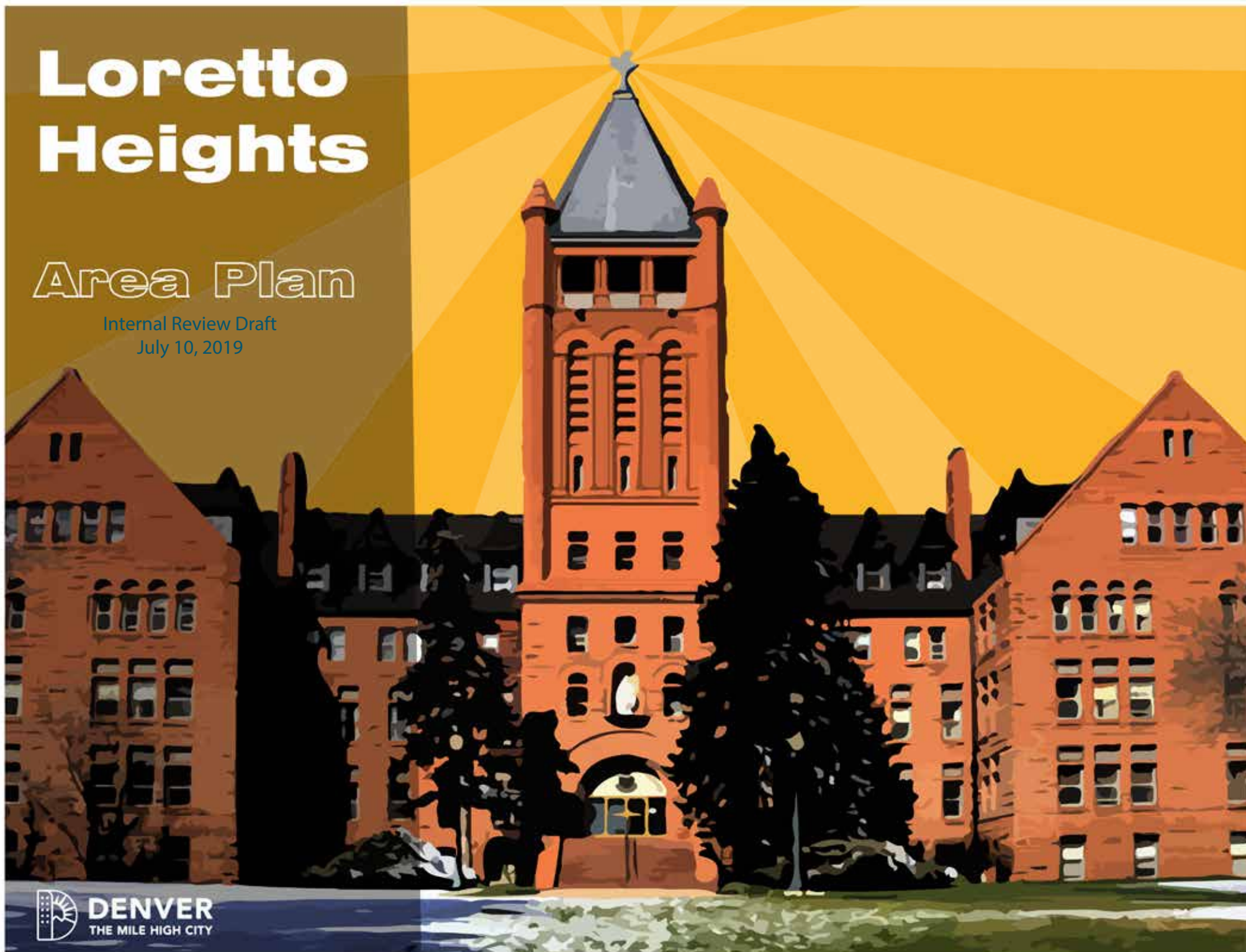


Loretto Heights

Area Plan

Internal Review Draft
July 10, 2019



ACKNOWLEDGMENTS

The Loretto Heights Area Plan is the result of extensive work and collaboration among a range of stakeholders, community and business leaders, elected officials, and members of the public who care deeply about the future of southwest Denver. In particular, the following community members and organizations are recognized for their contributions to this effort:

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LETTERS OF ENDORSEMENT

Placeholder



LETTERS OF ENDORSEMENT

Placeholder



CHAPTER SUMMARY

1

OVERVIEW

This section introduces the plan area, describes the planning process and presents the community's overall vision for the plan area.

2

LAND USE & BUILT FORM

This section addresses topics related to growth, development, urban design, economics, historic preservation and affordable housing.

3

MOBILITY

This section addresses the mobility network in the Loretto Heights plan area and is organized by transportation mode.

4

QUALITY-OF-LIFE INFRASTRUCTURE

This section addresses topics that contribute to the quality of life for all residents and visitors in the plan area. Topics include health, food access, parks and recreation, and environmental quality.

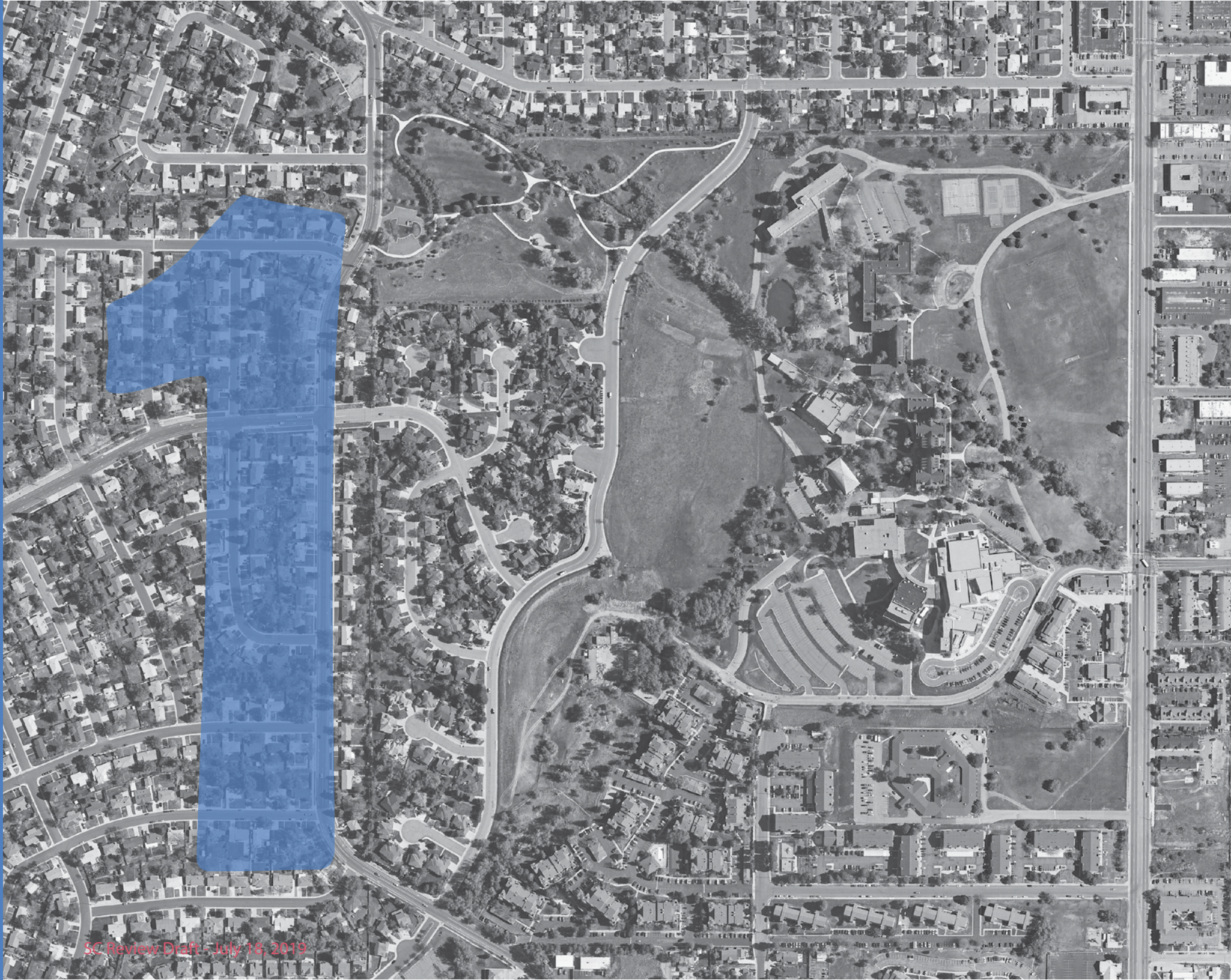
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IMPLEMENTATION

The implementation chapter identifies implementation priorities, responsibilities, and phasing for plan recommendations.

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Chapter 1

OVERVIEW

In this chapter:

- 1.1 Introduction
- 1.2 Plan Area
- 1.3 Plan Process
- 1.4 How to Use the Plan
- 1.5 Vision Statements
- 1.6 Planning for an Equitable Loretto Heights
- 1.7 Complete Neighborhood



Photo: Circa 1945

1.1 Introduction

The history of the former Loretto Heights Academy and College campus is integral to the evolution of southwest Denver as one of its earliest developed sites. Since 1891, the Administration Building, with its soaring and enduring bell tower, has served as a familiar and constant landmark. The campus sits on one of the highest points in the city and enjoys a commanding view of the Rocky Mountains and the Denver skyline. Over its more than 125-year history, the campus has been a significant feature of the Denver metropolitan area.

In 2018, the sale of the Loretto Heights campus presented a unique opportunity to build on the site's legacy through a sensitive redevelopment that incorporates the vision of the surrounding community. In addition to the iconic and recognizable tower of the Administration Building, a variety of significant structures designed by well-known architects representing a range of architectural styles from the 1890s to the 1980s also populate the site. Throughout this planning process, the community has advocated for the area to become a destination and a gathering place for the entire community of southwest Denver. The community desires to find a balance between preserving the old and embracing the new.

The Loretto Heights Area Plan builds on previous work by local leaders and neighborhood groups to create a collective, planned vision for this unique site. Like all neighborhood planning processes, the Loretto Heights Area Plan is informed by the *Denver Comprehensive Plan 2040* and *Blueprint Denver (2019)*, the City's land use and transportation

plan. The guiding language in these citywide documents and other citywide plans like *Game Plan for a Healthy City* and *Housing an Inclusive Denver*, provide direction for all of Denver. While there is comprehensive citywide guidance and direction, southwest Denver has no small area plan, and therefore no current policy guidance in place that reflects the community's vision for the area. The Loretto Heights Area Plan is a community-driven public process which gives the public an opportunity to have input in the future of this treasured campus and the community surrounding it. The plan provides specific policy recommendations based on community input that will help guide future redevelopment and the anticipated impacts that development will have on the adjacent neighborhoods.

Throughout the public input process, community members made it clear that the issues they most want to see addressed in the plan are historic preservation, mobility options, parks, recreation and public spaces, and the threat of gentrification. Community members also expressed a desire to see all new development held to a high standard. This means appropriate development should encompass high-quality design and construction materials, distinctive architecture, and be human-scaled. In response to these identified priorities, and in keeping with the vision elements identified in the *Denver Comprehensive Plan 2040*, the Loretto Heights Area Plan goals and recommendations are organized around the elements of a complete neighborhood. Three interrelated elements form the foundation of a complete neighborhood: land

use and built form, mobility, and quality-of-life infrastructure. A truly inclusive city is composed of complete neighborhoods and great places accessible to everyone, regardless of age, ability or income.

An additional element informs every part of the Loretto Heights Area Plan: Equity. Equity means everyone, regardless of who they are or where they are from, can thrive. *Blueprint Denver* includes three equity concepts that inform this plan: Improving Access to Opportunity, Reducing Vulnerability to Displacement, and Expanding Housing and Jobs Diversity. These concepts are interlinked not only with each other but all the elements of a complete neighborhood. During plan implementation, these recommendations and strategies should be given priority to ensure that the redevelopment of the Loretto Heights Area Plan helps Denver achieve its vision for inclusive, complete neighborhoods. For more information, see section 1.6: Planning for an Equitable Loretto Heights.

"I love the tower and being able to see it from a distance. It is a marker, 'home.'"

- Community Member

1.2 Plan Area

Regional Context

The plan area is in southwest Denver, home to several regional assets such as Marston Lake, Fort Logan National Cemetery and the Denver Sports Center. The area is also home to additional natural features, including the South Platte River, Harvey Park, and Bear Valley Park. The location of the plan area is unique in that its eastern and southern boundaries are adjacent to jurisdictions outside the City of Denver. The City of Sheridan is located south, and the City of Englewood is located southeast of the plan area. Both jurisdictions are within Arapahoe County, allowing for the opportunity to collaborate on multi-jurisdictional planning efforts.

There are roughly 55,000 residents in 22,500 housing units in southwest Denver. The area's development has been influenced over the years by several different factors. Between 1943 and 1973 the City and County of Denver annexed thousands of acres within Arapahoe and Jefferson counties which helped contribute to the creation of what is now southwest Denver. Annexation is thus integral to understanding the history of this area. Furthermore, investment and construction of major thoroughfares including Federal Boulevard and Highway 285 (Hampden Avenue) also contributed to the growth of this area by providing a high degree of regional accessibility.

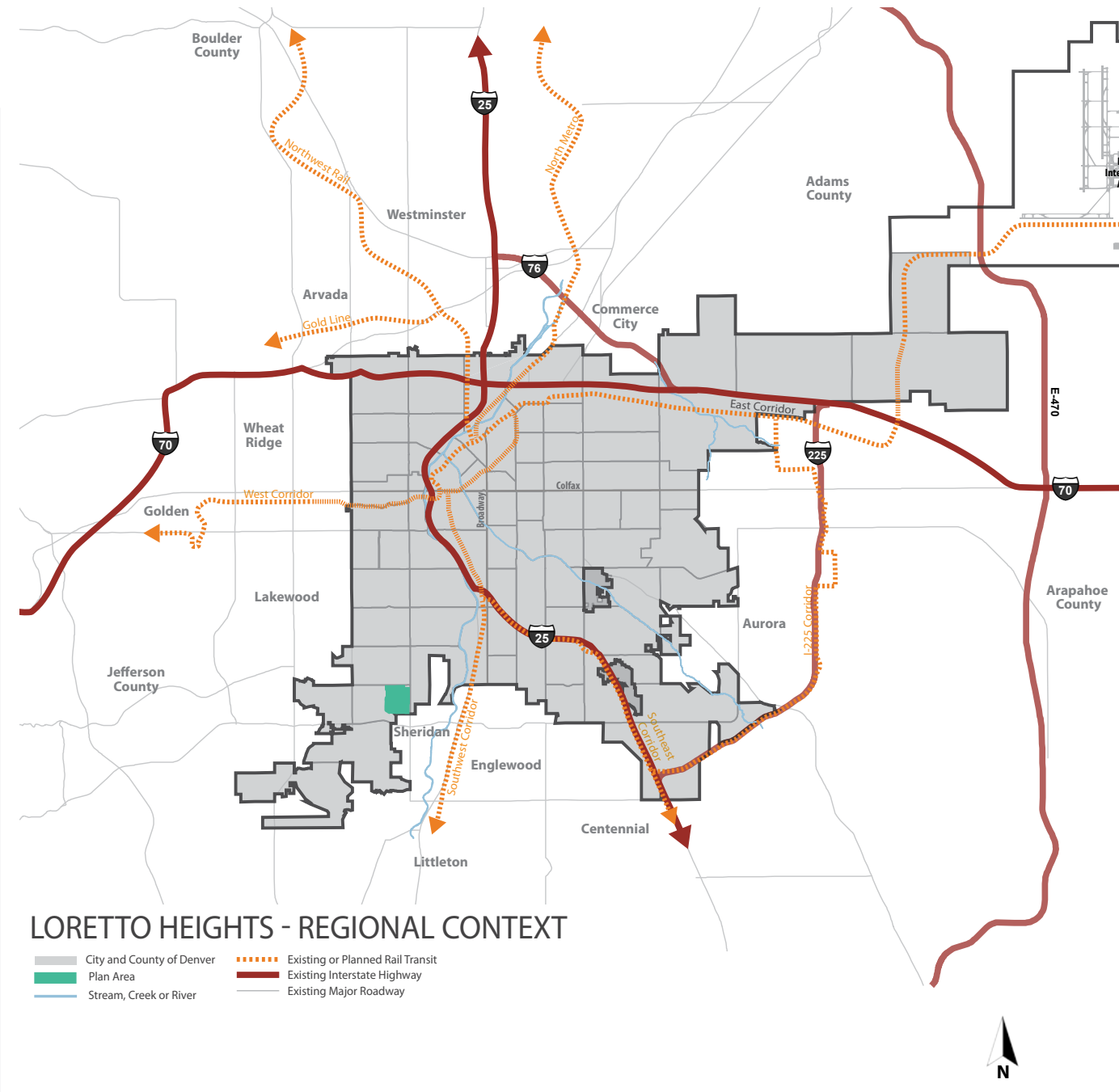


Figure 1.1: Regional Context

Neighborhood Context

The Loretto Heights campus is in the Harvey Park South neighborhood of southwest Denver. This neighborhood is directly adjacent to the Harvey Park neighborhood to the north, College View–South Platte neighborhood to the east, Bear Valley neighborhood to the West and the City of Sheridan (Arapahoe County) to the south.

Most neighborhood houses are in the suburban context, generally found in areas located along the edges of the City and County of Denver. This context is predominately low-density, single-unit residential with mixed use corridors along major roads and larger centers at key intersections. It is representative of the Post-World War II development of the area, and is supported by compatible, embedded uses of a complete neighborhood such as schools, parks, and commercial and retail uses.

The Harvey Park South neighborhood is characterized by architecture primarily from the 1950s. Ranch style houses make up most of the housing styles within the plan area with some modestly sized Minimal Traditional style houses located north of the plan area (see Figure 1.3). There are several corner lots with single-unit houses angled to the corner that lend a unique character to the neighborhood. The Federal Boulevard corridor contains a mix of commercial, multi-unit residential and single-unit houses spanning several eras of development from the 1940s to present day. The small portion of the College View–South Platte neighborhood within the plan area includes commercial and multi-unit residential along Federal

Boulevard that transitions into smaller-scaled, multi-unit and single-unit residential as one moves farther east. The single-unit residential of the College View–South Platte neighborhood represents an earlier mix of architectural styles primarily from the 1930s and 1940s, like Minimal Traditional. South of the campus and adjacent to the city of Sheridan is multi-unit residential from the 1960s to present.

Future redevelopment and investment in the plan area presents a unique opportunity for the area to develop into a vibrant, mixed-use destination that connects to and supports the surrounding southwest Denver community, while remaining a unique community attraction that honors the historic character and legacy of the former educational campus.



Figure 1.2: Plan Area

Plan Area Boundary

The plan area of the Loretto Heights Area Plan is considered to be most directly influenced by the redevelopment of the 72-acre Loretto Heights campus. It includes parts of the Harvey Park South and College View–South Platte neighborhoods and is located within Denver City Council District 2 and 7. The plan area boundary was selected based on the following four factors:

1 Yale Avenue defines the northern boundary because it captures the surrounding character of single-family homes in the northern portion of the Harvey Park South neighborhood.



Photos: Example of Minimal Traditional style housing

2 Lowell Boulevard defines the western boundary because it captures Loretto Heights Park and the surrounding character of single-family homes.



