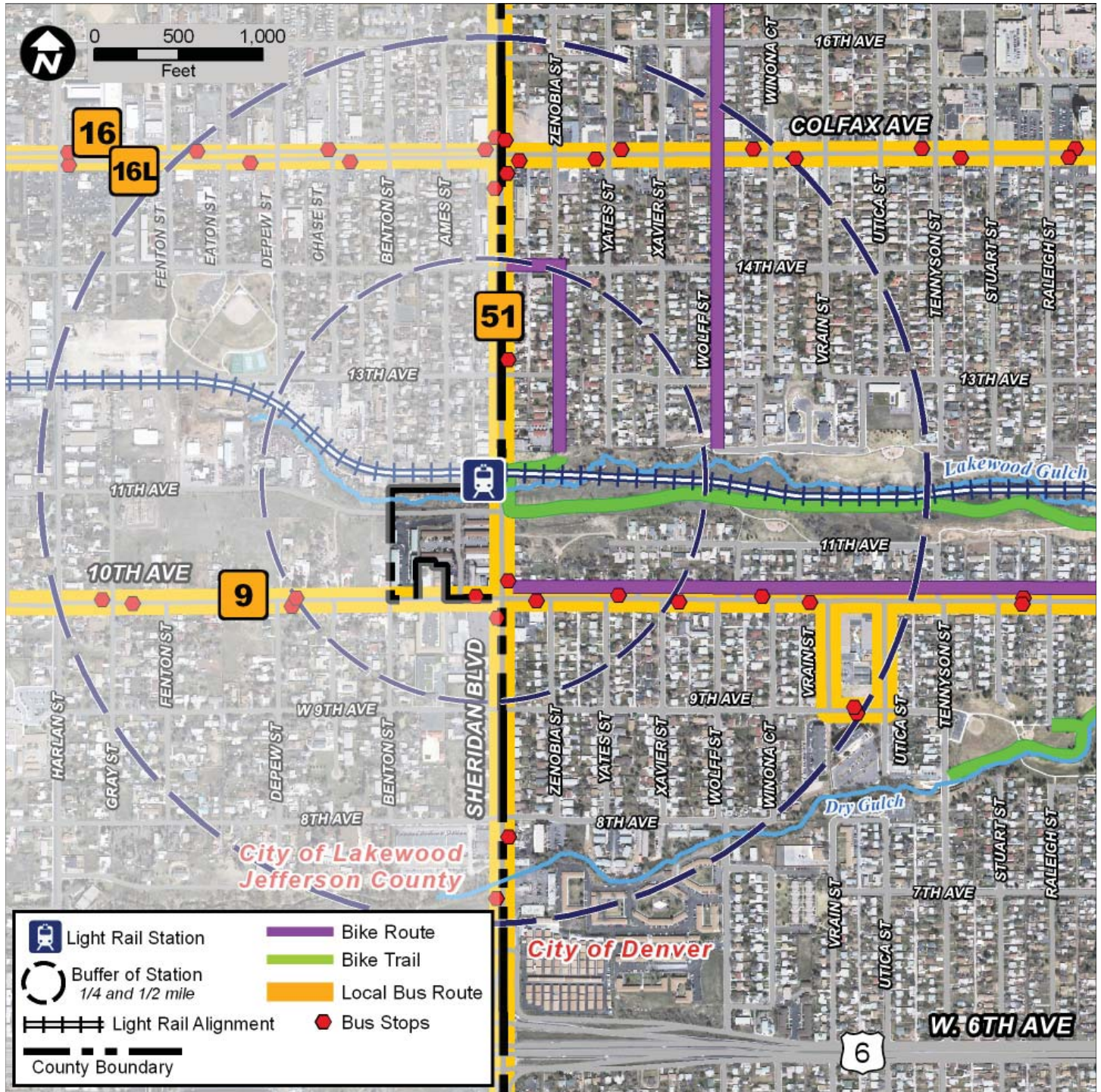
With the exception of Sheridan Boulevard, most streets, including Colfax Avenue, allow on-street parking. In addition, most businesses and residential properties provide their own off-street parking.

Station Area Bus Service 2006

Source: RTD 2006 Service Standards Analysis

Route	Weekday Peak Frequency	Total Boardings 2006
51	30 min	834,535
16	15 min	1,859,751
16L	15 min	629,175
9	30 min	323,677

Sheridan Station Area Bicycle and Transit Routes





Public Engagement

The goal of the outreach process was to provide a fair, open and effective process for engaging the community in the development of the plan for the Sheridan Station Area. The outreach objectives included:

- Receive meaningful and useful input from residents and community interests
- Directly engage a broad representation of residents and community interests by using several different methods of community outreach
- Ensure openness in communication of all aspects of the plan and make relevant information freely available
- Ensure fairness in consideration of all opinions and ideas from community members and interest groups within the context of City and regional objectives and the framework of the planning process

Three public workshops and two focus groups were held as part the public involvement process. These hands on, interactive meetings included a brief presentation on project issues and process followed by interactive sessions aimed at soliciting input. The public meetings occurred at the following project milestones:

- Plan visioning
- Development of alternative concepts
- Plan recommendations and implementation

In addition, planning staff attended numerous meetings with stakeholders throughout the process, including presentations to registered neighborhood organizations, business associations and other interest groups.