Photos: Example of housing in Dartmouth Heights development

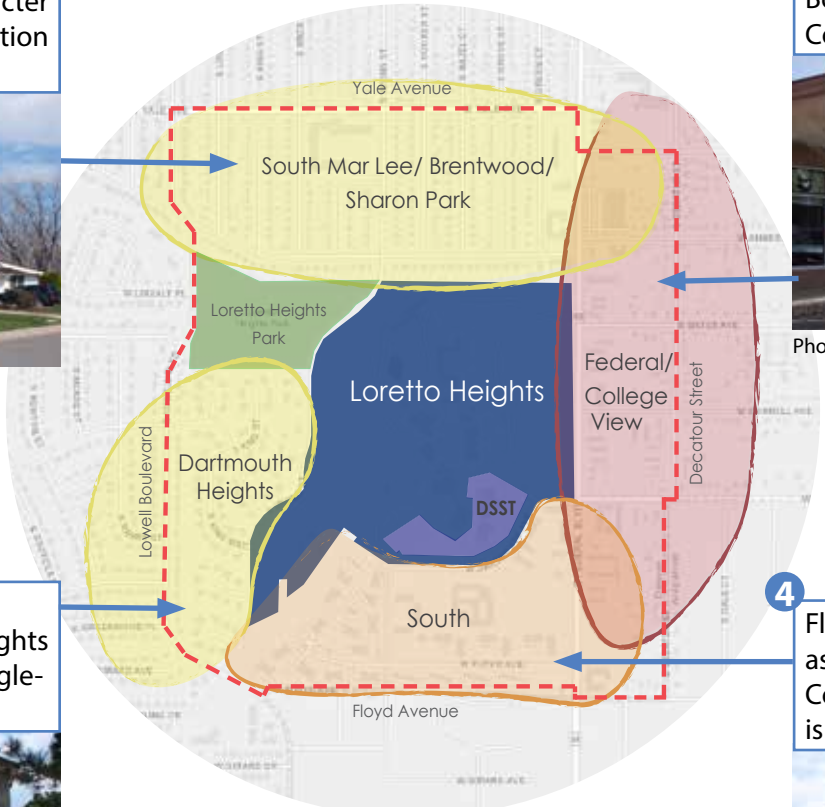


Figure 1.3: Plan Area Boundary

3 Decatur Street defines the eastern boundary to include the commercial use along Federal Boulevard and the residential use of the College View – South Platte neighborhood.



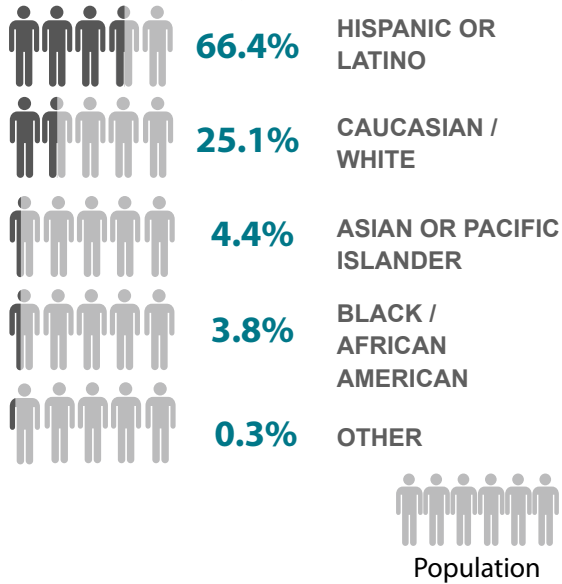
Photos: Example of commercial development on Federal Boulevard

4 Floyd Avenue defines the southern boundary as it is the line between Denver and Arapahoe County. The multifamily character to the south is also captured within the boundary.



Photos: Example of multi-family housing on Federal Boulevard

Race and Ethnicity



Harvey Park Neighborhood 12,760
 Harvey Park South Neighborhood 8,870
 College View-South Platte Neighborhood 7,925
 Loretto Heights Plan Area 4,494

Denver 649,654

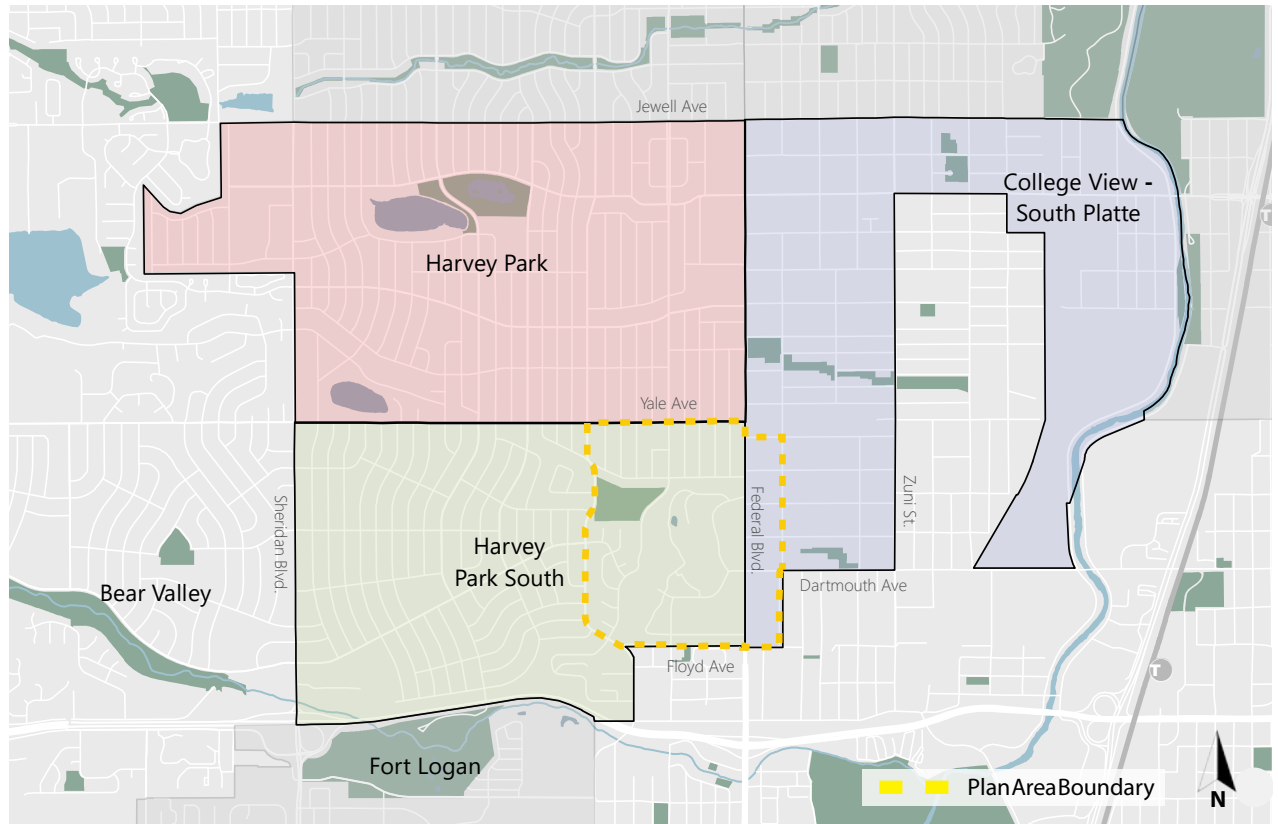
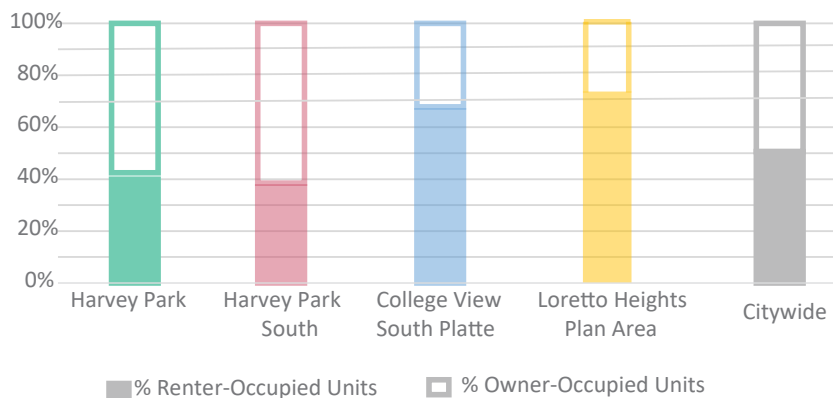
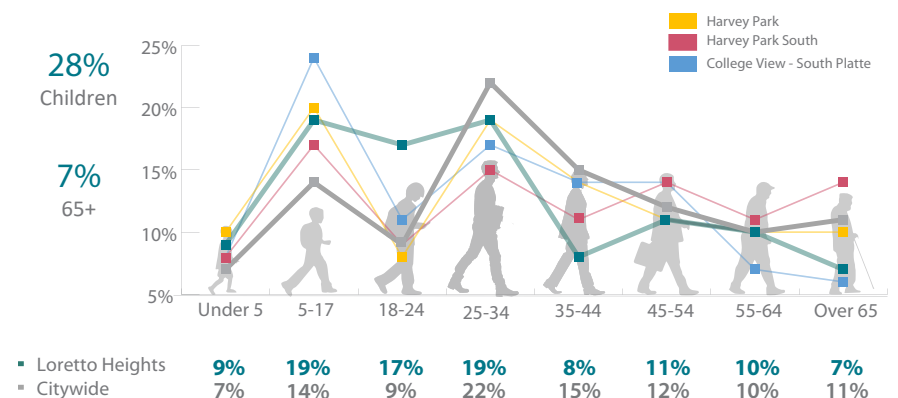


Figure 1.4: Neighborhood Context

Renter/Owner Occupied



Age Distribution



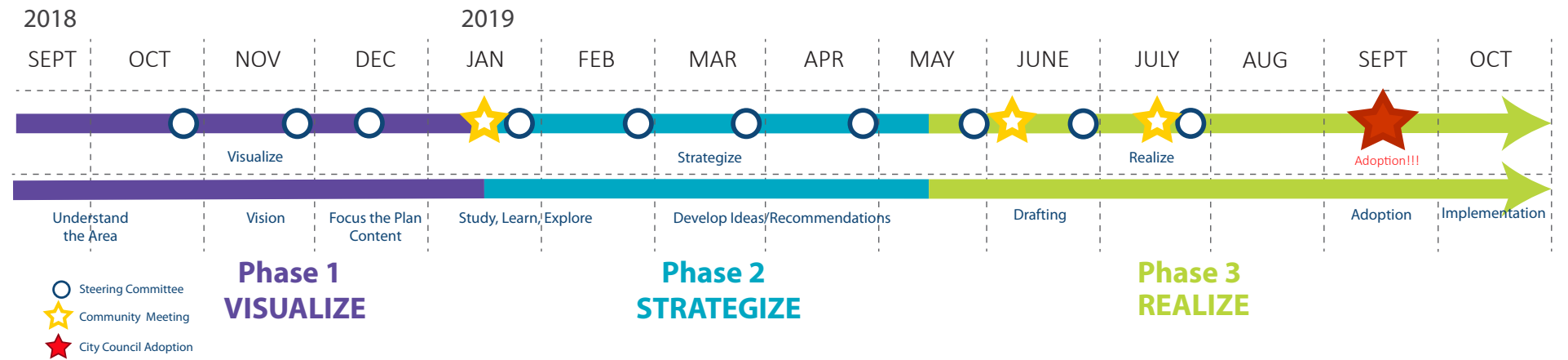
1.3 Plan Process

Background

The Loretto Heights Area Plan describes the community’s vision for the next 20 years and will help inform community priorities and public investment during that time. The Loretto Heights Area Plan was prepared over a 12-month period that spanned three planning phases: Visualize, Strategize, and Realize.

The planning process included extensive engagement of residents, business owners, property owners, government agencies, nonprofits, and others who expressed interest in participating. There were a variety of public engagement and outreach efforts, with participation from over 1,300 members of the community.

Project Schedule



Phase 1 focused on studying the area’s existing conditions to identify issues for the plan to address. Additionally, stakeholders built consensus around a future development vision for the area.

Phase 2 focused on the creation of high-level recommendations that will guide future development and achieve the overall vision identified in Phase 1.

Phase 3 focused on the development and refinement of the recommendations and strategies that provide specific guidance for the plan area and inform future implementation.

Steering Committee

The planning process was guided and informed by a steering committee comprised of members of the community and area leaders representing a variety of diverse organizations and constituencies. The steering committee served as the policy advisory group and was instrumental in guiding the development of the vision, recommendations, and strategies that are included in this plan. Ten steering committee meetings were held over a 12-month period. All meetings were open to the public and held in the Library on the Loretto Heights campus or at the All Saints Church Hall. Steering committee members were instrumental in generating community interest and participation throughout the community engagement process.

Online Surveys

Online surveys were created for those who were unable to attend the public meetings and provide them an opportunity to participate in the planning process. The first survey was created to replicate the first public meeting to ensure that the feedback received online could be evaluated alongside the feedback received in person. The second online survey provided an opportunity for the community to submit their feedback on the draft of the Loretto Heights Area Plan. Paper versions of the surveys were also available. Over 750 community members participated in both of the online surveys and provided 2,300 individual comments.



Photo: Steering Committee Meeting #7



Image: Spatial representation of "Community Assets" according to first survey (January 2019)



Image: Second community survey asking for feedback on the draft plan (June 2019)

Community Meetings

Community meetings were held at key points throughout the planning process in order to solicit input and guidance from the public. These meetings provided background information regarding the plan area and the planning process, new information about the plan, and a variety of creative ways to gather feedback from the community.

Community Meeting #1

The first community meeting in January of 2019 served as a kick-off meeting and an opportunity for the public to learn about the planning process and the intent of the Loretto Heights Area Plan. City staff and steering committee members volunteered at the meeting which was attended by 230 community members. The community provided feedback on several different topics and weighed in on the assets, challenges, and hopes and opportunities in the plan area. Community members helped prioritize elements of a complete neighborhood and reviewed the six vision statements developed by the steering committee.



Photo: Community Meeting #1

All -Spanish Language Community Meeting

In March of 2019, city staff organized an all-Spanish language community meeting. City staff organized the meeting to mimic the agenda of the January community meeting, however, the meeting was designed more as a community gathering complete with breakfast and a variety of interactive children's activities. Meeting attendees provided feedback on a variety of different topics through four open-house stations. City staff and various steering committee members volunteered at this meeting which was attended by 30 community members.



Photo: All Spanish Language Community Meeting

Community Meeting #2

This second community meeting in June of 2019, served as an opportunity for the public to explore options and provide feedback on the proposed and existing mobility network, the open space network, neighborhood character and proposed community benefits in the plan area. City staff and various steering committee members volunteered at this meeting which was attended by 100 community members.

Community Meeting #3

This final community meeting held in July of 2019 was an opportunity for the public to review and comment on the public draft of the Loretto Heights Area Plan. Community members also provided feedback on final plan concepts, recommendations and strategies. City staff and various steering committee members volunteered at this meeting which was attended by 75 community members.



Photo: Community Meeting #2

Evaluating Feedback





A variety of beneficial feedback was received throughout the planning process which consisted of responses to targeted questions and thousands of community comments. After every steering committee meeting, community meeting and public engagement event, the project team compiled all the feedback for further evaluation. This evaluation included identifying common themes and focus topics, and documenting and researching areas of consensus, conflict, and concern. The content found in the Loretto Heights Area Plan has been informed and guided by this data collection process.



Steering Committee Meetings

LORETTO HEIGHTS "ACADEMY"
 Attendee Report Card

Student Name: _____

SUBJECTS:	GRADE
 History	
 Geography	
 Visual Arts	
 Composition	


Winter Semester 2019


Photo: Community Meeting #1 Report Card



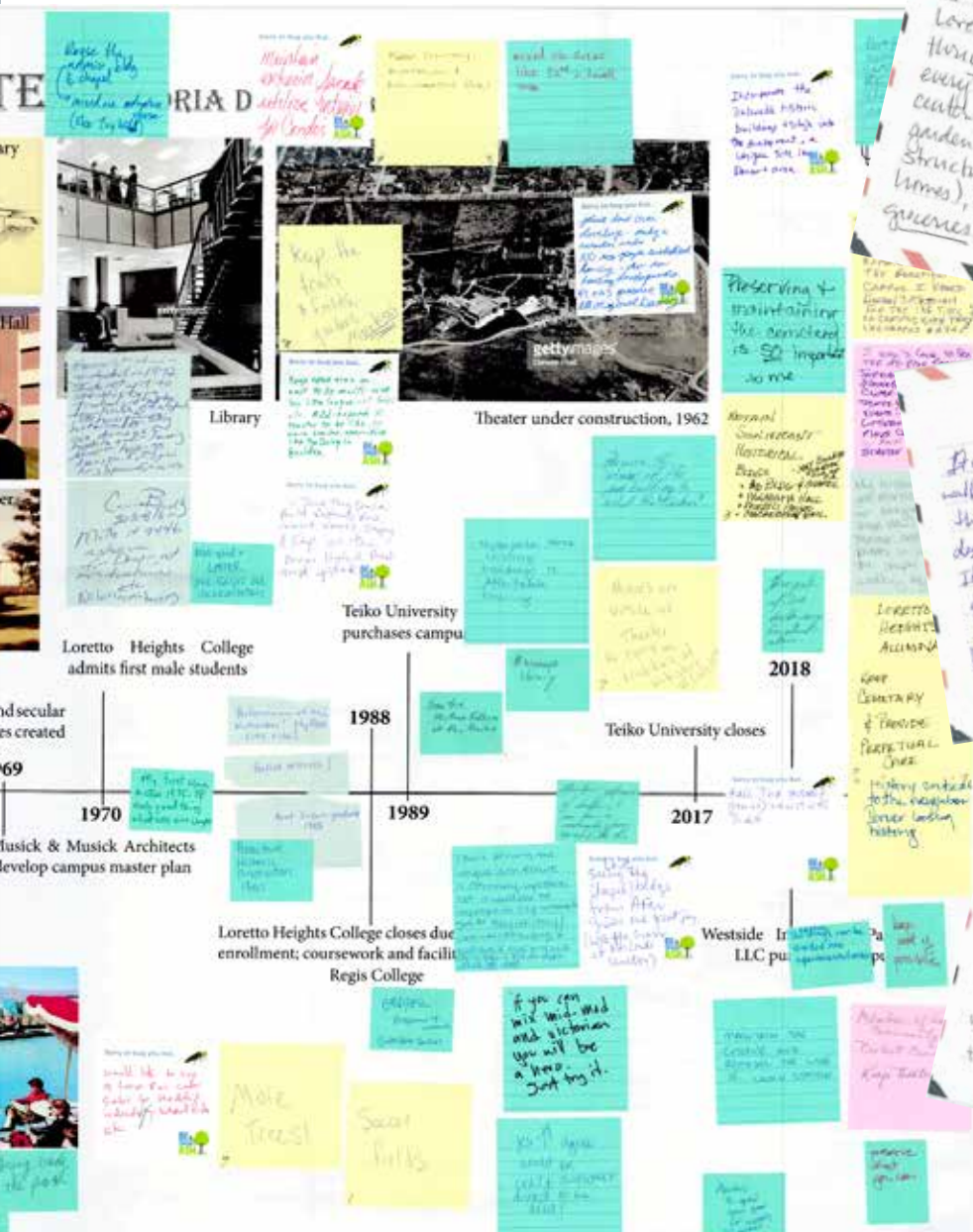
Community Meetings

May Bonfils Stanton Theater Market Feasibility Study

The community identified the May Bonfils Stanton Theater as a treasured asset to be revitalized as a performing arts center. In response to that hope, Keen Independent Research conducted a feasibility study of retaining the theater as a fully functioning cultural facility in southwest Denver. The study analyzed the existing capacity and demand for performing arts venues, identified market gaps, and forecasted future venue demands. That baseline information led to a report that details performing arts and non-performing arts uses for the space that could support operational sustainability; identifies building improvements required for venue operations; provides revenue and cost structure recommendations to maximize cost-effectiveness for community performing arts organizations and other uses; and recommends potential ownership and governance structures that could create a sustainable theater operation. The team facilitated three community workshops to obtain input regarding the theater's feasibility, potential improvements, and governance structure.







Sample of postcards from Community Meeting #1

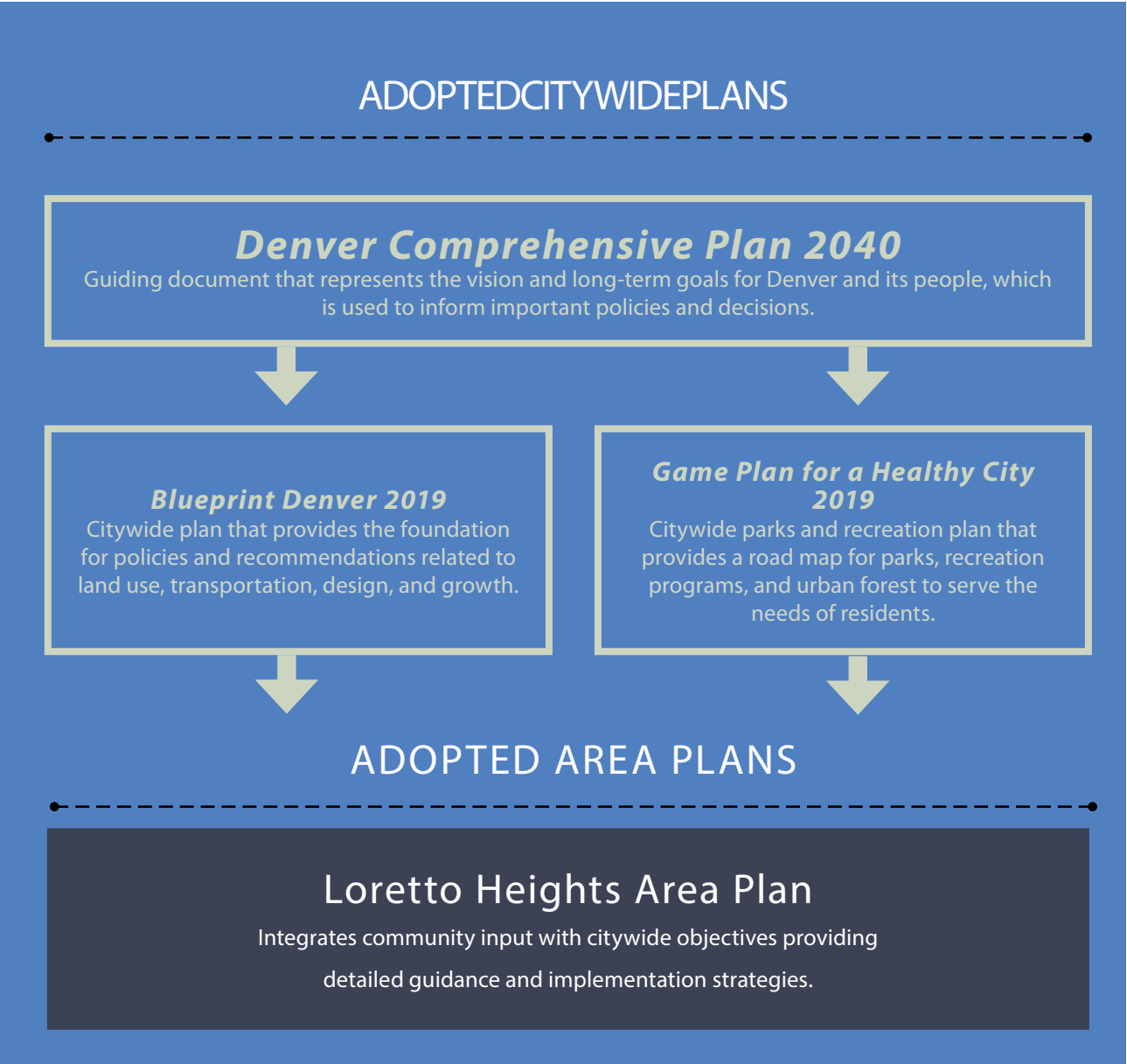


1.4 How to Use the Plan

Levels of Plan Guidance

Small area plans provide a level of analysis, detail, and guidance on issues affecting local areas that citywide plans cannot. The plans typically focus on neighborhoods, station areas, corridors, and other geographic areas and they engage neighborhood stakeholders in identifying a future vision for the area and provide recommendations and strategies for achieving that vision. These recommendations help ensure neighborhoods grow as envisioned by the small area plan. The Loretto Heights Area Plan represents the land use, mobility, and quality-of-life infrastructure vision for the Loretto Heights plan area.

As an adopted small area plan, the Loretto Heights Area Plan works within the framework created by *Blueprint Denver* and refines *Blueprint Denver*'s recommendations for this area. The Loretto Heights Area Plan helps advance the vision of citywide plans while providing specific recommendations, strategies, and implementation actions for the Loretto Heights plan area. Any updates to citywide plans should incorporate and refine recommendations for this plan.



Intent of Loretto Heights Area Plan

This plan establishes a long-range vision and guiding principles for future development in the plan area and redevelopment of the Loretto Heights campus. Public agencies and private entities will use this plan for many purposes and actions that will affect the form and function of the plan area. The recommendations identified in this plan provide direction to guide day-to-day decision making. They are intended to be flexible to accommodate opportunities that arise, and it is also intended to be able to adapt and respond to new challenges over the coming years.

As with the *Denver Comprehensive Plan 2040* and its supplements, the Loretto Heights Area Plan recommendations provide guidance. This plan does not rezone any property, nor does it designate any property for local or national historic designation. Future implementation actions such as map amendments (rezoning) or text amendments, historic designations, capital improvements and other public-private partnerships will require specific actions on the part of the city, property owners, and various stakeholders.

Comprehensive Plan 2040 Vision Elements

The *Denver Comprehensive Plan 2040* identifies six vision elements that serve as the basis of the Denver Comprehensive Plan 2040. These vision elements articulate a sustainable, comprehensive vision for the city, and are linked to a set of broad, long-term goals. Each recommendation and strategy within this plan contributes to achieving one or more of the elements of the vision.



In 2040, Denver is an equitable, inclusive community with a high quality of life for all residents, regardless of income level, race, ethnicity, gender, ability or age.



In 2040, Denver's neighborhoods are complete, unique and reflective of our diverse history



In 2040, Denver is connected by safe, high-quality, multimodal transportation options.



In 2040, Denver is a global city with a robust economy that reflects the diversity of our community.



In 2040, Denver is a thriving, sustainable city connected to nature and resilient to climate change.



In 2040, Denver is a city of safe, accessible and healthy communities.

1.5 Loretto Heights Vision

Loretto Heights Vision Statements

The foundation of the Loretto Heights Area Plan is expressed in the form of the *Denver Comprehensive Plan 2040* six vision elements. The steering committee refined the ideas and concepts within each element based on relevancy to the Loretto Heights plan area. The broader community provided feedback on multiple drafts of the vision statements and, ultimately, reaffirmed the ideas and concepts through various exercises during the first community meeting. The result is a series of statements within each element that is consistent with the citywide vision, while at the same time defining what each element means specifically for the Loretto Heights plan area.



Equitable, Affordable and Inclusive

In 2040, residents, employees, and visitors find unique public gathering spaces among a dynamic and diverse mix of uses that cater to a variety of socio-economic levels. The area is a regional destination for the community and provides a collective identity for southwest Denver. A range of housing types provides opportunities for residents of all income levels to live, work, and play while minimizing the impacts of gentrification and rising housing costs. All residents have the option to stay and grow in the area over their lifetime with housing that fits their budget and needs. The redevelopment and revitalization of Loretto Heights encourages further investment and redevelopment along Federal Boulevard to be more feasible and attractive, transitioning into a distinctive, enhanced corridor that will become a source of pride for the Denver Metropolitan Area.



Strong and Authentic Neighborhoods

In 2040, Loretto Heights is one of the most authentic and recognizable places in Denver and serves as a vibrant, local gathering space for residents and visitors alike. Its rich history is honored through the preservation and reuse of historic buildings and sensitive infill that reflects more than a century of diverse architectural styles. Enhancement of the grounds and open space maintains sweeping views of Denver and the Rocky Mountains. Cultural amenities reflect the diversity of the surrounding neighborhoods and respect the sacred and historical integrity of the former campus.



Connected, Safe and Accessible Places

In 2040, residents, employees, and visitors enjoy walking, biking, and using other forms of transportation on well-maintained streets which equitably serve the surrounding neighborhoods. All residents and visitors, including children, seniors, and people with disabilities, have safe and convenient options to get to work, shop, play or visit a park in the area. As a pedestrian, it is easy to navigate through the site because of a comprehensive and complete pedestrian network with sidewalks and crossings that are safe and accessible. The community is served by bicycle infrastructure that is accessible for all riding levels. Reliable, frequent, and affordable transit connects the area, and well-maintained transit stops are easy to access and provide a comfortable place to wait.



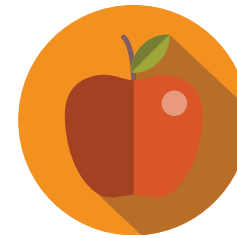
Economically Diverse and Vibrant

In 2040, the community benefits from its strong, thriving economy. Federal Boulevard and the other corridors and mixed-use centers in the area are welcoming to all with diverse, multicultural and locally-owned businesses that complement the surrounding residential neighborhoods and showcase the area's diverse culture. The community cultivates opportunities for residents and workers by supporting and encouraging new development and the retention of businesses, employment, education, and training options. A vibrant local arts and culture community has transitioned the area into a regional destination, enhancing the quality of life for residents, workers and visitors, as well as strengthening the local businesses in the area.



Environmentally Resilient

In 2040, the community has a healthy and robust natural ecosystem. An enhanced open space network of mature trees, trails, parkways, and natural plazas is thoughtfully woven into the neighborhood and takes advantage of the unique topography of the area. Seamlessly integrated green storm water infrastructure provides beautification through abundant vegetation while improving the water quality of neighboring creeks and rivers. The community guides growth and development in a responsible and sustainable way to protect and enhance the natural environment for future generations.



Healthy and Active

In 2040, an equitable allocation of community assets has increased opportunity for people who face barriers to good health and an active lifestyle. All households have safe, walkable and bikeable access to an array of diverse, affordable and healthy food, including grocery stores, community gardens, and restaurants. Residents can safely access well-maintained parks, trails and open space networks with a mix of amenities and recreational activities where everyone feels safe and welcome. There is a strong sense of community; neighbors know one another, public spaces are vibrant and active, and residents enjoy improved health and access to opportunity.

1.6 Planning for an Equitable Loretto Heights

While all the vision statements are essential to the future success of the Loretto Heights plan area, equity is an overarching concept to help ensure opportunity to everyone in the community. Equity is when everyone, regardless of who they are or where they come from, can thrive. Where there is equity, a person's identity does not determine their outcome. As a city, we advance equity by serving individuals, families and communities in a manner that reduces or eliminates persistent institutional biases and barriers based on race, ability, gender identity and sexual orientation, age and other factors.

This equity concept is especially important for the Loretto Heights plan area since it has not seen significant investment in decades and contains a diverse mix of residents from many different backgrounds. Three equity indexes should be considered when guiding policies and investments that will result from this plan to ensure the benefits of growth and change are equitably shared by everyone in the Loretto Heights plan area: Access to Opportunity, Vulnerability to Displacement, and Housing and Jobs Diversity. This plan recognizes the lack of current residents within the Loretto Heights campus and, therefore, the following equity measurements are taken from the surrounding neighborhoods.

Refer to Appendix C in *Blueprint Denver* for a more detailed methodology and for individual maps of each measurement and indicator.



Improving Access to Opportunity

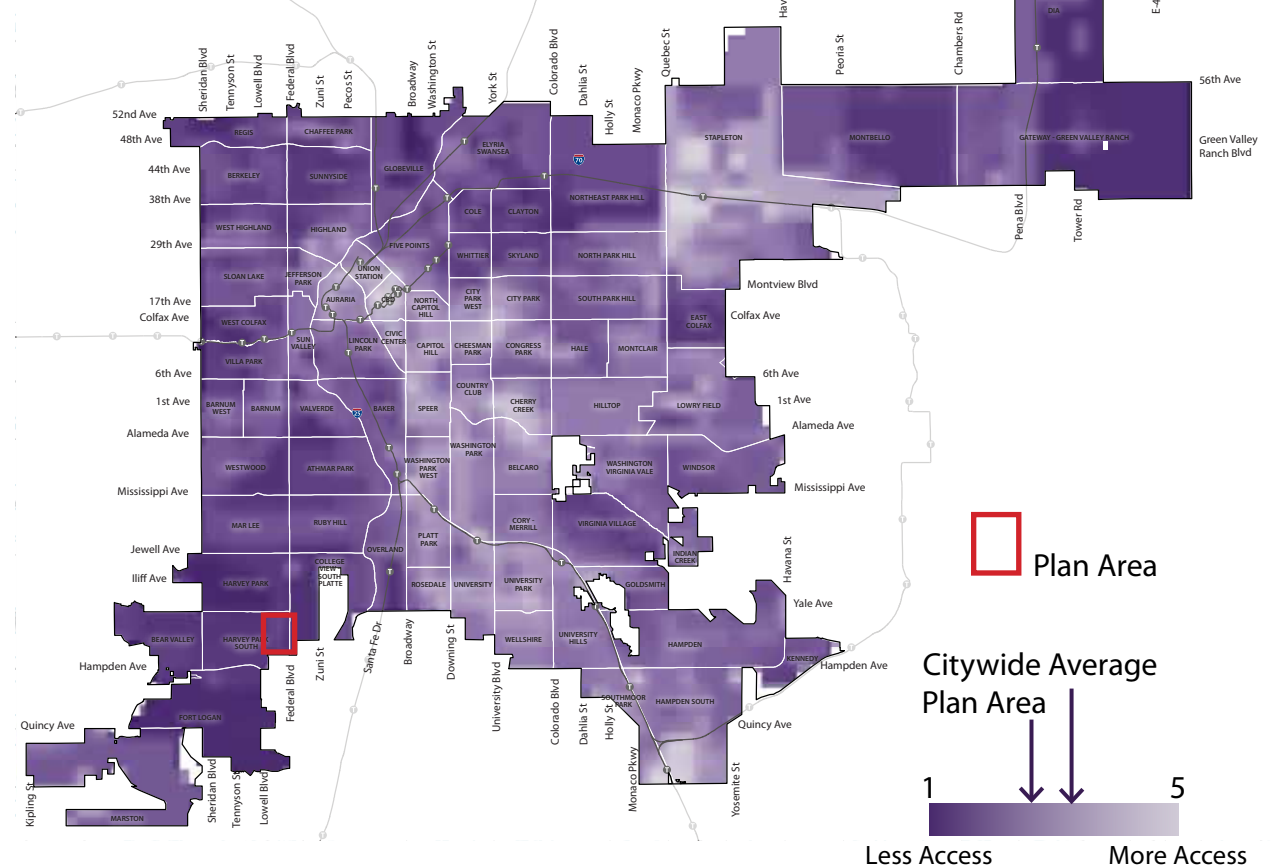
Access to opportunity reflects the goal for all neighborhoods to be complete with equitable access to a high quality-of-life. It is based on the vision for every Denver resident—regardless of income, race, ethnicity, age or ability—to live in a complete neighborhood of their choice with basic services and amenities. This includes equitable access to quality education.

Areas with low access to opportunity lack key components of a complete neighborhood and often exhibit low quality-of-life outcomes—including life expectancy, educational attainment and income level—compared to the city as a whole. Unfortunately, many areas with low access to opportunity are also areas where the majority of residents are minorities. This pattern illustrates the need to improve equity across neighborhoods and to remove barriers to opportunity that negatively impact many communities of color.

The Situation in the Plan Area

Of the nine indicators used to create this measure, the plan area scores lower than the citywide average in six categories. Key indicators where the score could be improved include: socio-economic, access to healthcare, childhood obesity, death rate and access to high frequency transit and centers and corridors at all scales (local, community and regional).

Figure 1.5: Access to Opportunity



The following recommendations address prioritizing access to opportunity through Land Use and Built Form, Mobility and Quality-of-Life:

- Recommendation 10 and 11 in Land Use and Built Form
- Recommendation 01, 02, 04, 05, 06, 07, 08, 09 in Mobility
- Recommendation 02, 03 in Quality-of-Life

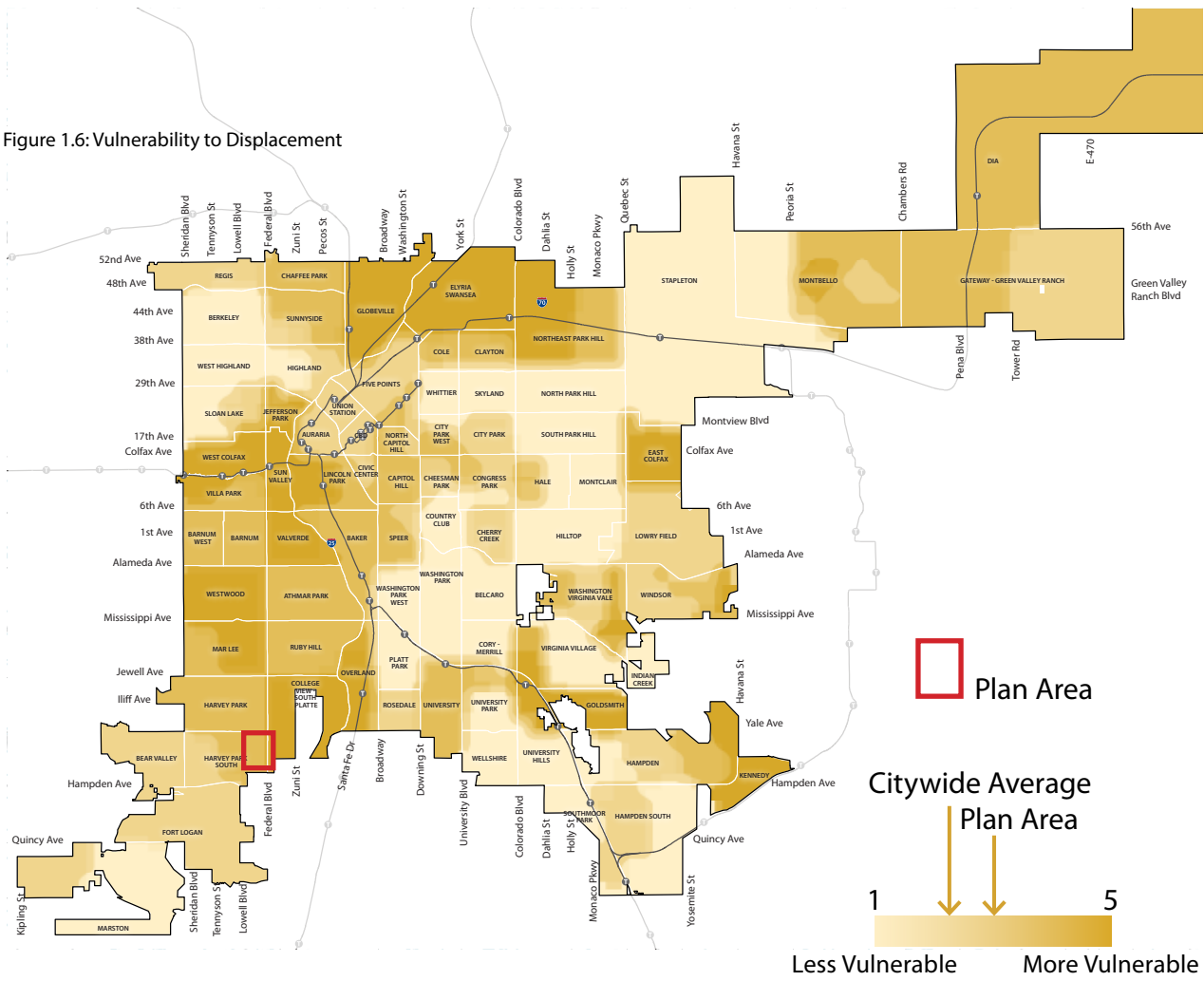
Reducing Vulnerability to Displacement

Growth within the City and County of Denver brings a variety of change. One is the changing demographics of the city and its neighborhoods. This includes historically underrepresented areas where dramatic swings in income, racial and ethnic composition have occurred in just the last decade. With these changes comes increasing concern around the gentrification of neighborhoods. The term “gentrification” captures a complex group of neighborhood dynamics that occur when an area experiences new investment and an influx of higher-income residents. Involuntary displacement, which occurs when residents or businesses can no longer afford to stay in an area due to increasing property values and rents, is a negative impact of gentrification. Mitigating involuntary displacement is necessary to allow current residents and businesses to remain in the neighborhood and provide equitable access to the benefits of economic growth for all residents and business owners.