Outreach Methods

In the community

City staff provided meeting notices and copies of informational material to the registered neighborhood organizations, business organizations and City Council offices in the Sheridan area. City staff also provided notification through an initial mailing to all property owners within ½ mile of the station, flyers at the elementary schools in the station area, presentations to interest groups, postings on the city’s website, and direct contact to plan participants via email and phone calls.

In the region

City staff sent meeting notices and copies of informational material to neighboring jurisdictions and our regional partners including:

- The Denver Regional Council of Governments
- The Regional Transportation District
- The Colorado Department of Transportation
- The City of Lakewood
- Denver Public Schools
- Denver Public Libraries

In the media

City staff provided press releases concerning the project and public meetings to the Rocky Mountain News, the Denver Post and community newspapers.



Public Meetings

- Sheridan Visioning Focus Group, February 13, 2007
St. Anthony's Central Hospital - Discussion of opportunities, constraints, examples, and vision for future. 7 attendees.
- Sheridan Visioning Workshop, February 21, St. Anthony's Central Hospital - Discussion of opportunities, constraints, examples, and vision for future. 34 attendees.
- Sheridan Alternatives Focus Group, May 3, 2007
St. Anthony's Central Hospital - Evaluation of elements of three alternatives based on vision and goals. 9 attendees.
- Sheridan Alternatives Public Workshop, May 22, 2007, Denver Human Services Building- Evaluation of elements of three alternatives based on vision and goals. 22 attendees.
- Sheridan Plan Recommendations Public Meeting, November 27, 2007, St. Anthony's Central Hospital- Discussion of draft plan concept and recommendations to achieve plan vision. 27 attendees.

Additional Group Meetings and Presentations:

- Villa Park Neighborhood Association, Wednesday, June 27, 2007
- Villa Park Neighborhood Association, Tuesday, July 17, 2007
- Sloan's Lake Neighborhood Association, Wednesday, July 11, 2007
- West Colfax Business Improvement District, Thursday, July 19, 2007
- West Colfax Business Improvement District, Thursday, October 11, 2007
- Planning Board, Tuesday, February 6, 2007
- Apartment Association of Metro Denver, Wednesday, March 21, 2007
- Metro Board of Realtors, Friday, December 7, 2007

Workshop Summaries

Visioning Workshop

The Sheridan Station Visioning Workshop was held February 21st, 2007. Thirty four members of the public were in attendance. Tom Hoagland of the City and County of Denver provided opening remarks. Rob Smetana provided a summary of the City of Lakewood's station area plan for Sheridan. Gideon Berger with RTD provided a summary of RTD's FasTracks planning efforts. David Starnes of BBP provided information regarding market analysis for the Denver station areas. GB Arrington of PB PlaceMaking provided an overview of transit-oriented development. The full presentation was available on the City and County of Denver website (www.denvergov.org/tod). Following the presentation, the attendees were divided into small groups with a facilitator and notetaker at each table. The following summarizes the notes from each group's discussion:

Group #1

- Improve Sheridan (all the way from Colfax to 6th) with better sidewalks, lighting, street trees, and active retail frontages.
- Maintain the existing neighborhoods behind Sheridan to the NW, NE, and SE.
- Target new mixed-use development in two primary areas: at 10th Avenue and along Sheridan.
- Development should be in the range of 2-3 stories.
- Improve/maintain park.
- More neighborhood serving retail uses (barber, restaurant, neighborhood grocery) are needed along Sheridan.
- Create a mixed-use development at the station's park-n-Ride.

Group #2

- Improve Sheridan (from Colfax to 6th) with better sidewalks, lighting, street trees, etc.
- Elevate Sheridan over the rail to better connect the park below.
- Improve park with better amenities and maintenance.
- Encourage quality redevelopment of run down properties along Sheridan.
- Improve intersection of Sheridan and 10th with better lighting, signals, red light cameras, pedestrian crossings.
- Improve shopping center on the SW corner of Sheridan and 10th.
- Include active uses as part of any parking structure at the station.
- Include bike parking at the station.