The Situation in the Plan Area

According to a metric based on income, tenure (owners vs. renters), and education, the plan area is more vulnerable to displacement than the citywide average. While the western portions of the study area have higher incomes and education rates, the College View-South Platte neighborhood will be most vulnerable to displacement when development of the former campus occurs. Special attention should be paid to all cost-burdened households in the vicinity to effectively mitigate against involuntary displacement. Households

Figure 1.6: Vulnerability to Displacement



that spend more than 30% of their household income on utilities and housing are considered “cost-burdened” and may have difficulty addressing other needs such as food, clothing, medicine, transportation or childcare costs.

The following recommendations address reducing vulnerability to displacement through Land Use and Built Form, Mobility and Quality-of-Life:

- Recommendation 01, 09, 12, 13 and 14 in Land Use and Built Form

Expanding and Measuring Housing Diversity

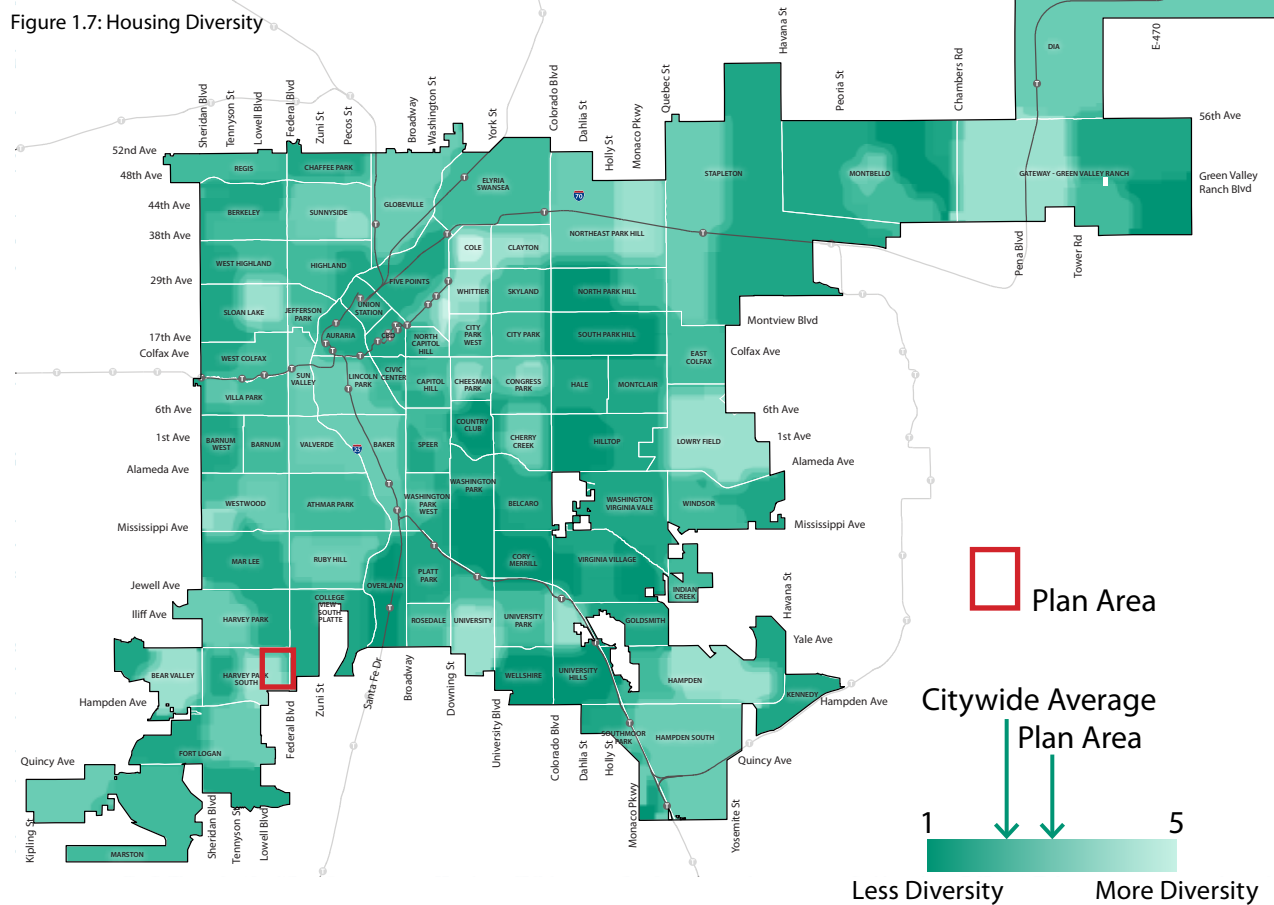
Housing diversity captures the community's vision for a complete neighborhood with equitable access to quality housing options and choices that accommodate households of different ages, sizes and incomes. A diverse range of housing options—including a mix of rental and for-sale options—is key to encouraging complete neighborhoods where families and households of all types and incomes can choose to live. Housing diversity includes single-unit homes that are already found in many Denver neighborhoods, as well as units of different types and sizes that complement the existing single-unit pattern of an area. The vision is for every Denver neighborhood to offer affordable housing options.

The Situation in the Plan Area

Of the five indicators used to calculate this metric, the plan area scored lower than the citywide average in only one category and has more housing diversity than the citywide average. When considering middle-density housing, meaning housing containing 2-19 units such as duplexes, townhomes, rowhomes, and smaller multi-family developments, the study area and surrounding neighborhoods offer little to none of these important housing options. Missing middle housing often means certain populations such as teachers, service professionals and medical care specialists are not able to live in neighborhoods of their choice.

As the desirability of the Loretto Heights plan area rises, providing a range of housing options will be crucial to advancing the goal of maintaining and increasing racial, ethnic and socioeconomic

Figure 1.7: Housing Diversity



diversity. The historic campus provides a unique opportunity to help meet this need through adaptive reuse of existing buildings that are well-suited for use as affordable housing.

The following recommendations address increasing housing diversity:

- Recommendation 01, 02, 13 and 14 in Land Use and Built Form

Expanding and Measuring Job Diversity

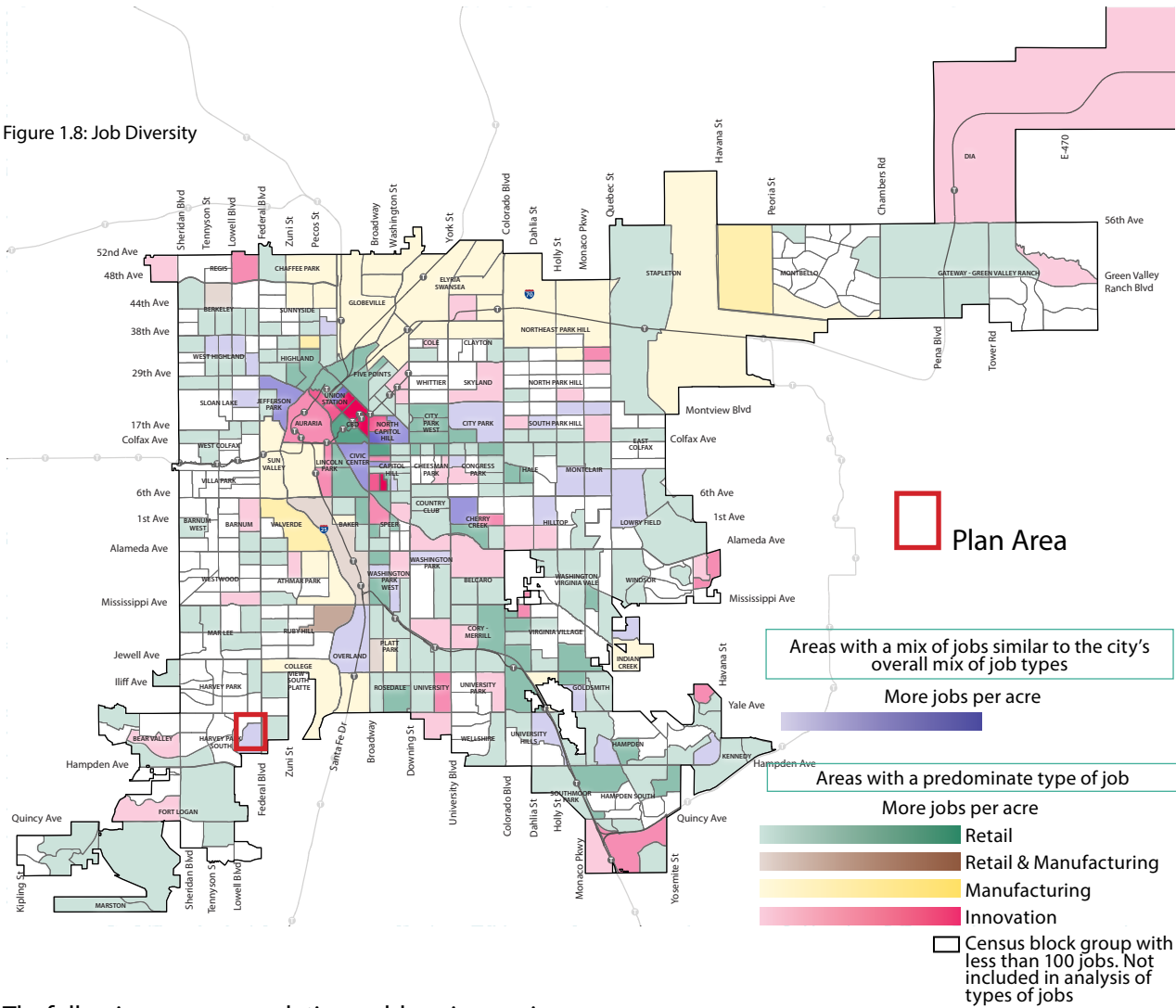
Job diversity captures the community’s vision for a city of complete neighborhoods with equitable access to quality employment options.

Access to a range of quality jobs enables people of different incomes and education levels to find employment and wealth-building opportunities.

The Situation in the Plan Area

As this measurement examines the diversity of employment in census block groups based on job density (amount of jobs) and industry diversity (types of jobs), the plan area underperforms in both categories. The majority of census block groups in the study area contain less than 100 jobs and are not included in the analysis of job types. The types in the area are predominately retail with some manufacturing in the College View–South Platte neighborhood east of Federal Boulevard. While it is natural for some parts of the city to contain a more prevalent job type, patterns of predominate job types can inform policies and strategies to increase job diversity. As the Loretto Heights campus is envisioned as an active, mixed-use destination, residents in the area should have greater access to a range of well-paying, quality employment options.

Figure 1.8: Job Diversity



The following recommendations address increasing job diversity through Land Use and Built Form, Mobility and Quality-of-Life:

- Recommendation 10 and 11 in Land Use and Built Form

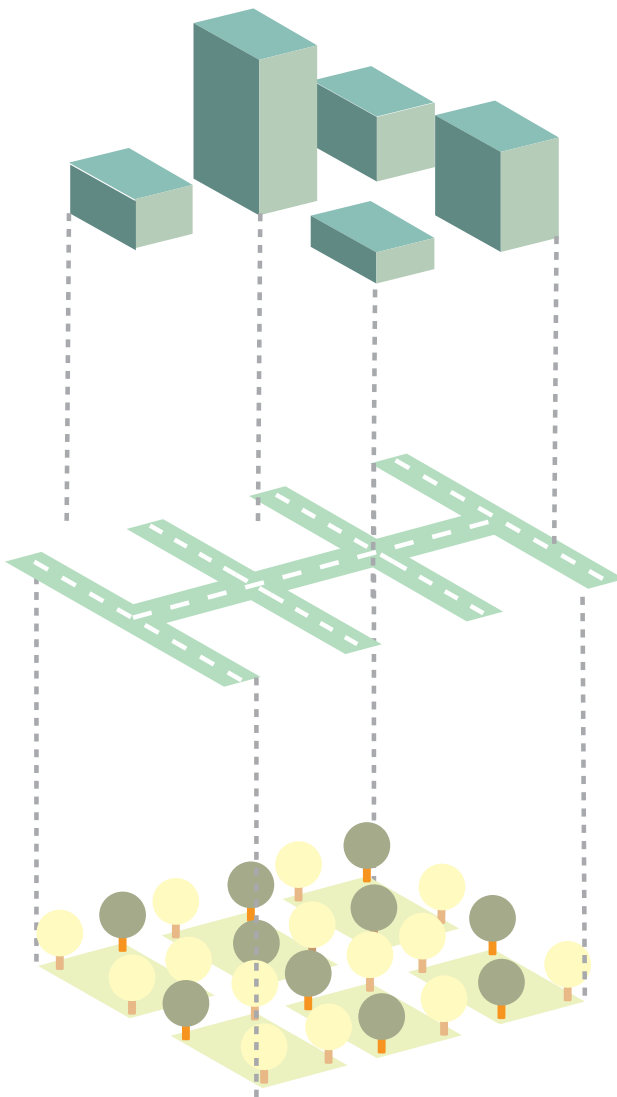


1.7 Complete Neighborhood

The vision and goals found in *Blueprint Denver* are realized through the planning and implementation of complete neighborhoods connected by a complete multimodal transportation network. Complete neighborhoods are accessible to everyone, regardless of age, ability, or income. The completeness of each neighborhood is defined by its distinct and authentic history, culture and character, as well as its access to a variety of housing types, services, green spaces and employment opportunities. Three interrelated elements form the foundation of a complete neighborhood: land use and built form, mobility, and quality-of-life infrastructure. Everything that makes a neighborhood complete—diverse housing options, great urban design, historic character, street trees, parks and open spaces, walkable streets and convenient services—falls within these three elements.

Elements of a Complete Neighborhood

- **Land Use and Built Form** - Elements contributing to the character and quality of places including block pattern, scale, the relationship between buildings and the street, and the mix and intensity of uses.
- **Mobility** - The multimodal transportation elements to connect people to the places where they live, work and play.
- **Quality-of-Life Infrastructure** - The parks, open spaces, trees, plants, natural features, recreation opportunities and centers, libraries, art and dynamic civic and social spaces that contribute to our quality-of-life.



ELEMENTS OF A COMPLETE NEIGHBORHOOD



Land Use & Built Form

Enhance the character and quality of neighborhoods



Mobility

Connect people to the neighborhood places where they live, work, and play



Quality of Life Infrastructure

Provide neighborhoods with parks, trees, natural features, recreation opportunities, and civic and social spaces

Plan Goals

Plan Recommendations

DIVERSIFY
uses and experiences
BUILD
quality places

- LU - 01 Promote a diverse mix of land uses
- LU - 02 Promote and anticipate growth in areas adjacent to transit priority streets
- LU - 03 Encourage coordinated development to ensure appropriate community benefits are provided
- LU - 04 Create quality streetscapes that contribute to the neighborhood character and sense of place
- LU - 05 Promote a variety of building heights and intensities
- LU - 06 Promote high-quality, human scale design throughout the plan area
- LU - 07 Leverage increases in allowed building intensity to promote community benefits like historic designation, affordable housing and public space and amenities

- LU - 08 Preserve and re-use historic structures and features on the Loretto Heights campus
- LU - 09 Identify and preserve historic character of neighborhoods
- LU - 10 Provide quality educational opportunities for all residents
- LU - 11 Promote a full range of employment options
- LU - 12 Minimize involuntary displacement and gentrification
- LU - 13 Encourage and incentivize more affordable housing development
- LU - 14 Integrate affordable housing throughout the plan area to accommodate households of different ages, sizes and incomes

CONNECT
neighborhoods

- MOB - 01 Build a complete street network
- MOB - 02 Enhance the existing street network
- MOB - 03 Promote street network safety
- MOB - 04 Increase access to multi-use trails, pathways and parks and open space
- MOB - 05 Create a complete pedestrian network

- MOB - 06 Create a complete bikeable network
- MOB - 07 Enrich the public transit experience
- MOB - 08 Increase the use of shared mobility options
- MOB - 09 Improve resident access to transit

GROW
access to public space
ENHANCE
the public realm

- QOL - 01 Increase fresh food access, availability and affordability
- QOL - 02 Connect existing open space, parks, trails and recreational assets
- QOL - 03 Create new community gathering spaces to accommodate a variety of activities for residents and visitors
- QOL - 04 Provide a variety of amenities that contribute to a sense of place, and enhance active and passive uses

- QOL - 05 Encourage higher quality design of parks and public spaces
- QOL - 06 Strengthen and expand the tree canopy
- QOL - 07 Design and implement natural and engineered green infrastructure systems





Chapter 2

LAND USE & BUILT FORM

In this chapter:

- 2.1 Neighborhood Contexts and Future Places
- 2.2 Building Intensity and Quality Design
- 2.3 Historic Preservation
- 2.4 Economy and Affordable Housing

LAND USE & BUILT FORM

GOALS:

Create a vibrant neighborhood destination that provides a range of housing and employment options as well as a diverse mix of uses and experiences for residents and visitors. The plan's key recommendations include the preservation of the campus' historic character and the promotion of high-quality development that reinforces a comfortable, human-scale pedestrian experience.

WHY IT'S IMPORTANT:

When combined with a variety of market-rate and affordable housing options, a mix of uses that provides for a variety of every day needs in a pedestrian-friendly environment allows people to live, work, and play and creates a vibrant and inclusive environment. Supporting walkable, mixed-use development is an important part of Denver's ongoing social, environmental and economic vitality and it is equally important that new development help retain the authenticity of the campus and create an attractive, comfortable neighborhood.



Challenges and Opportunities

During the planning process, a variety of land use challenges and opportunities were identified by the community. While the opportunities greatly outnumber challenges, it is important to understand the barriers and constraints of the plan area as it redevelops to ensure it is compatible with the existing historic character and surrounding neighborhoods. The low-density development patterns to the north and west of the campus and lack of east-west connections make it difficult or impractical to walk, bike or take transit. Additionally, the topography and steep grades, especially to the west, make the area more prone to automobile dependence.

Community Feedback

- Redevelopment of the campus with a mix of land uses will improve access, make the area safer for other modes of transportation and create an identity for southwest Denver.
- Lack of access and safe connections between the site and to the neighborhoods. There is also a lack of access to mass transit options, especially to the Englewood Light Rail Transit Station, which is located less than three miles southeast of the campus.
- Concerns that new development will overshadow the existing buildings or lead to their demolition and that the historic character of the campus will be lost.

- Concerns of displacement and gentrification were voiced by residents who worry that redevelopment of the campus will result in higher housing costs in adjacent neighborhoods.
- Residents agree that preserving the Cemetery, Administration Building and Chapel should be prioritized. The community is also interested in maintaining the Pool and May Bonfils Stanton Theater as a performing arts center. They would also like to explore the preservation and adaptive use of Pancratia Hall, Machebeuf Hall and the Library.
- A wide range of housing options should be included on the campus to attract a diverse group of residents from different backgrounds and income levels.
- The need for local, neighborhood-serving businesses and retail options was repeated throughout the planning process. Often, residents are forced to shop in nearby commercial areas like Bear Valley Shopping Center and River Point in Sheridan, further accentuating the need for a personal vehicle.
- Any future development should be integrated with the topography and take advantage of mountain views while maintaining the Ruby Hill Park view plane and restricting heights of new campus development to below the height of the Administration Building roofline.

2.1 Neighborhood Contexts and Future Places

Future Neighborhood Contexts

Denver's neighborhoods typically reflect the era in which they were built. Neighborhood contexts help us understand the differences in the built environment across the city. Many built environment features, including the mix of uses, density, scale of buildings, architectural styles, lot sizes, block pattern, parking and types of green space vary by neighborhood largely due to the preferred transportation options available at the time of development. *Blueprint Denver* establishes seven neighborhood contexts (Suburban, Urban Edge, Urban, General Urban, Urban Center, Downtown, and Districts).

There are three future neighborhood contexts mapped in the Loretto Heights plan area: Suburban, Urban and District. Similar to the larger southwest Denver area, the majority of the plan area is within the Suburban neighborhood context. Areas along Federal Boulevard, south and northeast of the District are envisioned as Urban context. Portions of the campus parcel and all of DSST are within the District context.

Figure 2.1: Future Neighborhood Context



Neighborhood Context

Suburban

The suburban context is significantly influenced by the needs of the automobile although there are both walkable and bikeable areas with some access to transit. Homes in the suburban context are largely single-unit but can also include, smaller lot sizes, higher intensity residential such as multi-unit structures and apartment buildings. Commercial development is typically located along main corridors and in centers bordering residential areas.

Urban

The urban context is walkable, with a lower reliance on single-occupancy vehicles, due to a predictable street grid, bike infrastructure and the availability of transit. Homes in this context vary from multi-unit developments to compact single-unit homes. Mixed-use buildings are sited in a pedestrian-friendly manner near the street. Parking is generally located behind buildings or on-street.

Districts

Districts are contexts with a specially designed purpose. Although they have a strong primary purpose, these places can also be mixed-use and offer a diverse range of amenities and complementary services to support the district's primary function. Block patterns, building height, orientation, urban design and mobility connections in this context can vary based on specific use. Many districts provide large scale public open space and community gathering areas.

Future Places

Future places describe the desired character of an area. They work to promote complete neighborhoods for residents living within or near each of them. These places vary in scale and intensity depending on the neighborhood context where it is located. The community expressed concern with the potential loss of existing historic character on the Loretto Heights campus. The Future Places categories of the Loretto Heights area plan should aspire to maintain existing context that reflects the historic campus and neighborhood character while also establishing new, complementary context. There are four basic categories of future places:

Centers: Throughout the planning process, the community also expressed strong desire for the creation of a strong commercial core within the redevelopment of the Loretto Heights campus. In fact, the number one hope and opportunity comment (25% of comments) in the land use category centered around the creation of a community destination for residents and visitors alike, with a variety of mixed-use, commercial and retail activity.

Corridors: Throughout the planning process, the community identified the enhancement and transitioning of Federal Boulevard from a dangerous, automobile-dominated state highway to a safe and vibrant community corridor as a long-term goal. As safety improvements are made along the corridor and the Loretto Heights campus redevelops, Federal Boulevard should become a larger target for investment and revitalization.

Residential Areas: Throughout the planning process, the community consistently recognized the need for a variety of housing options within the redevelopment of the Loretto Heights campus but advocated for residential development to be properly scaled with the surrounding context and of high quality design. Along the western and northern border of the Loretto Heights campus, there is a strong desire to keep like-for-like when it comes to residential character. That is to say that the community encourages single-unit homes adjacent to single-unit homes with a transition to higher intensity the closer you get into the core of the campus. To the south of the Loretto Heights campus the community supports maintaining the higher intensity of residential uses – high medium – which has already been established.

Campus: Part of the future place designation within the Loretto Heights plan area is campus. Within this designation, buildings can vary greatly in size and form, but multi-story, single and mixed-use buildings are typical. Supporting retail and residential occur and, when adjacent to lower intensity development, campuses should transition gradually to respect the surrounding neighborhood.

Public Parks and Open Space: These areas are city-owned parks and spaces that are a vital component of quality-of-life infrastructure. Not including regional parks, Denver's public park and open space system includes 250 parks and open spaces across all neighborhood contexts and future places.



CENTERS

Centers are mixed-use places of different scales. They are typically oriented around a shared space or set of spaces. People often go to centers to engage in social activities and entertainment, such as shopping, dining and cultural events. Some centers are well-connected to the local neighborhood and supported by neighborhood residents; other centers are larger, attracting people from a wide geographic area, and may require residents to take a bus, train or a car to visit them.

COMMUNITY



CORRIDORS

Corridors are mixed-use places of different scales oriented along a street. They provide spaces for people to engage in social activities and entertainment, such as shopping and dining. Corridors are often embedded in neighborhoods and serve nearby residents.

COMMUNITY



RESIDENTIAL AREAS

Residential areas are areas where the predominate use is residential. Although they are primarily residential, they are supported by a variety of embedded uses needed for a complete neighborhood including schools, recreation and nodes of commercial and retail uses. Residential areas occur at four scales: low, low-medium, high-medium and high.

LOW



LOW-MEDIUM



HIGH-MEDIUM



Future Places Map

The Loretto Heights Area Plan refines *Blueprint Denver's* guidance on future places within this planning area and, upon adoption by City Council, updates the Blueprint future places map. It also provides guidance on building heights. This may be greater or less than the ranges identified by *Blueprint Denver's* place descriptions.

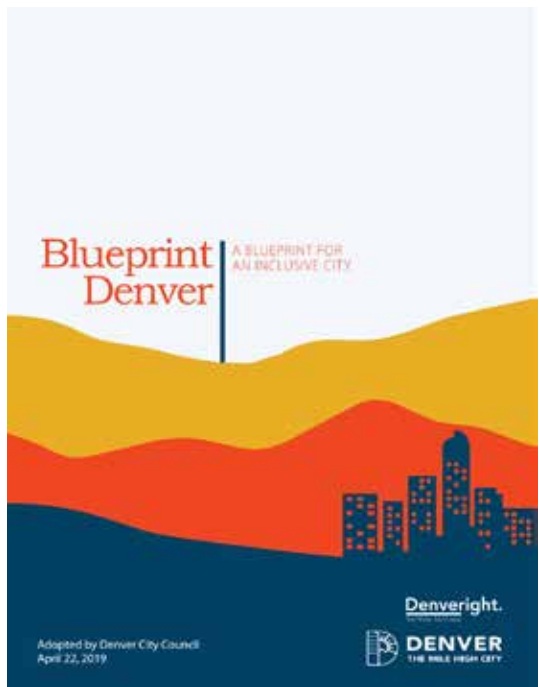


Figure 2.2: Future Places



2.2 Building Intensity and Quality Design

To reinforce a comfortable, human-scale pedestrian experience it is fundamental to promote high-quality development that creates diverse neighborhood places and experiences through a variety of building densities and intensities within a mixture of building forms. Development intensity considers the overall height and mass of buildings, including open spaces and spacing between buildings. Allowing for increased building intensity in this plan must be balanced with a variety of building heights and massing that respect the existing architectural character and development patterns of the historic campus and surrounding neighborhoods.

Likewise, prescribing high-quality urban design, landscape, and architectural principles that inform building aesthetic, longevity and durability of the built environment will create an attractive, comfortable neighborhood where people want to live, work and play. Regulatory tools to promote a variety of building intensity and high-quality design may include zoning, design standards and guidelines, development agreements or other tools that require or incentivize desired development outcomes. A variety of building intensity and quality design is consistent with this plan's vision.

Urban Design

Urban design is a vital component of the planning process. It is the art of making authentic places that thoughtfully integrate streets, public spaces and private property. Urban design is more comprehensive than just the design of buildings. Urban design structures the patterns of movement and urban form, the relationships between the natural environment and the buildings within it and between people and the places they inhabit. The process of urban design is intended to bring order, clarity and harmony to the public realm of an area, and to establish a framework and process to facilitate successful development while promoting an enduring and compatible design that responds to an evolving community.

While a variety of components contribute to placemaking, it is the identity associated with a place that makes it memorable, pleasant, and meaningful. Within the Loretto Heights plan area, there is already a strong sense of place connected with the enduring presence of the former institutional campus. Any redevelopment of the campus needs to retain this identity while incorporating new urban design elements that will contribute to even more dynamic placemaking. For example, well-articulated streets, framed by development along the street, with well-designed building facades that are compatible with existing historic character, promote civic pride and tend to have a greater sense of place than those streets that lack transparency or active uses for the pedestrian.

Design Review with Design Standards and Guidelines

Updated zoning and design review tools will be necessary to implement the recommendations and strategies in the Land Use & Built Form section. Development of a design review process informed by design standards and guidelines will be especially important to promote recommendations and strategies for high-quality, human scale design and pedestrian-oriented frontages that are compatible with the existing, historic buildings on the Loretto Heights campus.

A design review process supplements adopted zoning requirements by providing context-sensitive review of individual projects on a case-by-case basis using adopted design standards and guidelines drafted in collaboration with area stakeholders. Design review of proposed projects are usually conducted by city staff or an appointed design advisory board. Any structures and/or historic districts on the Loretto Heights campus locally designated for preservation will be subject to the *Design Guidelines for Denver Landmark Structures & Districts*. Landmark design guidelines would be separate from design guidelines that would be created for the campus site. The two should not overlap one another but act independently. Recommendation LU-06 specifically addresses the application of design standards and guidelines.

View Plane and Viewshed

The Ruby Hill Park View Plane, enacted in 1969, stretches west to Irving Street and guides the building heights that can be achieved with the campus redevelopment. Denver’s view planes preserve and protect views from various parks and public places by limiting building height. The Ruby Hill Park View Plane provides clear limits on building height for the historic campus core and the northeast section of the plan area.

Per the view plane, maximum allowable building heights range from roughly 50 feet to 155 feet. The view plane establishes a height ceiling that supersedes the maximum allowable building heights identified in Figure 2.4 . Future building intensity and design in areas both within and outside of the view plane should complement existing character and context through the regulation of elements like building massing, scale, and spacing.

One of the defining characteristics of the Loretto Heights campus is the sweeping views of downtown Denver and the Front Range of the Rocky Mountains. As redevelopment occurs on the campus, it will be important to maintain viewsheds to and from it. Historically, there was a grand view of the Administration Building from Federal Boulevard and the community finds this viewshed to be one of the most important attributes to preserve. The Administration Building tower, at 160 feet, pierces the view plane and will likely remain the tallest structure in this part of Denver for decades to come.

Figure 2.3: Maximum building heights as per the Ruby Hill Park View Plane

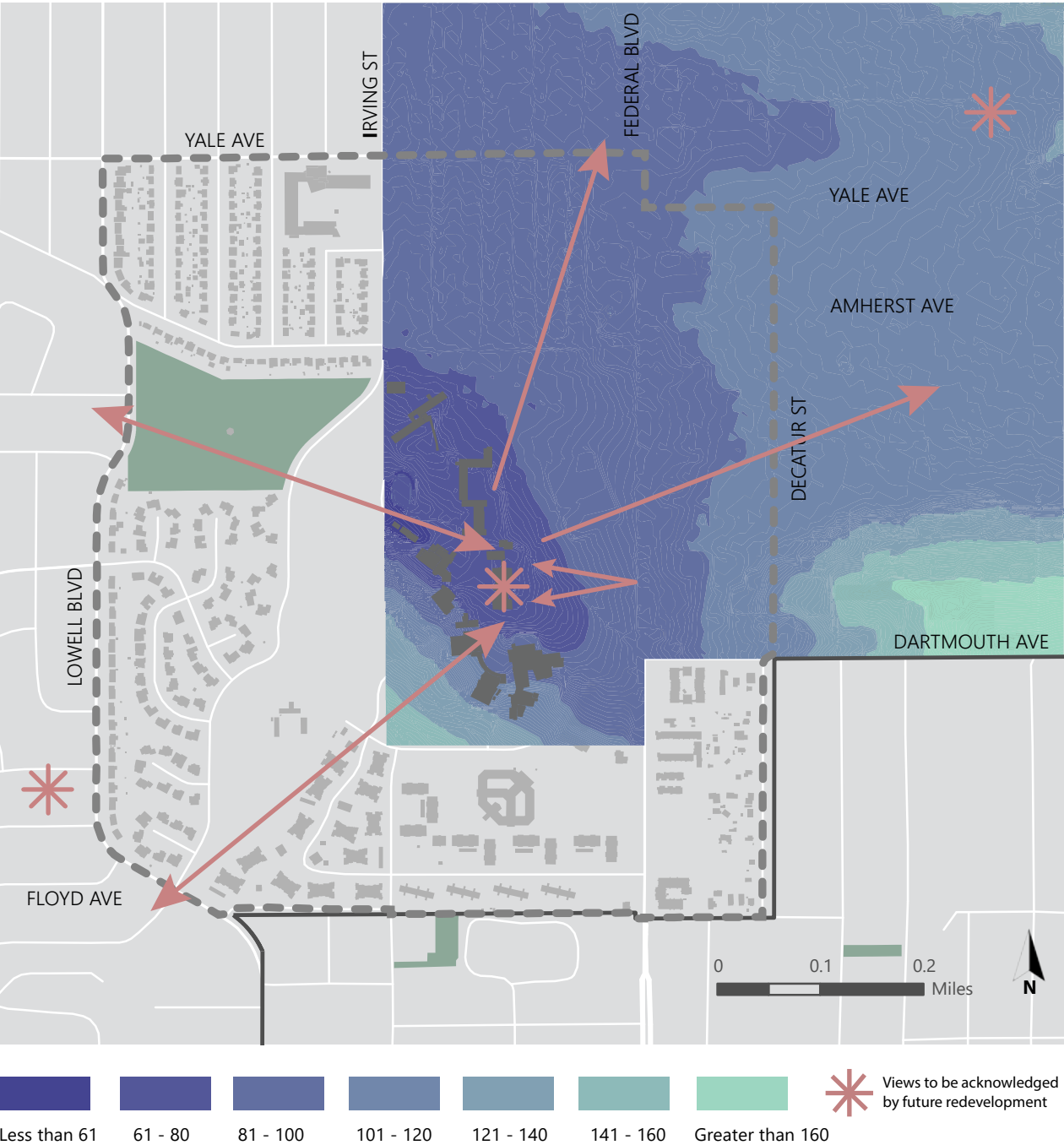


Photo: View Looking Southwest Towards the Rocky Mountains



Maximum Allowable Building Heights

The maximum allowable building heights map (Figure 2.4) directs appropriate development intensity in the plan area. The Ruby Hill Park View Plane, community input, existing building heights, zoning allowances, site topography and development patterns inform the maximum heights. When combined with design requirements related to, for example, massing, spacing, and façade articulation, new building intensity can be compatible with existing distinctive materials,

features, spaces and settings of the Loretto Heights campus and surrounding neighborhoods.

The proposed maximum building heights fall within ranges prescribed by Blueprint Denver for each of the proposed future place types. The building heights respond to the campus future place type by allowing for a gradual transition of higher intensity development in the core of the plan area to lower intensity moving towards the residential

neighborhoods. Not every portion of the eight-story maximum area indicated in Figure 2.4 allows for buildings to reach that level of intensity. The view plane provides the guiding control over the location of any building over five stories and the downward sloping topography of the site to the west restricts its placement. Design requirements could further restrict the number and placement of any building over five stories on the site.

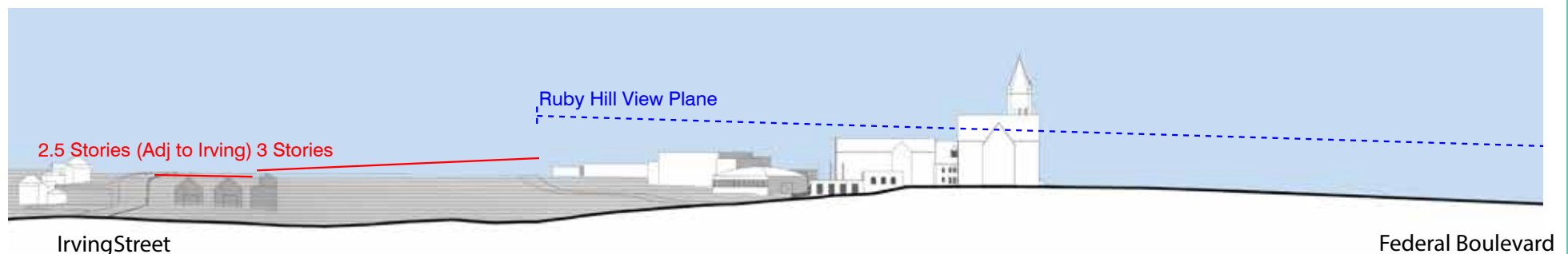


Figure 2.4: Section drawing illustrating where taller buildings could occur in relation with the view plane

Maximum Allowable Building Heights Map

Community feedback emphasized protection of the visually prominent Administration Building tower. At roughly 160 feet tall, the tower is well above the Ruby Hill Park View Plane height restriction of approximately 73 feet at its location. In the Denver Zoning Code, 5-stories allows for up to 70 feet in height for building forms in the Urban and Suburban neighborhood contexts. That means that a newly constructed 5-story building near the Administration Building would be below the roofline height of the H-shaped portion of the building.

New buildings and the continued use or reuse of existing buildings on the campus should respect both the design integrity of existing buildings and the historic development pattern. Zoning regulations, design standards and guidelines, and development agreements and other tools can help ensure new development complements the existing character and context of the plan area.

"The Administration Building is iconic. I hope that whatever is built around it complements the structure."
-Community Member

Figure 2.5: Maximum Allowable Building Heights



2.3 Historic Preservation

Historic preservation is the identification, protection, activation and celebration of the diverse historic fabric that makes our neighborhoods authentic and desirable places to live and visit. The historic buildings, sites and objects that are woven into this fabric help provide a strong sense of place and community identity. Continued use and re-use of historic places, along with compatibly designed new development, contributes to vibrant communities, healthy local economies and sustainable design.

The Loretto Heights campus is endowed with historic buildings and structures commissioned by the Sisters of Loretto over a period of more than 100 years to serve the educational needs of the Loretto Heights Academy and College. They represent a wide range of architectural styles by several prominent local architects, intentionally placed on a hilltop with commanding views of the Rocky Mountains and downtown Denver. The Administration Building and Chapel, designed by Frank E. Edbrooke, resonates most deeply with the community. Its iconic tower is a place marker, seen for great distances in all directions.

People also strongly connect with the cemetery, Pancratia Hall and Theater, and to a lesser degree with the Library, Pool and Machebeuf Hall. Figure 2.6 shows the eight priority historic resources identified by the community. These should be the focus of historic preservation treatment in the implementation phase. The campus is truly one-of-a-kind and offers immense opportunity to embrace its authenticity and cultural heritage through new

uses of the historic buildings and site in the campus redevelopment.