Group #3

- Need additional community services (community center, library, police station).
- Need street improvements – streetscaping sidewalks.
- Safety in park- maintenance in park.
- Beautify Lakewood Gulch.
- More density west of Sheridan at 10th should blend into the neighborhood.
- Preservation of view.
- Mixed-use/residential near station. No more than 3-5 stories.
- Mixed-use near 10th should blend into neighborhood.

Group #4

- Redefine 10th as a ‘safe pedestrian street’ with wide sidewalks, lighting, and the addition of a bicycle route.
- Designate office as the land use behind the park-n-Ride.

- Include a youth center and library as part of the park-n-Ride facility.
- Create two community gathering places within the park on the east side of Sheridan, at points where two proposed pedestrian connections would knit the north and south neighborhoods together.
- Preserve the residential character of the NE and SE neighborhoods.
- Promote mixed-use and retail along Colfax.

Group #5

- Calm traffic on Sheridan from Colfax to 6th, and improve with streetscaping.
- Improve and maintain park with better lighting.
- Encourage quality redevelopment along Sheridan.
- Improve intersection at Sheridan and 10th - perceived high rate of accidents.
- Create mixed-use on the SW and SE corners of Sheridan and 10th, with a good transition to the adjacent neighborhoods.
- Include an active frontage, with coffee shops and restaurants, along Sheridan as part of any parking structure at the station.
- Create a plaza between the station and the parking area.
- Preserve single-family neighborhoods.
- Create connectivity between parks and trails in the area.
- Promote mixed-use and retail at the intersection of Sheridan and Colfax– need a grocery store!
- Protect views to downtown.

Alternatives Workshop

The Sheridan Station Alternatives Workshop was held on May 22, 2007. Twenty-two persons were in attendance. Tom Hoaglund of the City and County of Denver provided opening remarks. GB Arrington of PB Placemaking gave an overview of the two concepts developed for the station area to-date, based on public feedback and design. These concepts are referred to as “crash test dummies” because they represent different land use scenarios that are not designed to survive on their own. The purpose of this workshop was to evaluate each of these concepts in small groups and to modify them to form a desired land use scenario.

Public comments/questions

- Development next to the park should not detract from views that surrounding homes have to the park.
- How will pedestrians access the park? There will be elevators on both sides of the park.

Next steps

Following the workshop, the City and design team worked together to create a recommended TOD concept for the station. This concept incorporated the public feedback heard to-date. The recommended concept was presented for public feedback at an open house in the fall. The full presentation was made available on the City and County of Denver website.

Sheridan Summary of Group Comments

- Clear preference for residential along Sheridan between Lakewood Gulch and 14th Avenue, with potential for limited ground floor retail.
- Create “eyes on the park” by facing residential onto Lakewood Gulch.
- Encourage high density residential with mixed-use in the station area.
- Develop a bicycle and pedestrian framework that connects north/south (across Lakewood Gulch) and east/west (across Sheridan).

Group 1

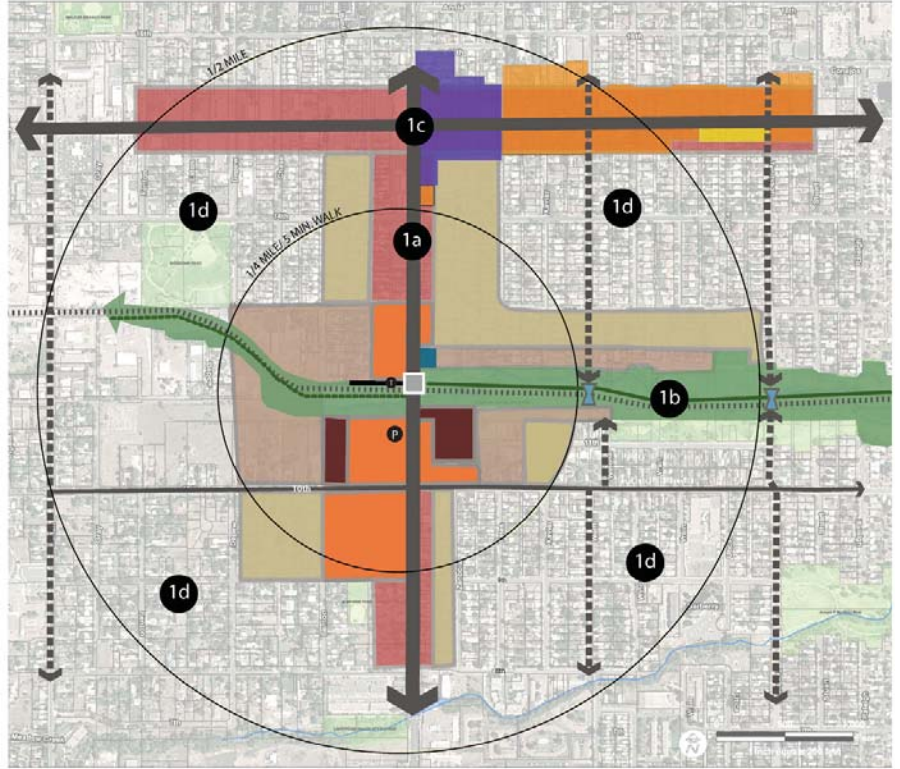
- Used “People by the Park” alternative as the base.
- Stress residential character on Sheridan with mixed use on ground floor.
- 10th Avenue intersection needs improvement-critical.
- Connect into neighborhood with walkable streets and great streetscapes.
- Need for pedestrian friendliness along Sheridan.
- Face residential onto the park.
- Emphasize bike connections.

Group 2

- Preferred “People by the Park” alternative.
- Encourage residential along Sheridan (high-density).
- Create focal point at the station as part of the bridge design. Make the bridge open.
- Create an inspiring place.
- Make it an attraction.
- Build a plaza at the mixed-use area just north of the station.
- Draft an IGA between Denver and Lakewood for redevelopment and park improvements to implement revenue sharing.
- Need for pedestrian connections across the Gulch.
- Transition residential from high to low to the neighborhoods through alley or street differentiators (street preferred).
- No detailed discussion on the 10th Avenue intersection, but the group agreed that redevelopment should happen there and that this intersection must be improved to provide for the parking planned in the area.

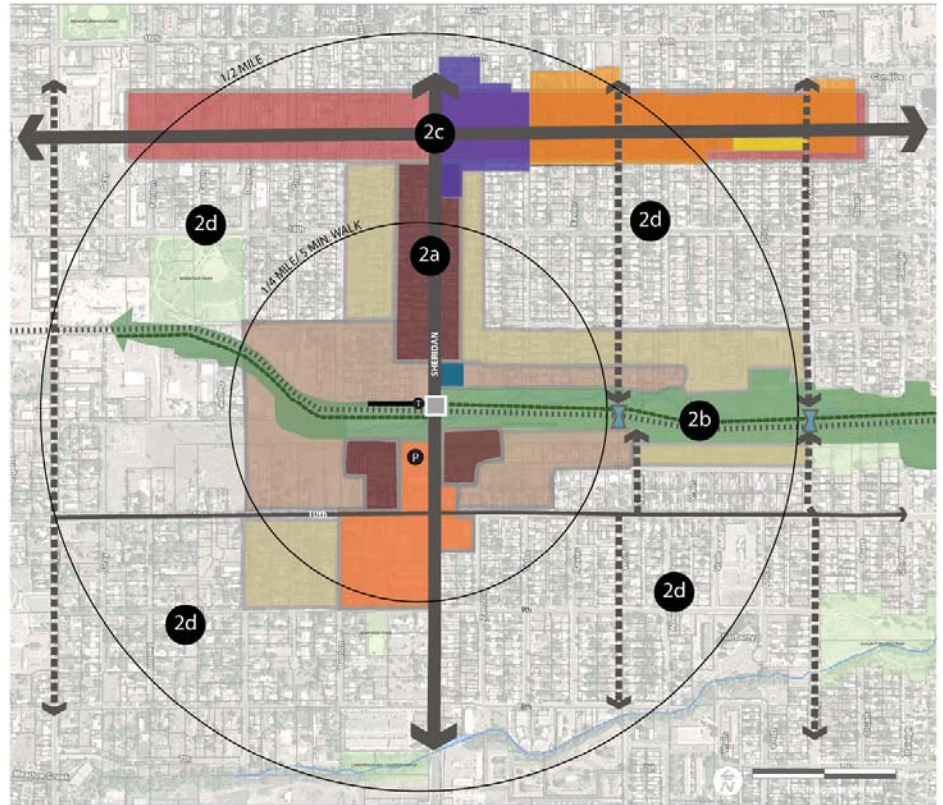
Main Street
Sheridan Station

- Denver Main Street Zoning-3
- Denver Main Street Zoning-2
- Denver Main Street Zoning-1
- Commercial Main Street
- Mixed-Use Retail Node
- High Density (40-60 du/ac)
- Medium Density (25-40 du/ac)
- Low Density (12-24 du/ac)
- Civic
- Greenway Improvement
- Pedestrian Bridge
- Pedestrian/Bike Connection
- Transit Platform at elevated.
- RTD Structured Parking with mixed-use node.
- Major Arterial with improvements to the pedestrian environment and transit access.
- Collector with improvements to the pedestrian environment.
- Neighborhood pedestrian priority street. Creating better street conditions and connectivity to north and south neighborhoods.
- Bike Connectivity extended into Lakewood.
- Proposed Light Rail



People by the Park
Sheridan Station

- Denver Main Street Zoning-3
- Denver Main Street Zoning-2
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- Bike Connectivity extended into Lakewood.
- Proposed Light Rail



Group 3

- Need strong bike and pedestrian connections along the Gulch.
- Build ground floor retail along Sheridan (north of station) - make the zoning flexible to accommodate residential and commercial/retail - make the zoning flexible to accommodate residential and commercial/retail.
- Encourage live/work spaces along Sheridan.
- Create a walkable neighborhood.
- Focus development at the station.
- Residential stepped back -dense along Sheridan and then transition to lower densities in the neighborhood.