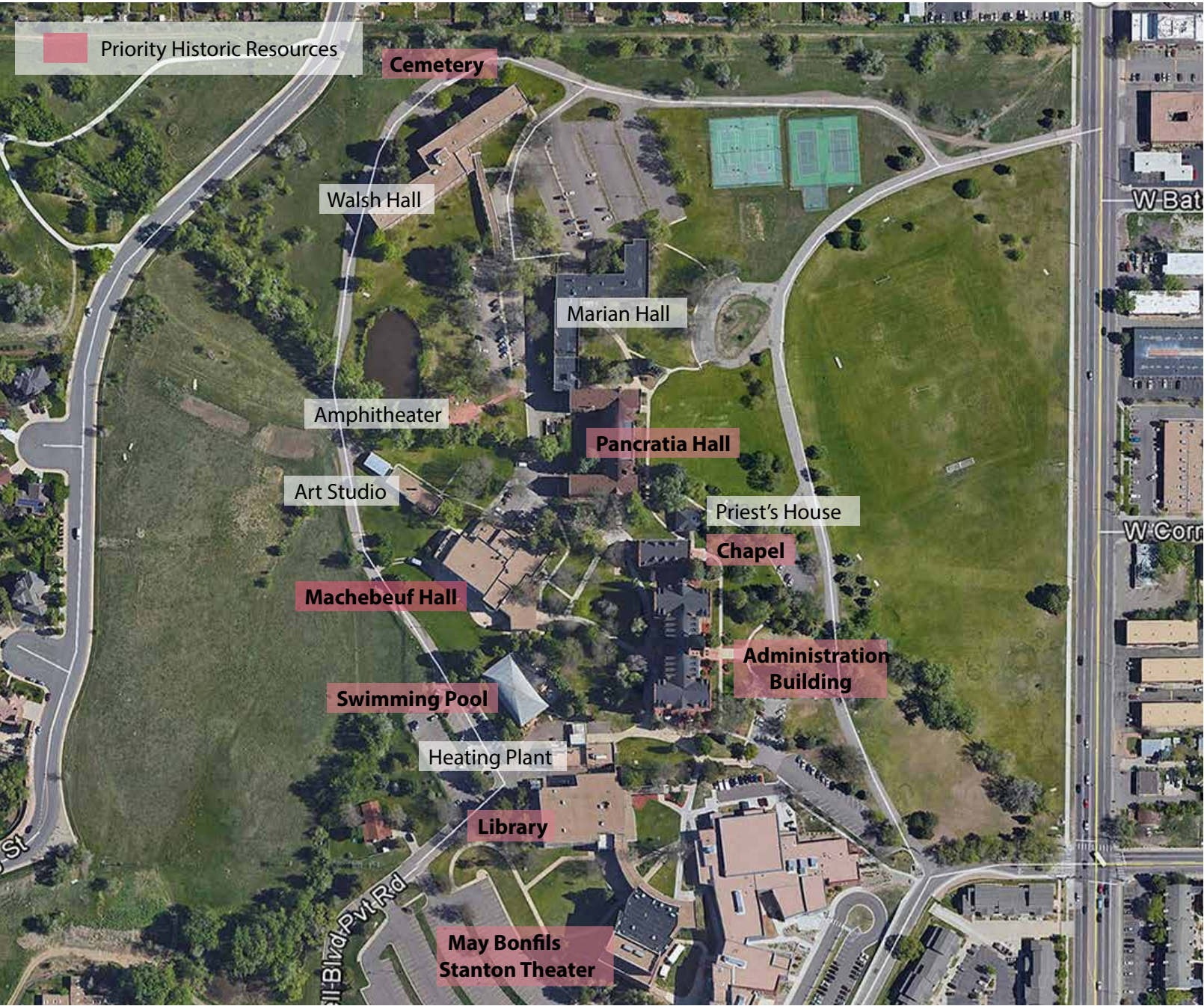
In 1891, when the Sisters of Loretto opened the Academy, little development dotted the natural landscape in the area besides the U.S. Army's Fort Logan. Development of neighborhoods surrounding the campus largely occurred post-World War II, introducing common mid-Century architectural forms like Minimal Traditional and Ranch. Since that era, the neighborhoods and campus experienced minimal change and look much the same as their original and major phases of development. Balancing compatible new development with this existing historic character is key to building a vibrant, inclusive community.

There are many tools that can be employed to achieve historic preservation, including historic designation, preservation easements, historic covenants and other design regulations like site design standards and guidelines. Less than four percent of the buildings in the City and County of Denver are designated Denver Landmarks or are in locally designated historic districts, and southwest Denver is nearly absent of any such historic designations. It is important that the diverse heritage of Denver is recognized to ensure that our city's whole story is shared. Implementing some or all the historic preservation tools in building uses and reuses in the area plan will promote enduring and compatible design and respond to an evolving community while embracing the historic fabric and cultural heritage of the Loretto Heights campus.



Photos: Pancratia Hall, Theater and Administration Building

Figure 2.6: Aerial map of historic resources



INVENTORY OF HISTORIC RESOURCES AND SURVEY REPORT

The City and County of Denver commissioned Square Moon Consultants, LLC to research and evaluate the history and built environment of the Loretto Heights Academy and College between 1891 and 1988 to inform this area plan. The resulting report, completed in March 2019, details the inspiring story of the school's founding by the Sisters of Loretto and their pursuit of educational excellence for women on a campus that evolved over the years with architectural designs by Frank E. Edbrooke, Harry Edbrooke, John Monroe, Musick & Musick and S.R. DeBoer. In addition to the Richardsonian Romanesque-style Administration Building with its iconic bell tower, the campus contains one of the most intact collections of mid-Century Modern institutional buildings in Denver, including the locally beloved May Bonfils Stanton Theater.

The report evaluates the significance and integrity of 15 historic buildings and structures on the campus, and provides guidance on the eligibility of each for listing in the National Register of Historic Places and designation as a Denver Landmark. The evaluation indicates that 10 of the historic resources are individually eligible for designation in the National Register of Historic Places and 11 historic resources are individually eligible for Denver Landmark designation. The report also offers options for designating a collection of the buildings and structures as a historic district.

Beyond the potential for historic designation, which is one implementation tool, the report provides baseline information to make an informed decision on the future of the historic resources in the campus redevelopment.



2.4 Economy and Affordable Housing

As a whole, Denver is fortunate to have a strong economy that plays a contributing role in the global market. However, there still remain neighborhoods in need of new businesses and improved economic opportunity, like those within the Loretto Heights plan area. As Denver becomes even more creative and innovative in building the next generation economy, it is imperative that all neighborhoods have access to high-quality jobs, education and affordable housing that supports strong connections between economic growth, equity and healthy communities.

Jobs and Education

Access to jobs and a quality education is key to achieving *Blueprint Denver's* vision which calls for a more inclusive city where all residents have equitable access to a quality education, jobs and services which are not vulnerable to displacement, and an increasing number in the diversity and quantity of available jobs. A successful local economy exists when there is an adequate framework of financial resources and opportunities to enable households to thrive and when there is a strong presence of employment opportunity. Similarly, schools are a civic asset and an important part of the social infrastructure of a neighborhood. Neighborhood schools like DPS College View, DSST junior and senior High School, Gust Elementary School and nearby College View Elementary School and Mullen High School help foster neighborhood cohesion and civic pride.

Why It's important

As southwest Denver continues to grow, the Loretto Heights plan area should contribute to providing employment and training opportunities. A range of employment types is critical to attracting local talent and providing a broad spectrum of goods and services. A steady and consistent flow of labor and capital across neighborhood boundaries expands employment options for local residents.

Community Serving Retail

A strong, authentic and diverse community-serving retail environment is one that serves a range of demographics and income levels. This environment provides neighborhood residents with convenient access to daily goods and services and attracts visitors who are seeking a unique shopping, dining, or entertaining experience. *Blueprint Denver* acknowledges the need to "ensure Denver and its neighborhoods have a vibrant and authentic retail and hospitality marketplace meeting the full range of experiences and goods demanded by residents and visitors."

Why It's Important

Throughout the planning process, the community emphasized that a strong local economy needs neighborhood-serving commercial uses. When small businesses thrive, they can invest back into their businesses, employees, and the community. With this growth, businesses are able to expand their goods and services, making an even larger selection available closer to home. According to the community, the need for a larger selection and greater variety of business and restaurants in the Loretto Heights plan area is desired. Having more options to shop, dine and play offers a unique experience and an emotional connection.



Affordable Housing

A diverse range of housing options, including different prices, sizes, types and a mix of rental and for-sale is key to encouraging complete neighborhoods where families and households of all types and incomes can choose to live. Housing diversity includes the single-unit homes that are already found in many Denver neighborhoods like Harvey Park and College View–South Platte, as well as units of different types and sizes that can complement an existing single-unit pattern. The vision in *Blueprint Denver* is for every neighborhood to offer affordable housing options.

Affordability does not just refer to subsidized housing and options for people at extremely low-income levels. It also affects an increasingly wide spectrum of Denver’s workforce who consistently struggle to find affordable housing. The most common measure of affordability assesses the “burden” housing costs put on a household. If a household pays more than 30% of their gross income in rent or mortgage payment, taxes, and basic utilities, they are considered to be “cost-burdened.” The higher the cost burden, the greater the need. Cost burden is important because it also indicates how well a household can manage other expenses and how much disposable income they have to contribute to the economy.

Why It’s Important

Access to safe, affordable housing has never been more important in Denver. Today 100,000 more people live in Denver than just a dozen years ago, and this growth is expected to continue for the foreseeable future. Home prices and rents have risen dramatically making housing increasingly unaffordable to many.

Existing housing in the study area consists largely of single unit dwellings and multi-family residential units generally with more than 20 units per building. Residents of the Loretto Heights plan area have expressed worry over involuntary displacement and gentrification that could result from the redevelopment of the former campus. Long-term residents also fear affordability will diminish as the community grows increasingly more popular with young families and first-time home buyers. This fear, coupled with the community’s desire to have the option to age-in-place, accentuates the need for a variety of housing options. Adaptive reuse of existing campus buildings as affordable housing, such as Pancratia Hall, can help meet this need.

HOUSING AN INCLUSIVE DENVER

In early 2018, the City and County of Denver adopted Housing an Inclusive Denver a five-year housing plan to guide housing policy, strategy and investment priorities. The housing plan has four key goals:

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

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



Recommendations

LU - 01 Promote a diverse mix of land uses

- A Explore partnership opportunities that promote civic and community land uses that support the surrounding community such as community centers and multi-generational care centers
- B Explore regulatory tools that incentivize grocery stores, medical services, childcare and other land uses that serve local residents, especially families
- C Encourage the development of a variety of housing attainable to a diverse demographic
- D Promote an active, livable neighborhood, that enhances the community draw and unique identity of southwest Denver
 - i Encourage a strong sense of urban design and activity with continuous building frontages that define the public realm and enhance existing historic identity of campus
 - ii Draw residents and visitors by providing a wide mix of office, commercial and residential uses with activated ground floors along key frontages

LU - 02 Promote and anticipate growth in areas adjacent to transit priority streets

- A Encourage higher-density, mixed-use development along Federal Boulevard
- B Support transit-oriented development through land use regulations in close conjunction with transit investments
- C Develop a strategic plan to address infrastructure needs and investments

LU - 03 Encourage coordinated development to ensure appropriate community benefits are provided

- A Use large development review, or similar tools to provide required open space and infrastructure while minimizing and mitigating negative impacts on surrounding residential areas
- B Integrate development with existing street and block patterns where possible and provide connections to new and existing open space within the surrounding areas

"I would love to see a walkable mixed-use type of layout with housing, retail and restaurants, we could be a destination for not just residents of this neighborhood, but a draw for surrounding areas such as Denver, Englewood and Lakewood."

-Community Member

Recommendations

LU - 04 Create quality streetscapes that contribute to the neighborhood character and sense of place

- A Create engaging, pedestrian-oriented streets through attractive building facades, street trees, landscaping, lighting and street furnishing
- B Promote an active street relationship by locating buildings closer to the street, especially within centers and along corridors
 - i Provide street-facing development with high levels of transparency within centers and along corridors
 - ii Provide street-level, pedestrian-oriented uses
 - iii Provide direct pedestrian access from sidewalks to building entrances
 - iv Provide enhanced setbacks and open space that relate to interior uses, such as cafe seating or retail spillover
- C Create a variety of public spaces for recreational and social interaction such as plazas, pocket parks, playgrounds and community gardens
- D Ensure that building massing, height, and design appropriately reflect the human scale and street width, especially within centers, campuses, and along corridors
- E Development, especially within centers and along corridors, should be prominent and contribute to placemaking
- F Enhance placemaking by providing additional decorative elements such as paving, public art, and signage
- G Prioritize key intersections to promote active uses, human-scaled design and a safe pedestrian environment
- H Discourage surface parking that is highly visible from main entry points and highly-activated areas
 - i Use landscaping to screen any primary street facing surface parking to minimize visibility of cars from the street
 - ii Explore options to relocate or consolidate parking into structures that are positioned away from major pedestrian and bike facilities

LU - 05 Promote a variety of building heights and intensities

- A Limit building heights consistent with the building heights map, ensuring that heights do not exceed the height of the Administration building
- B Maintain the visual prominence of the Administration Building by preserving the Ruby Hill view plane. See Figure 2.3
- C Apply zoning regulations or other regulatory tools to provide a height transition between areas with single unit houses and areas that will redevelop with higher-intensity mixed-use buildings, especially along the western and northern edges of the redevelopment site. Appropriate transitional building forms include: duplexes, townhomes, rowhomes and small apartment buildings
- D Apply zoning regulations, design standards and guidelines or other regulatory tools to ensure that the height and mass of larger new buildings in the campus core is compatible with existing historic and lower scale buildings. Tools should:
 - i Protect and frame key views as identified in the plan
 - ii Promote human scale massing for buildings over five stories in height, where allowed
 - iii Promote compatible mass and scale relationships between new buildings and adjacent historic buildings or existing lower-scale development

Recommendations

- LU - 06 Promote high-quality, human-scale design throughout the plan area
 - A Apply zoning regulations, design standards and guidelines, or other regulatory tools that ensure high-quality, human-scale building design that complements and relates to existing buildings on the campus, with a focus on the campus core. Design standards and guidelines should address:
 - i Façade articulation: Promote façade designs that provide a human-scale rhythm of vertical and horizontal design elements, such as wall offsets, windows, balconies and material changes. An important location for this application is along Irving Street/Julian Street if future residential uses do not front this street.
 - ii Public realm enclosure: Provide a comfortable sense of enclosure through the relationship of street widths and building height/massing.
 - iii Materials and finishes: Ensure the use of high-quality, sustainable, durable materials and finishes that contribute to the overall aesthetics and longevity of development.
 - iv Incorporate sustainable design elements
 - v Universal design: Ensure streets and buildings meet the needs of all potential users regardless of age or ability

- LU - 07 Leverage increases in allowed building intensity to promote community benefits like historic designation, affordable housing and public space and amenities
 - A Include required community benefits in the development agreement negotiated between the City and developers

"I hope that any redevelopment will remain in character with the surrounding residential area."

-Community Member

Recommendations

- LU - 08 Preserve and re-use historic structures and features on the Loretto Heights campus
- A Utilize historic preservation tools like historic designation, preservation easements and historic covenants as short-term, transitional and/or long-term protection measures for the preservation and re-use of historic structures and features
 - i Designate as a Denver Landmark the iconic and locally beloved Administration Building & Chapel
 - ii Provide long-term protection to the Cemetery and identify a funding mechanism for its long-term maintenance
 - iii Provide long-term protection to Pancratia Hall with local historic designation or a preservation easement
 - iv Evaluate long-term protection of all other historic structures and features on the campus, with emphasis on priority resources identified by the community: May Bonfils Stanton Theater & Library, Pool and Machebeuf Hall
 - v Evaluate if historic designation should be applied to individual structures, historic district(s) or a combination thereof
 - B Determine viable use/re-use options for historic structures and features
 - i Use the Keen Independent Research market feasibility study of the May Bonfils Stanton Theater to help determine its viability for continued use as a performing arts venue
 - ii Assess re-use viability for all historic structures and features on the campus, with emphasis on priority resources identified by the community: Administration Building & Chapel, Pancratia Hall, May Bonfils Stanton Theater (if continued use as a theater is not justified by feasibility study), Library, Pool and Machebeuf Hall
 - iii Consider application of historic preservation tools in any use/re-use feasibility assessment to enable incentives like state and federal rehabilitation tax credits

- LU - 09 Identify and preserve historic character of neighborhoods
- A Complete neighborhood building surveys, possibly as part of the citywide building survey Discover Denver, to identify historically and architecturally significant structures and areas
 - B Apply historic preservation tools like historic district designation and conservation overlay districts to regulate design changes in areas of significance
 - C Promote use of state rehabilitation tax credits for historically designated properties to assist homeowners with property maintenance and rehabilitation that contributes to neighborhood character preservation



Photos: Original entrance to the Loretto Heights campus

"The most successful urban areas are those that have many intersections of the old and new, giving us the best of both."

-Community Member

Recommendations

LU - 10 Provide quality educational opportunities for all residents

- A Identify barriers contributing to lower educational attainment
- B Provide support to underserved and underrepresented communities with regulatory processes, early childhood education, training, marketing assistance or increasing access to capital

LU - 11 Promote a full range of employment options

- A Expand the allowance for creative industries, maker spaces, artists and small businesses
- B Identify incentives to reduce rent and business costs to help create new spaces for small neighborhood-serving businesses
- C Support business development-oriented organizations that are
- Provide quality educational opportunities for all residents
- D Identify barriers contributing to lower educational attainment
- E Provide support to underserved and underrepresented communities with regulatory processes, early childhood education, training, marketing assistance or increasing access to capital

LU - 12 Minimize involuntary displacement and gentrification

- A Promote programs that help stabilize residents in the Loretto Heights plan area as identified in *Housing an Inclusive Denver*
 - i Expand rent, mortgage and utility assistance programs that provide emergency funding to low-income households, single-parent families, fixed-income seniors and persons with disabilities
 - ii Offer tax refunds that provide relief to individuals and families experiencing temporary financial hardships
 - iii Increase the number of income-restricted rental and for-sale units
 - iv Work with landlords, property owners and developers to renew expiring deed-restricted units through financial incentives, maintenance assistance grants and other financial programs

LU - 13 Encourage and incentivize more affordable housing development

- A Encourage incentives for new affordable housing developments, especially along high-transit corridors like Federal Boulevard, consistent with citywide approaches
- B Support housing development funds, grant programs, public-private partnerships, community land trusts and other financial tools to acquire land for affordable housing development
 - i Prioritize sites near centers and transit corridors
 - ii Prioritize mixed use, mixed-income projects to incorporate services and amenities for low- and moderate-income households

- LU - 14 Integrate affordable housing throughout the plan area to accommodate households of different ages, sizes, and incomes
- A Ensure provision of affordable housing units within the plan area. Affordable housing should be:
- i Affordable to households earning very low, low, and moderate incomes, consistent with adopted city policy;
 - ii Dispersed throughout the plan area, including within buildings containing market-rate housing units;
 - iii Sized to accommodate a variety of households from studios to three or more bedrooms;
 - iv Of similar types (condos, apartments, townhouses, etc.) to market-rate housing units built within the plan area;
 - v Dedicated as affordable for a period of time consistent with or greater than adopted city policy
- B Explore options to adaptively reuse existing buildings and structures for affordable housing
- C Encourage the preservation and re-use of existing smaller and affordable homes in the area plan neighborhoods
- D Support housing development funds, grant programs, public-private partnerships, community land trusts and other financial tools to acquire land for affordable housing development
- i Prioritize sites near centers and transit corridors
 - ii Prioritize mixed-use, mixed-income projects to incorporate services and amenities for low/moderate -income households

"My biggest hope for the site is that it can be a development that brings great amenities while protecting the affordability of the area and builds a space that truly serves the needs and is inclusive of diverse racial/ethnic and socio-economic communities around it."

-Community Member



Chapter 3

MOBILITY

In this chapter:

3.1 Street Types

3.2 Future Streets

3.3 Complete Networks

MOBILITY

GOALS:

The street network should prioritize high-quality, multimodal transportation options that safely and efficiently move people, and encourage a shift from driving to other travel modes such as walking or rolling, biking, and transit.

WHY IT'S IMPORTANT:

Citizens should be given a variety of choices to satisfy their mobility needs and this plan will help facilitate the creation of a multi-modal, inviting, and accessible mobility network. A mobility network that prioritizes active transportation, creates safer streets for all users, encourages non-automobile travel, promotes physical activity, and fosters a sense of community.



Challenges and Opportunities

The existing suburban context of the Loretto Heights plan area contains many variations in development patterns and mobility options. This context consists of large areas of low-density residential in the surrounding Harvey Park South and College View–South Platte neighborhoods, with mixed-use corridors along major roads like Federal Boulevard. These suburban development patterns have created conditions where residents and visitors are more dependent on vehicles. In fact, data shows that 79% of residents in the plan area commute alone when it comes to daily travel habits which is slightly higher than the Denver average of 76%. Although this context is more auto-oriented than others, there should still be quality multimodal connectivity. Residents of this context should be able to walk and bike to neighborhood destinations safely. However, sidewalk condition analysis reveals that some sidewalks in the plan area are narrow (25%), in disrepair, or missing altogether (20%). Residents, especially those with children, seniors and persons with disability report discomfort walking to destinations because of these conditions.

Residents have reported that the existing bike infrastructure feels uncomfortable and presents many challenges because of the lack of protection and proximity to the flow of traffic. These safety and comfort concerns have led to conflicts between bicyclists and motorists and a reluctance to bike around the plan area. These networks are often incomplete and lack connections to many of the desired community destinations.

Community Feedback

- Concerns with the lack of safe pedestrian sidewalks and street crossings, especially along Federal Boulevard, Yale Avenue, Irving Street and at the Dartmouth Avenue and Federal Boulevard intersection.
- Concerns that impacts from new development will increase congestion and speeding in the plan area.
- Frequent transit services along Federal Boulevard, Yale Avenue and Dartmouth Avenue are vital to increase connectivity between the plan area and jurisdictions of Sheridan and Englewood.
- Comprehensive and complete multimodal connections to the surrounding community and to public transit are vital. This includes providing easy walking and biking access to existing trail and recreation corridors like Bear Creek Trail and the South Platte River Trail.
- Improved access through the Loretto Heights campus which has always felt “closed-off” to the community as a private holding is important to the community. However, residents oppose direct cut-through connection with the east-west Dartmouth Avenue connection providing direct street access from Federal Boulevard to South Irving Street.

3.1 Street Types

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

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

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

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

Denver has expanded its street classification system to include roadways further defined by adjacent land uses. Added to local, collector and arterial streets are the categories of residential, commercial, and mixed-use. Each of these street subcategories can be paired with local, collector or arterial designations to characterize the nature and function of the complete street network. The existing street type network in the plan area is composed of local streets and collector streets that primarily serve residential areas. Local streets feed traffic to collector streets. Arterial streets link individual neighborhoods to the rest of Denver.

Residential streets connect individual neighborhoods to schools, parks, local retail centers and other similar uses. Posted travel speeds are low to prioritize safety for the area residents.

Mixed-use streets are a future street type desired by residents in the Loretto Heights plan area. The vision is that mixed-use streets will be introduced alongside future mixed-use development.

Shared Streets are an approach to street design where pedestrians, bicyclists and vehicles share street space at all times, or at regularly scheduled times for special events. These streets typically feature little to no formal distinction between spaces dedicated to these modes and are most appropriate where vehicle volumes and speeds are expected to be sufficiently reduced.



Blueprint Denver Residential Local Street



Blueprint Denver Residential Collector



Blueprint Denver Mixed Use Collector/Arterial

3.2 Future Streets

The proposed future streets found on the adjacent map are based upon the proposed future Land Use Place Types found in Chapter 2. These connections are considered essential to improving connectivity within the plan area. The intent behind the layout is to fully realize the vision for a complete network within the Loretto Heights plan area. Where streets do not yet exist, this plan outlines a system of street recommendations that will work together to provide a comprehensive transportation system that supports future growth, development, and economic vitality that aligns with the vision developed by the community. The complete roadway network presented in this plan is meant to demonstrate an aspirational level of multimodal connectivity. Denver Public Works is the authority on all public right-of-way development and will make final decisions on all roadway planning, engineering, and design determined by future travel demand studies and analysis. After the adoption of *Blueprint Denver* Public Works is making significant changes to street design standards and guidelines to encourage the movement of people and not cars.

- (A) Residential Local Street
- (B) Residential Collector Street
- (C) Mixed-Use Collector Street
- (D) Mixed-Use Arterial Street
- (E) Shared Street
- (F) Residential Access

Figure 3.1: Future Street Network



This map is conceptual and is one potential scenario to implement the plan recommendations.

3.3 Complete Networks

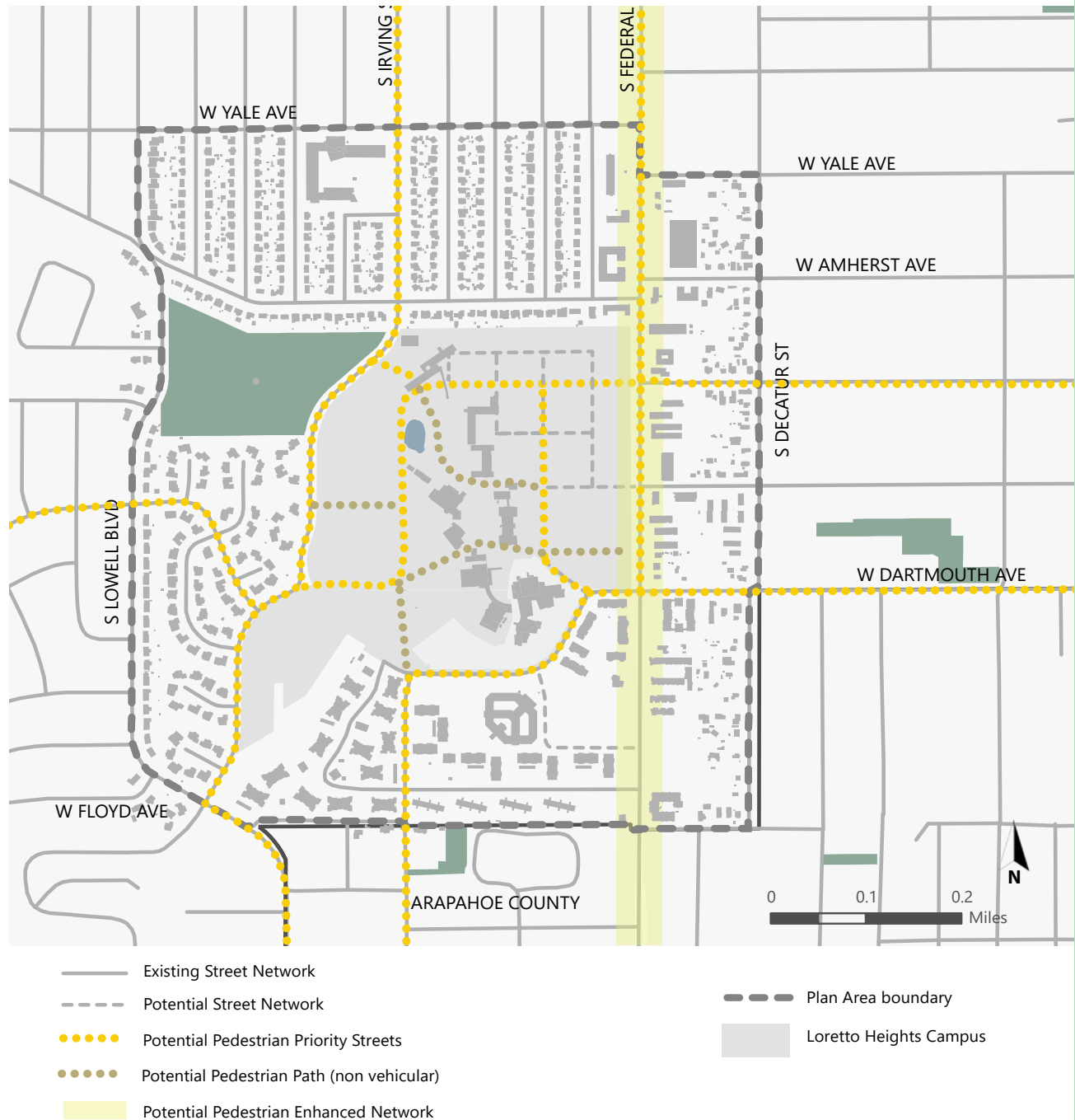
A high-quality and efficient multimodal transportation system is made up of several networks, each of which serves a transportation mode that moves people and goods. Identifying modal priority streets indicates where investment will occur to support people walking or rolling, biking or taking transit. These modal priorities, paired with street function classifications and land use place types, contribute to the development of complete streets for complete neighborhoods

Pedestrian Priority Streets

Pedestrians are at the heart of the transportation system and are the priority in the design of all streets. This includes providing a safe crossing environment, adequate and complete sidewalk space and good walking conditions. Pedestrian priority streets are areas where the surrounding land uses offer opportunities to enhance the pedestrian environment to create walkable, vibrant public places. This includes creating a wider pedestrian realm (the combined tree lawn or amenity zone and sidewalk), requiring slower vehicle speeds and prioritizing people walking and rolling over other modes in both the design and operation of the street. Pedestrian enhanced features include:

- A. Safety Features (crosswalks, medians, etc.)
- B. Amenities (public art, benches, etc.)
- C. Lighting
- D. Green Infrastructure (street trees, bulb-outs, planters, etc.)
- E. Wider Sidewalks

Figure 3.2: Pedestrian Network



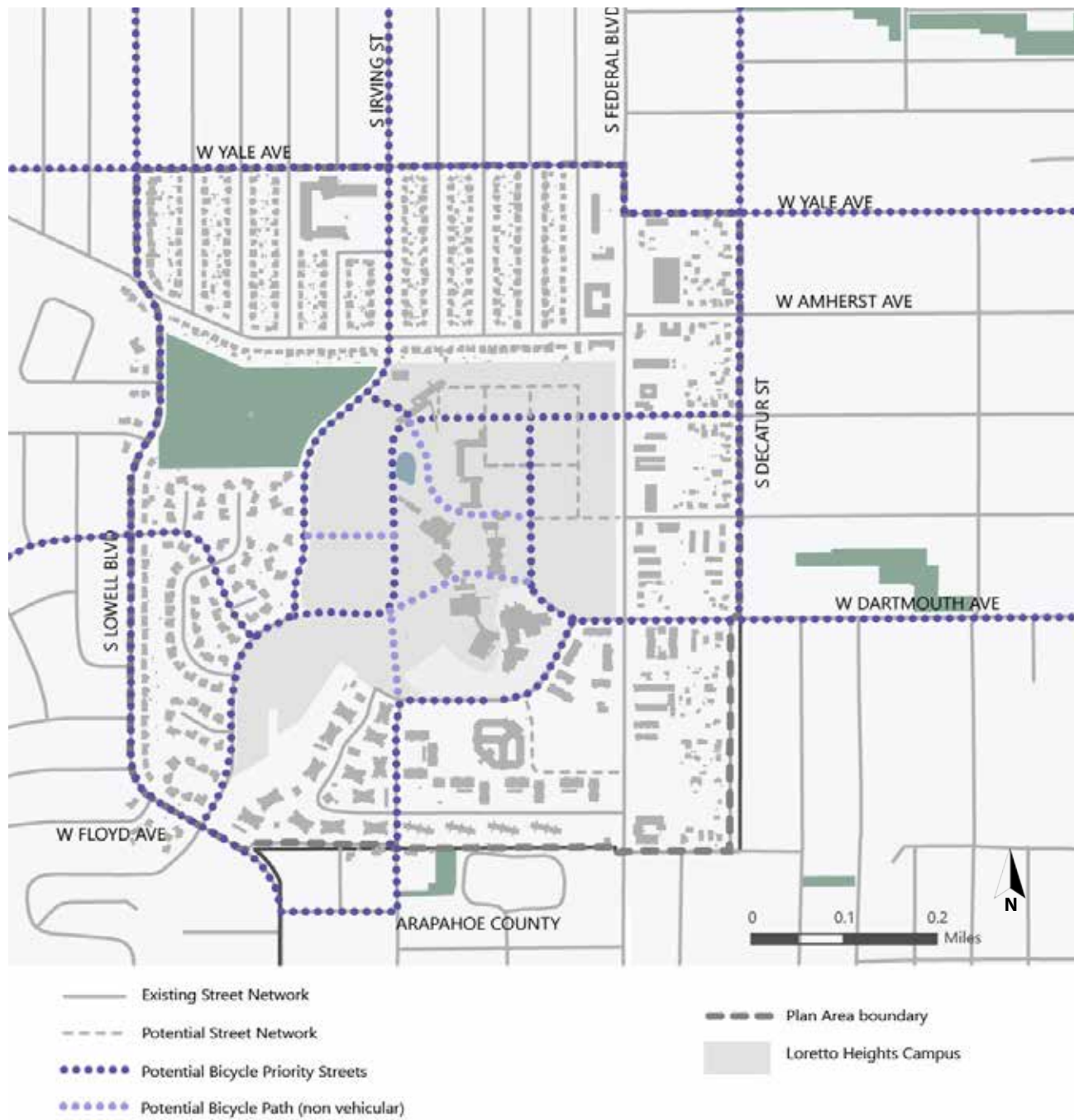
This map is conceptual and is one potential scenario to implement the plan recommendations.

Bicycle Priority Streets

Bicycle priority streets highlight safety, comfort, convenience and ease of use for people who wish to travel by bike. On bicycle priority streets, design and operation prioritizes people riding bicycles over other modes. Bicycle priority streets utilize the high and moderate ease-of-use bicycle facilities identified in the 2011 Denver Moves: Bicycles plan. Ease of use refers to the level of comfort experienced by the user of the bikeway. This includes bikeways where bicyclists are separated from moving traffic by a physical or natural barrier and busy intersections are designed to easily and safely be crossed on a bicycle. These facilities encourage biking by increasing the level of comfort for those who may not otherwise choose to ride a bicycle on a city street. Bikeway designations in Denver are typically selected based on a street's width, number of travel lanes, vehicle volume and speed. The following highlights features of bicycle priority streets:

- A. Protected Bike Lanes
- B. Intersection Treatments
- C. Signage
- D. Bike Signals / Detection

Figure 3.3: Bicycle Network



This map is conceptual and is one potential scenario to implement the plan recommendations.

Transit Priority Streets

Blueprint Denver's growth strategy is founded on rapid, reliable and high-quality transit connecting Denver's centers and corridors to people, jobs, services and housing. Transit priority streets are those where transit is prioritized over other modes when making decisions about how to design or operate the right-of-way. Transit priority streets allow transit to be rapid and reliable with special attention to accessible, safe and enhanced transit stops. By prioritizing the design or operation of a street to benefit transit, it will help transit reach its potential to move more people rapidly and reliably. The following highlights some example features of transit priority streets:

- A. Operational – Operational improvements, such as transit signal priority to prioritize transit at traffic signals, reduces travel time and improves reliability
- B. High Capacity Vehicles - Vehicles such as rail or rapid bus have the ability to increase the person throughput of a corridor.
- C. Dedicated Bus Lanes - Transit runs in exclusive lanes or in dedicated guide-ways (such as rail). This helps transit to move the most amount of people reliably and efficiently.
- D. Enhanced Bus Stops / Bus Stations - Stops with shelters that protect riders from the elements, real-time transit information and off-board ticket stations are some of the amenities that will be expected on transit priority streets.

Figure 3.4: Transit Network



This map is conceptual and is one potential scenario to implement the plan recommendations.

Recommendations

MOB - 01 Build a complete street network as shown in Figure 3.1

- A Build new north/south and east/west connections and implement traffic calming and deterrence measures across the plan area with the goal of maintaining the residential nature of existing residential local streets
- B Avoid Dartmouth Avenue having direct, unobstructed access from Federal Boulevard west to the Dartmouth Heights neighborhood
- C Given the unique topography and steep grades along the western portion of the Loretto Heights campus, future streets should work with the topography to the extent possible in order to create walkable and accessible streets and sidewalks to reduce automobile dependence in the plan area
- D Study a new street connection extending south from the DSST campus towards the existing service road north of Floyd Avenue as depicted in Figure 3.1 as a way to relieve DSST traffic congestion along Dartmouth Avenue
- E Encourage streets across the plan area to have enhanced or wider pedestrian walkways and amenity zones with additional street trees, lighting, green infrastructure, or landscape
 - i These streets should facilitate access to public spaces, including open spaces, and to surrounding neighborhoods
- F Incorporate a variety of street types
 - i New and existing streets should be aligned with the street types identified in Figure 3.1
 - 1. Work with property owners and Denver Public Works to allocate space needed to implement elements that achieve the vision for the identified street types
 - ii Use the city's current guides and standards and the most recent and innovative approaches for street design
 - 1. Denver Public Works approval is needed if a non-standard proposed street cross-section is desired and for updates to city standards and policies

- that will allow the implementation of new and innovative street designs
- 2. Explore options for street types that test alternative street designs which explore going above and beyond City standards to calm traffic and prioritize pedestrians and bicyclists by incorporating elements such as, but not limited to: curb-less streets, different varieties of paving and permeable paving, raised intersections, medians, and alternative locations and design of streetscape amenities
- iii Reduce potential conflicts between pedestrians
 - 1. Ensure streets with outdoor seating zones provide adequate space for pedestrians and streetscaping, especially in areas with high pedestrian volumes
 - 2. Create spaces along streets that provide pedestrian refuge, are flexible spaces, and provide opportunities for events
- iv Explore the construction of shared streets or festival streets located within the Loretto Heights campus
 - 1. Streets can be designed to be closed for special events but also function for everyday vehicular, pedestrian and bicycle travel
 - 2. Streets should allow for close integration with and respect for historic character of the former campus and development that transitions into open and passive community gathering areas

"In general, being a pedestrian/cyclist anywhere near Loretto Heights is a scary endeavor. As a resident, I would appreciate much more attention be paid to people that aren't in cars. I don't want to have to worry about being able to get somewhere safely without driving."