Relevant Plans

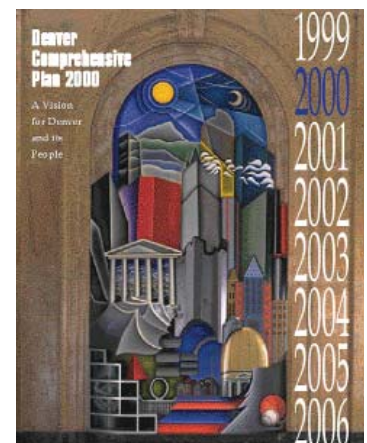
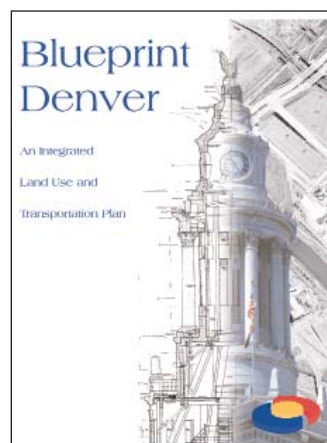
The *Sheridan Station Area Plan* builds upon a solid foundation of existing documents and guiding principles. This section provides a review of the applicable content of adopted city-wide plans. *The Sheridan Station Area Plan* provides specific recommendations for the planning area that, in case of conflict, supersede general recommendations from existing plans.

Comprehensive Plan, 2000

The City Council adopted *Denver Comprehensive Plan* in 2000. *Plan 2000* provides the planning and policy framework for development of Denver’s human and physical environment. The key subjects of *Plan 2000* that relate to this Station Plan are land use, mobility, legacies, and housing.

- **Land Use:** Land use recommendations promote new investment that accommodates new residents, improves economic vitality and enhances the city’s aesthetics and livability. In addition, *Plan 2000* supports sustainable development patterns by promoting walking, biking and transit use.

- **Mobility:** *Plan 2000* emphasizes planning for multiple modes of transportation – walking, biking, transit and cars. Key concepts include expanding mobility choices for commuters and regional cooperation in transit system planning. *Plan 2000* also promotes compact, mixed-use development in transit rich places (like station areas).
- **Legacies:** *Plan 2000* prioritizes planning for park, open space and recreation systems. Historic building preservation and respect for traditional patterns of development in established areas are also key tenets of *Plan 2000*. To this end, *Plan 2000* places a high value on maintenance of streets, trails, and parkways that link destinations within the community. Ensuring that new buildings, infrastructure and open spaces create attractive, beautiful places is the foundation of the legacies chapter.
- **Housing:** *Plan 2000* recognizes that access to housing is a basic need for Denver citizens. Thus, *Plan 2000* emphasizes preservation and maintenance of the existing housing stock and expanding housing options. Providing a variety of unit types and costs, in addition to housing development in transit rich places are fundamental tenets of *Plan 2000*. This ensures a sustainable balance of jobs and housing as the city matures.



The Denver Comprehensive Plan 2000, Blueprint Denver, and other adopted city-wide plans form the basis for recommendations contained in the Sheridan Station Area Plan.

Blueprint Denver: An Integrated Land Use and Transportation Plan, 2002

Plan 2000 recommended that the city create a plan to integrate land use and transportation planning. *Blueprint Denver* is the implementation plan that recognizes this relationship and describes the building blocks and tools necessary to achieve the vision outlined in *Plan 2000*.

Areas of Change and Stability: *Blueprint Denver* divides the city into “areas of change” and “areas of stability.” Over time, all areas of the city will fluctuate between change and stability. The goal for areas of stability is to identify and maintain the character of an area while accommodating new development and redevelopment. The goal for areas of change is to channel growth where it will be beneficial and can best improve access to jobs, housing and services. *Blueprint Denver* describes two types of areas of stability: “committed areas” and “reinvestment areas.” Committed areas are stable neighborhoods that may benefit from the stabilizing effects of small, individual lot infill development rather than large-scale land assembly and redevelopment. Reinvestment areas are neighborhoods with a character that is desirable to maintain but would benefit from reinvestment and modest infill. This reinvestment, however, is more limited in comparison to that of areas of change.

Transportation: The transportation component of *Blueprint Denver* provides transportation building blocks and tools that promote multimodal and intermodal connections. Elements of connection include the street system, bus transit system, bicycle system, and pedestrian system. These components must work together to realize the guiding principles of *Blueprint Denver*.

Zoning Code Update (in development)

Denver citizens called for reform of the City’s Zoning Code in the 1989 *Comprehensive Plan* and again in the *Denver Comprehensive Plan 2000*. *Blueprint Denver* (2002) provided the vision and initial strategy to begin this effort.

The current zoning code was established in the 1950’s and assumes an automobile oriented land use development pattern. Further, the complexity of the current zoning code makes it difficult for property owners to easily identify what

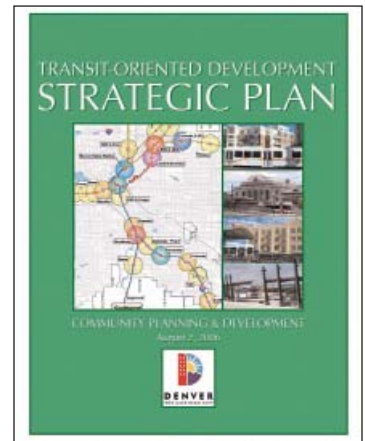
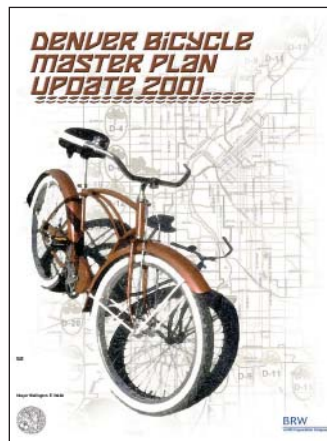
is allowed to be built on a given property. That complexity can make doing quality development more difficult and raises the cost of doing business in Denver by requiring lengthy study of our unique and cumbersome zoning code.

The updated zoning code will better reflect the vision of *Blueprint Denver* by promoting proper development in “areas of change” while enhancing neighborhood character in “areas of stability”.

Transit Oriented Development Strategic Plan, 2006

The Transit Oriented Development (TOD) Strategic Plan prioritizes the city’s planning and implementation efforts related to the transit system and station area development.

- **TOD Defined:** *The TOD Strategic Plan* defines TOD as development near transit that creates beautiful, vital, walkable neighborhoods; provides housing, shopping, and transportation choices; generates lasting value; and provides access to the region via transit.
- **TOD Typologies:** *The TOD Strategic Plan* establishes TOD typologies for every transit station in the city. Typologies establish a framework to distinguish the types of places linked by the transit system. The typologies frame expectations about the land use mix and intensity of development at each of the stations.



The Denver Bicycle Master Plan and the Strategic Transportation Plan

- **Station Area Planning:** While providing an important planning framework, the *TOD Strategic Plan* calls for more detailed station area plans. Such plans offer specific direction for appropriate development, needed infrastructure investments and economic development strategies.

Bicycle Master Plan, 2002

In 2002 in response to *Plan 2000*, the *Bicycle Master Plan* (2002) provides a framework for an interconnected bicycle system.

The primary objectives of the *Bicycle Master Plan* are:

- Develop new neighborhood routes that create connections between the existing bicycle route system and nearby facilities not currently on a bicycle route.
- Close the gaps in the existing bicycle routes to complete the bicycle grid route system.
- Improve access with bike route and trail signage around light rail stations to make bicycling and transit work in a seamless manner.
- Support education, enforcement and public policy for the bicycle system.

Lakewood Dry Gulch Park Concept Plan

The *Lakewood Dry Gulch Park Concept Plan* identifies nine design principles for the Lakewood Dry Gulch. Several of the principles relate directly to the station area plan including:

- Create a continuous non-motorized trail system linking the western edge of the park to downtown Denver.
- Provide cross slope linkages that safely connect key areas.
- Provide attractive and distinctive railings and barriers to ensure park user safety, reduce site degradation and minimize dumping.
- Develop light rail stations that also serve as community parks with strong linkages to water.
- Create a design character that unifies all the stations along the corridor.

- Improve streets, turn-arounds and alleys to meet city standards, upgrade the area and minimize speeding.

Greenprint Denver, 2006

Greenprint Denver is an effort to fully integrate sustainability as a core value and operating principle in Denver city government. The *Greenprint Denver* action agenda for 2006 charts the city's course over the next five years. Included in *Greenprint Denver* action agenda are specific actions that relate directly to the city's ambitious station area planning effort. For example, this plan directs the city to decrease reliance on automobiles through public transit use and access, and promote transit-oriented development, as well as bike and pedestrian enhancements, and increase by 20% the new development located within ½ mile of existing transit stations by 2011.

Parks and Recreation Game Plan, 2002

The *Game Plan* is a master plan for the city's park, open space and recreation system. A primary principle is to create greener neighborhoods. *Game Plan* establishes a street tree and tree canopy goal of 15-18 percent for the entire city. The plan also establishes a parkland acreage target of 8-10 acres per 1,000 residents. Tools to accomplish these goals include promoting green streets and parkways, which indicate routes that require greater emphasis and additions to the landscape.

Strategic Transportation Plan, 2006

Denver Public Works drafted the *Strategic Transportation Plan (STP)*. The *STP* will be a primary implementation tool for *Blueprint Denver* and *Plan 2000*. The objective of the *STP* is to determine needed transportation investments.

The *STP* process will (1) provide education concerning options for transportation alternatives; (2) reach consensus on transportation strategies along transportation corridors through a collaborative process; and (3) build stakeholder support.

The *STP* represents a new approach to transportation planning in Denver. Instead of forecasting future auto travel on Denver streets, the *STP* will forecast person-trips to evaluate the magnitude of transportation impacts caused by all types of travel. This person-trip data provides the ability to plan for bikes, pedestrians, transit, and street improvements. The

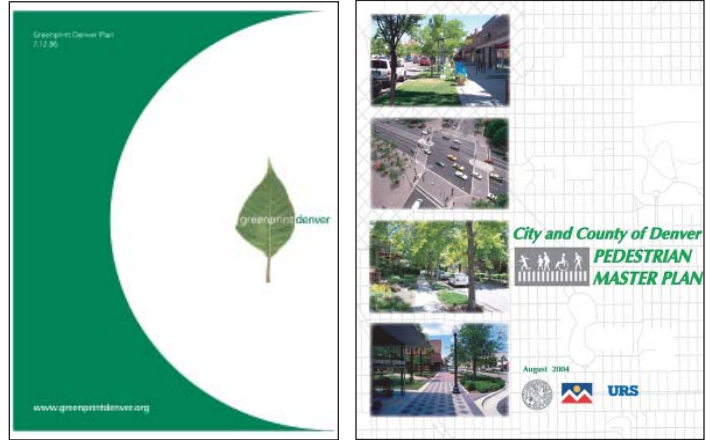
STP is the first step in identifying the needs for every major travel corridor in the city. The *STP* will create concepts for how to meet transportation needs, including a prioritization of corridor improvements.

Storm Drainage Master Plan (2005) and Sanitary Sewer Master Plan, 2006

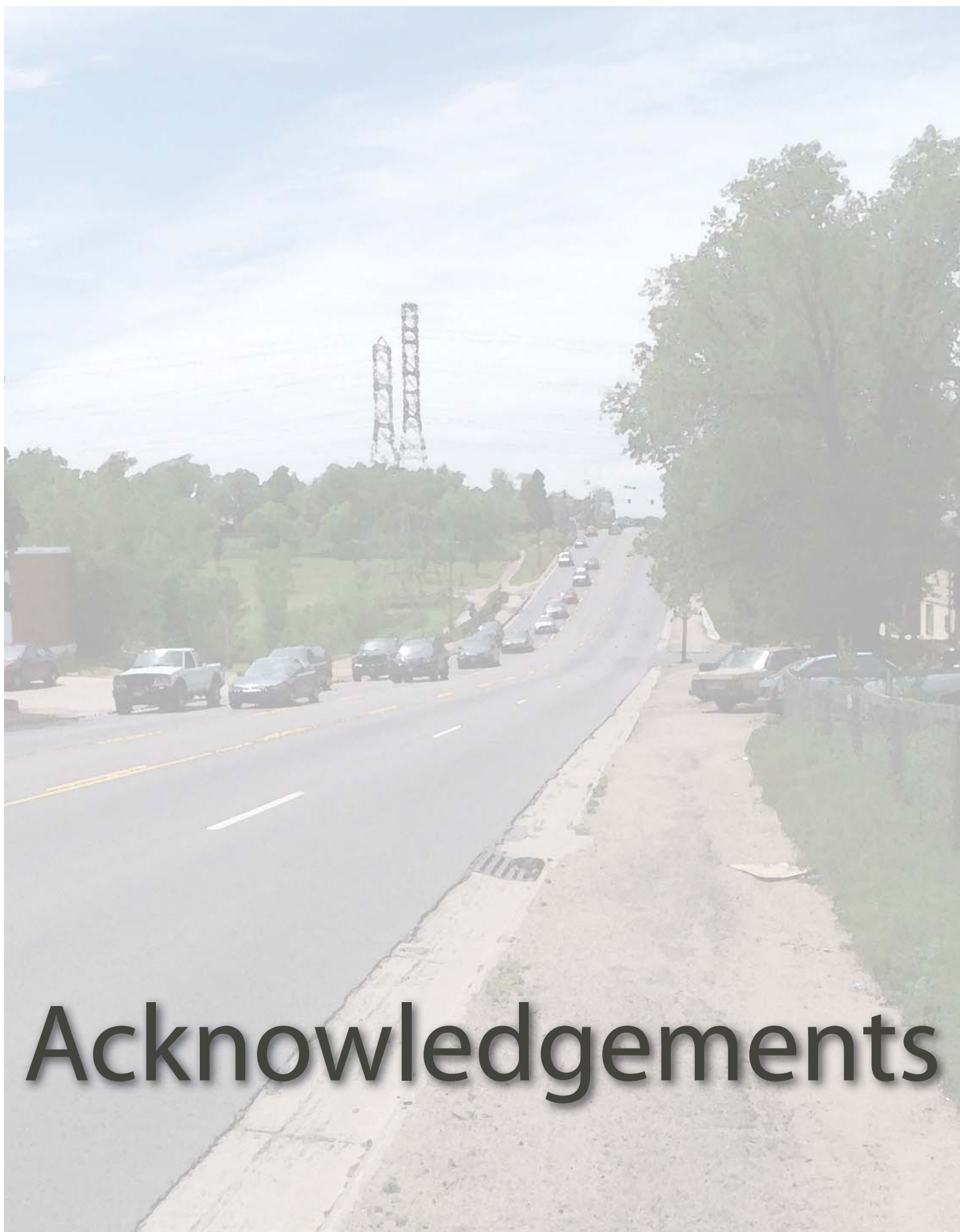
The *Storm Drainage Master Plan* and the *Sanitary Sewer Master Plan* evaluates adequacy of the existing systems assuming the future land uses identified in *Blueprint Denver*. The *Storm Drainage Master Plan* determines the amount of imperviousness resulting from future land development and the subsequent runoff. The *Sanitary Sewer Master Plan* identifies needed sanitary sewer improvements to respond to the forecasted development.

Pedestrian Master Plan, 2004

The *Pedestrian Master Plan* was written to address the mobility goals of the *Comprehensive Plan* and *Blueprint Denver*. Specifically, the plan calls for a pedestrian environment that is: safe from automobiles; encourages barrier free pedestrian mobility; enables pedestrians to move safely and comfortably between places and destinations; attractive, human scale and encourages walking; and promotes the role of walking in maintaining health and preventing disease. To achieve these goals, the plan calls for land use changes to encourage walking through mixed-use development patterns. The plan identifies a minimum 13 foot pedestrian zone on all streets including an 8 foot tree lawn and a 5 foot sidewalk and a minimum 16 foot pedestrian zone on most arterial streets.



Greenprint Denver and the Pedestrian Master Plan



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Chris Nevitt, District 7
Carla Madison, District 8
Judy Montero, District 9
Michael Hancock, District 11
Carol Boigon, At-Large
Doug Linkhart, At-Large

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Denver Community Planning & Development

Peter J. Park, Director
Catherine Cox-Blair, TOD Program Manager
Steve Gordon, Comprehensive Planning Manager
Thomas Hoaglund, Project Manager
Chris Gleissner, Senior City Planner
Barbara Frommell, Senior City Planner
Caryn Wenzara, Senior City Planner
Gideon Berger, Senior City Planner
Steve Nalley, Associate City Planner
Eric McClelland, Senior GIS Analyst
Andrea Santoro, Senior GIS Analyst
Carolyne Janssen, Graphic Design
Jim Ottenstein, Graphic Design

Denver Public Works

Bob Kochaver, FasTracks Liaison
Crissy Fanganello, Manager Public Works Infrastructure and Programming
Eric Osmundsen, Senior Engineer
Justin Schmitz, Engineer
James Mackay, Bicycle Planning and Cost Estimation
Cynthia Patton, Associate City Planner

Denver Parks & Recreation

Gordon Robertson, Assistant Director

Devon Buckles, Parks Planner

Keith French, Parks Planner

Office of Economic Development

Andre Pettigrew, Executive Director

William Kralovek, Transit Oriented Development

Michael Miera, Housing and Neighborhood Development

ReJean Peoples, Community Development Program Specialist

Denver Urban Renewal Authority

Grant Bennett, Redevelopment Specialist

Regional Transportation District

Bill Sirois, Transit Oriented Development

Dennis Cole, West Corridor Project Manager

City of Lakewood

Roger Wadnal, Economic Planning Manager

Rob Smetana, Principal Planner

Consultant Team:

PB Placemaking, Urban Design Consultant

Fehr and Peers, Transportation Consultant

Navjoy Consulting Services, Traffic Consultant

Hartwig & Associates, Cost Estimating Consultant

Basile Baumann Prost & Associates, Economic Consultant

ArLand

Nelson Nygaard