- Community Member

MOB - 02 Enhance the existing street network

- A Update existing streets to improve their functionality, connectivity and safety
 - i Transition Federal Boulevard from an auto-dominated state highway to a safe and vibrant community corridor using guidance from the *Federal Boulevard Corridor Plan*
 - ii Implement safety, aesthetic improvements, and traffic calming measures such as medians and crosswalks along South Irving Street, South Julian Street, Dartmouth Avenue, and Amherst Avenue to improve the pedestrian experience, encourage pedestrian activity and bolster pedestrian safety along these streets
 - iii Encourage streets across the plan area to have enhanced pedestrian walkways and amenity zones with additional street trees, green infrastructure, lighting or landscaping
- B Update existing intersections to increase safety and comfort for pedestrians and bicyclists
 - i Prioritize implementing recommendations to reduce the number of fatalities and injuries along Federal Boulevard, as listed in the Denver Vision Zero Action Plan, by collaborating with Denver Public Works to improve pedestrian, bicycle, and vehicular safety at the Federal Boulevard and Dartmouth Avenue intersection
 - ii Collaborate with Denver Public Schools and Denver Public Works to prevent “vehicle stacking” on Dartmouth Avenue east towards Federal Boulevard intersection
 - iii Partner with CDOT and the City of Sheridan to study and implement intersection improvements at South Knox Court and US Highway 285 to allow for better pedestrian and bicycle safety and comfort in accessing the regional trail system from the plan area

MOB - 03 Promote street network safety

- A Collaborate with local law enforcement to enforce posted speed limits in the plan area
- B Provide traffic calming measures within the plan area, and more specifically on Dartmouth from Irving to Lowell, Amherst from Federal to Lowell, and Irving/Julian from Amherst to Lowell.
- C Study traffic impacts new development may have in the plan area



Recommendations

MOB - 04 Increase access to multi-use trails, pathways and parks and open space

- A Prioritize creating seamless pedestrian and bicycle connections to Loretto Heights Park
 - i Explore methods for traffic calming such as painted crosswalks, medians, High-Intensity Activated Crosswalk (HAWK) signal along South Irving Street to reduce the speed of vehicles and increase pedestrian safety
 - ii Connect any new sidewalk system in the redevelopment to the existing sidewalks found in Loretto Heights Park and add additional sidewalks as necessary. All sidewalks should be ADA accessible and include curb ramps
- B Update and improve connections to the regional trail system and transit
 - i Partner with the City of Englewood and the City of Sheridan to prioritize sidewalk improvements along West Dartmouth Avenue extending east to the Englewood Light Rail Station
 - ii Provide additional multi-use trails or sidewalk access extending southwest through the former Loretto Heights campus to improve access to the Bear Creek Trail and South Platte River Trail



MOB - 05 Create a complete pedestrian network

- A Prioritize the construction of missing sidewalks and increase the width of sidewalks less than four feet in the plan area, with emphasis on connections to schools, community gathering spaces, transit stops and employment centers
 - i Work with Denver's Sidewalk Gap Program to determine implementation and funding
 - ii Prioritize walking access to all transit stops regardless of level of service
 - iii Encourage new sidewalks to include tree lawns
- B Create a robust street tree canopy by using best practices for tree planting and maintenance
- C Incorporate green infrastructure and streetscape amenities on all streets such as: attractive landscaping, planters, restaurant seating, benches, public art, and trash/recycling receptacles
- D Create block sizes that are walkable
- E Provide pedestrian facilities on all streets and ensure safe pedestrian access for people walking or rolling
 - i Implement enhanced pedestrian facilities on those streets identified as pedestrian enhanced in *Blueprint Denver*, including along Federal Boulevard



Recommendations

MOB - 06 Create a complete bikeable network

- A Update *Denver Moves* to reflect the bicycle connections shown in Figure 3.3
- B Update and provide connections to existing bicycle infrastructure outside of the plan area
- C Incorporate bicycle amenities throughout the plan area including bicycle racks placed appropriately along streets and in public spaces
- D Explore the following bike corridor improvements
 - i Implement enhanced bicycle facilities on those streets identified as bicycle priority in Blueprint Denver, including Lowell Boulevard, Yale Avenue, Dartmouth Avenue, Irving Street, and Decatur Street
 - ii Implement enhanced bicycle facilities on any proposed collector street on the Loretto Heights campus as identified in Figure 3.3.
 - iii Extend a shared use path connection along West Dartmouth Avenue through the plan area
- E Extend a bike connection between the Loretto Heights campus and Loretto Heights Park
 - i Explore options for a bicycle trail along the existing irrigation ditch, linking Loretto Heights Park and Loretto Heights campus

"As long as the development focuses on walkability, biking, and green space it will be great!"

-Community Member



Recommendations

MOB - 07 Enrich the public transit experience

- A Implement the *Denver Moves Transit Plan* recommendations for a “High-Capacity Transit Corridor” along Federal Boulevard
- B Study and implement the strategies and recommendations identified in the *Federal Boulevard Corridor Plan* along Federal Boulevard including transit stop locations and enhancements and corridor improvements
- C Maintain and support enhancements to existing local bus service and coverage in the plan area
 - i Partner with RTD to establish new bus routes and/or update existing bus routes as needed to provide better service across the plan area
 - ii As the redevelopment takes place, explore options to provide more frequent service along west Dartmouth Avenue east to the Englewood Light Rail Station.
- D Improve bus stop amenities in the plan area
 - i Partner with RTD to include bus shelters, benches, trash receptacles and schedule information at every bus stop
 - ii Include elements such as landscaping, trees, public art, wayfinding and sustainable materials and promote ongoing maintenance of these features
 - iii ADA accessibility improvements should be included at all bus stops and along routes that lead to transit corridors

“Last mile gap is huge in this area!”

-Community Member

MOB - 08 Increase the use of shared mobility options

- A Encourage the use of shared mobility options such as electric scooters, electric bikes, bike shares, etc.
- B Support efforts to improve last-mile connections, including ridesharing and carsharing programs, short distance shuttle service, private shuttles, and wayfinding signage

MOB - 09 Improve resident access to transit

- A Conduct neighborhood outreach to provide new transit option updates, and to collect information related to potential transit route demand and access needs
- B Work with RTD to explore possible reduced fare programs based on income and potential group rate options



VISION ZERO



In 2016, the City and County of Denver announced its commitment to Vision Zero, an initiative to eliminate all traffic-related deaths and serious injuries on Denver's roadways by 2030. This transportation philosophy recognizes that no other goal is acceptable, and that everyone has the right to safely travel on our streets no matter where they are going and how they choose to get there. Five goals guide the plan:

1. Enhance City Processes and Collaboration
2. Build Safe Streets for Everyone
3. Create Safe Speeds
4. Promote a Culture of Safety
5. Improve Data and Transparency

An element of Vision Zero particularly relevant to the Loretto Heights plan area is the measurement of the High Injury Network (HIN). Federal Boulevard is classified as a HIN corridor, meaning it has one of the highest numbers of fatal and injury crash incidents compared to other corridors in the city. Collectively, HIN corridors comprise only 5% of streets in Denver but 50% of traffic deaths.

Similarly, much of the Loretto Heights plan area falls into Vision Zero's label of a "Community of Concern." These areas allow for higher traffic speeds and are in closer proximity to schools, concentrated elderly populations, and populations with no vehicle ownership. In short, populations that are more reliant on the safety of public infrastructure. Bicyclists, pedestrians, children, elderly, and the disabled are disproportionately vulnerable to unsafe traffic conditions. Residents of low-income neighborhoods and communities of color are injured and killed by traffic violence at higher rates than residents of other communities. The Loretto Heights area plan mobility recommendations help implement the goals of Vision Zero to improve safe streets.





Chapter 4

QUALITY-OF-LIFE INFRASTRUCTURE

In this chapter:

4.1 Healthy & Active Living

4.2 Parks, Recreation & Open Space

4.3 Green Infrastructure

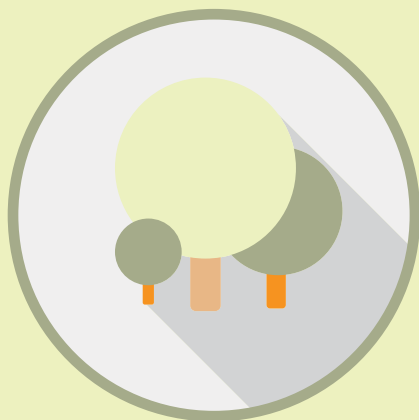
QUALITY-OF-LIFE INFRASTRUCTURE

GOALS:

Future development in the plan area should ensure that everyone – regardless of age or ability - has access to parks, outdoor spaces, recreation amenities, healthy food options and outdoor gathering spaces. Growth and development in the plan area should be done in a responsible and sustainable manner which fosters a diverse and livable neighborhood that cultivates southwest Denver's culture and identity.

WHY IT'S IMPORTANT:

Well-designed neighborhoods can improve health, while environments that lack amenities and services to support healthy lifestyles can contribute to a variety of chronic diseases. Air and water quality, as well as other climate impacts such as increases in flooding and surface temperature, can have lasting social, political and economic consequence.



Challenges and Opportunities

Quality-of-Life refers to the places, trees, plants, parks and outdoor spaces that stitch together our communities and contribute to the health, comfort, environmental resilience and social connectedness of an area. During the planning process, a variety of quality-of-life challenges and opportunities were identified by the community, and much of this feedback centered around having improved access to these opportunities. An equitable community or society is one where all people have fair opportunity to lead healthy and productive lives. However, certain populations and communities have historically faced barriers and inequities and continue to experience added obstacles to maintain healthy lifestyles.



Community Feedback

- Access to healthy and fresh food is difficult, especially for those lacking access to a personal vehicle.
- There is a strong desire to have a variety of community gathering spaces in the plan area.
- The regional trail system is seen as an asset; however, connections to these recreational opportunities like Bear Creek Trail and South Platte River Trail are often challenging or lacking altogether.
- Access to the park is limited and needs improvement. Many believe that the park could also benefit from added amenities for residents and visitors of all ages and abilities.
- Pedestrian comfort is missing along major corridors like Federal Boulevard to improve the pedestrian experience.
- Having an abundant tree canopy is important and coincides with concerns about the growing number of impervious surfaces.

"It would be nice if we could have a fresh produce market. Fresh fruits and vegetables, meat and sea food, and other small grocery items."

-Community Member

4.1 Healthy & Active Living

Living within walking distance of fresh, healthy food and outdoor recreation opportunities are key elements of the built environment that impact an individual's overall health. Well-designed neighborhoods can improve health, while neighborhoods that lack amenities and services to support healthy lifestyles can contribute to chronic disease such as diabetes, heart disease and obesity. A neighborhood's infrastructure plays a vital role in how physically active we are as individuals. Parks, trails, and open spaces provide opportunities for increased physical activity, as do bike trails and pedestrian facilities that connect people to transit infrastructure, services, amenities and destinations. These facilities should be designed in a way that makes it safe for residents to access them.

Why It's Important

Physical activity and the opportunity to enjoy the outdoors are key factors in maintaining good health. The existing land use and mobility infrastructure in the plan area plays a substantial role in shaping the physical activity of area residents and visitors alike. While the regional connectivity of the area has served area residents well, the plan area itself possesses barriers to a healthy and active lifestyle. When considering mobility, one of the most common concerns of survey respondents was that access to the campus was difficult and that it felt separated from the rest of the community. In addition, the suburban development pattern of the plan area – wider, curvilinear streets with larger residential and commercial lots – creates challenging environments for walking and biking.

As a result, the percentage of households within a quarter mile walk of a full-service grocery store and a quality park or open space in the plan area is less than the citywide goal of at least 45% of households.

Access to healthy food options is also a key factor in maintaining good health. According to *Denver's Food Vision (2017)*, food is considered the “great connector” not only connecting us to our cultures and past, but also connecting us to the land where food is grown and the people and business who transport, prepare, sell and share

food. Unfortunately, far too many people have limited or unequal access to healthy food options, and that includes those living within the plan area. In addition to lacking a full-service grocery store within ample walking distance, residents also voiced frustration about a lack of healthy restaurant options. Accessing healthy, culturally relevant and affordable food isn't only about making environmental changes in a community, such as building more grocery stores and restaurants, but it is also about creating the policies and systems needed to address the root causes that contribute to inequitable access to food.



4.2 Parks, Recreation & Open Space

Denver’s urban parks, trails, parkways, historic sites, urban forest, and other recreational areas are vital ingredients in the future of Denver. As Denver continues to grow, so does the demand for parks and recreational programs and activities, especially in areas where access to these amenities is falling short today. Providing and preserving open space and community gathering spaces can have a lasting impact on the ability of residents to live an everyday healthy lifestyle. Improving access to public open space has the potential to increase levels of physical activity, and to have mental health benefits and reduce healthcare and other costs. In addition, there are environmental benefits of urban parks and open space. A network of parks and open spaces that include natural lands and other green areas is critical to providing healthy environments for humans, wildlife and plants in these densely built places.

Why It’s Important
The Loretto Heights plan area contains a variety of designated parkland, natural areas, and open space networks. The Loretto Heights campus was traditionally designed with a collection of impressive buildings set amongst a bucolic landscape with a quad at its core. Two master site plans, one designed by S.R. DeBoer and one by Musick and Musick, were never fully implemented, but both expressed the compatible nature of a core building collection surrounded by passive open space. Many in the adjoining neighborhoods enjoy these open spaces and acknowledge that they help preserve the expansive views of Denver and the Rocky Mountains. The community is concerned that the anticipated redevelopment will eliminate much of these open spaces. The number one concern of survey respondents in the parks and recreation category is the loss of open space areas.

Although Loretto Heights Park has consistently been identified as an asset to the community, there is an undeniable need for better connectivity between the park, new mobility networks and the off-street trail systems. Survey respondents would also like to see added amenities within the park to equitably serve the neighborhood. The community also expressed a desire to have new areas to gather on the Loretto Heights campus, in the form of natural and open areas, smaller parks, plaza space or turf areas. These new community gathering spaces should be integrated into the existing parks and recreation system and should positively impact and contribute to the larger open space network.



Loretto Heights Area Plan

Proposed Parks and Open Space

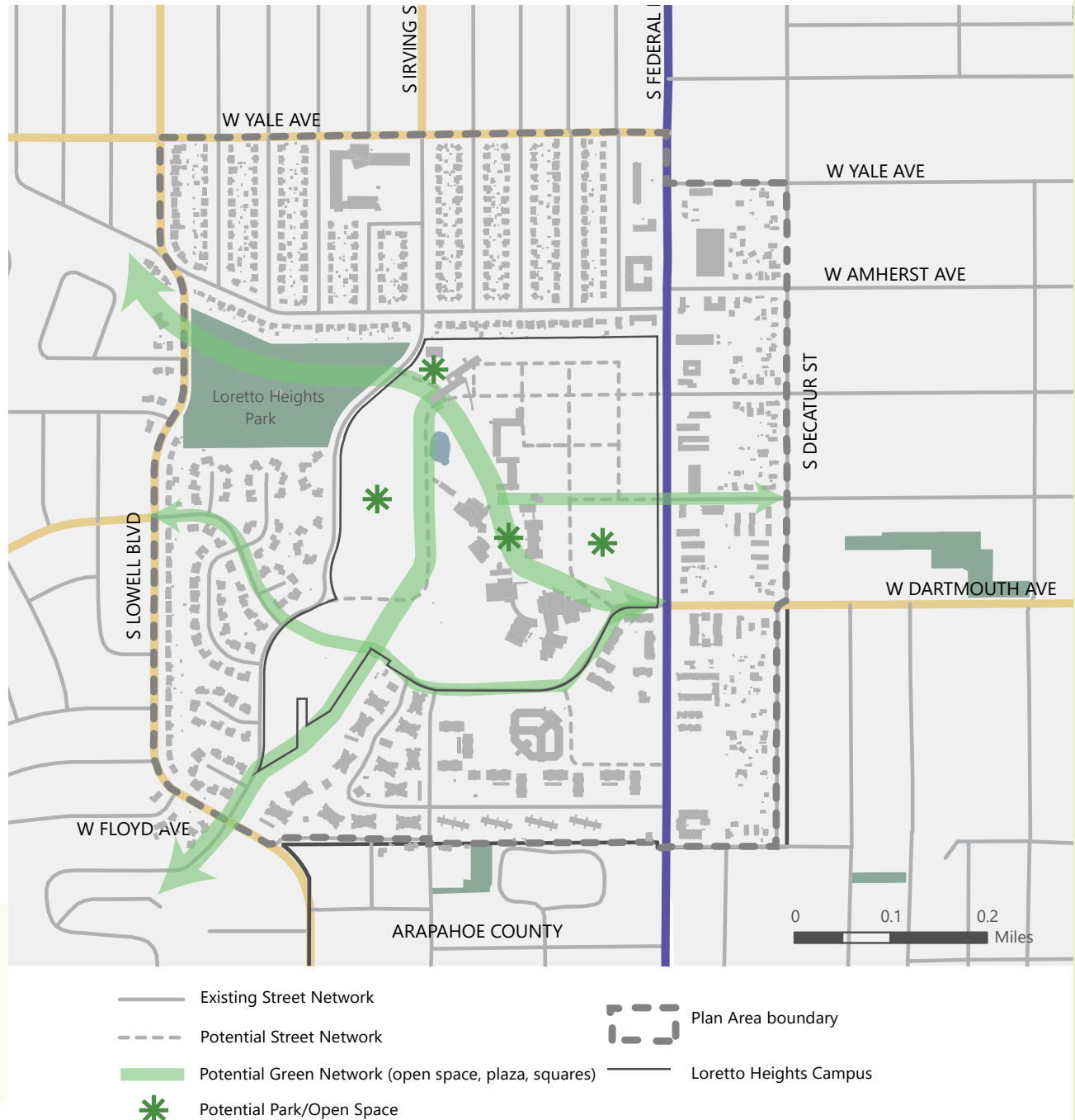
The proposed parks and open space network represents a collective vision to strengthen the Loretto Heights community by creating an interconnected network of green spaces throughout the plan area through the use of recreation areas, parks, trails, public squares, and community gathering spaces. By targeting these areas, this network will help to create new, safe and healthy spaces. This network will provide residents and visitors better access to site amenities, while also providing a new recreational and non-vehicular transportation network. The green network presented in this plan is meant to demonstrate an aspirational level of parks and open space connectivity.



"I would like to see green space that could be a gathering place for the surrounding neighborhoods. A walking trail or bicycle path, a playground and places for people to sit and visit or read."

- Community Member

Figure 4.1: Future Parks and Open Space



This map is conceptual and is one potential scenario to implement the plan recommendations.

4.3 Green Infrastructure

Denver’s growth accentuates the need for protecting and expanding our tree canopy, as well as enhancing green infrastructure technology and finding new ways to be drought tolerant in the face of climate change. Green infrastructure is defined as natural or built systems that use roots, soils, vegetation and other natural processes to capture and treat stormwater runoff.

Why It’s Important

The benefits of green infrastructure are often difficult to pinpoint into a specific field since they can provide multiple benefits across many different disciplines. For instance, a green infrastructure facility can provide environmental, economic and quality of life benefits to the community, as well as help improve water and air quality, reduce flood risks and heat island effect, absorb local carbon emissions, increase physical activity, improve mental wellbeing, reduce stress, lower traffic speeds, and improve property values. The diagram below highlights how green infrastructure sits at the overlap of the environment, economic and quality-of-life.



Pervious Surfaces

Throughout Denver’s development history, the city’s permeable surfaces have been replaced with impervious surfaces. Impervious surfaces such as asphalt or concrete can have many lasting negative effects including the absorption of the sun’s energy and increases in the surface temperature. In addition, high concentrations of impervious surfaces prohibit stormwater from permeating into the ground resulting in more stormwater runoff and, in some cases, increased flooding throughout urban neighborhoods. Much of this runoff contains harmful pollutants and chemicals which discharge directly into our urban waterways, significantly reducing the water quality throughout the city.

Why It’s Important

While many residents of the plan area expressed concern that new development would increase traffic and congestion in the study area, many also expressed concern for increases in impervious surfaces. Additionally, area residents expressed concern for proper stormwater drainage in the new development as well as decreasing water quality. The Loretto Heights plan area impervious surface coverage of 41% sits just below the Denver average of 48%. This impervious coverage is concentrated primarily along the Federal Boulevard corridor which is home to multiple retail and commercial outlets served by a large quantity of surface parking.

The plan area sits within the West Harvard Gulch and Bear Creek stormwater basins, both of which have been identified as priority basins meaning that there is a great need for water quality improvements and green infrastructure investments. The scorecard methodology is detailed in Denver Public Works’ *Green Infrastructure Implementation Strategy*.

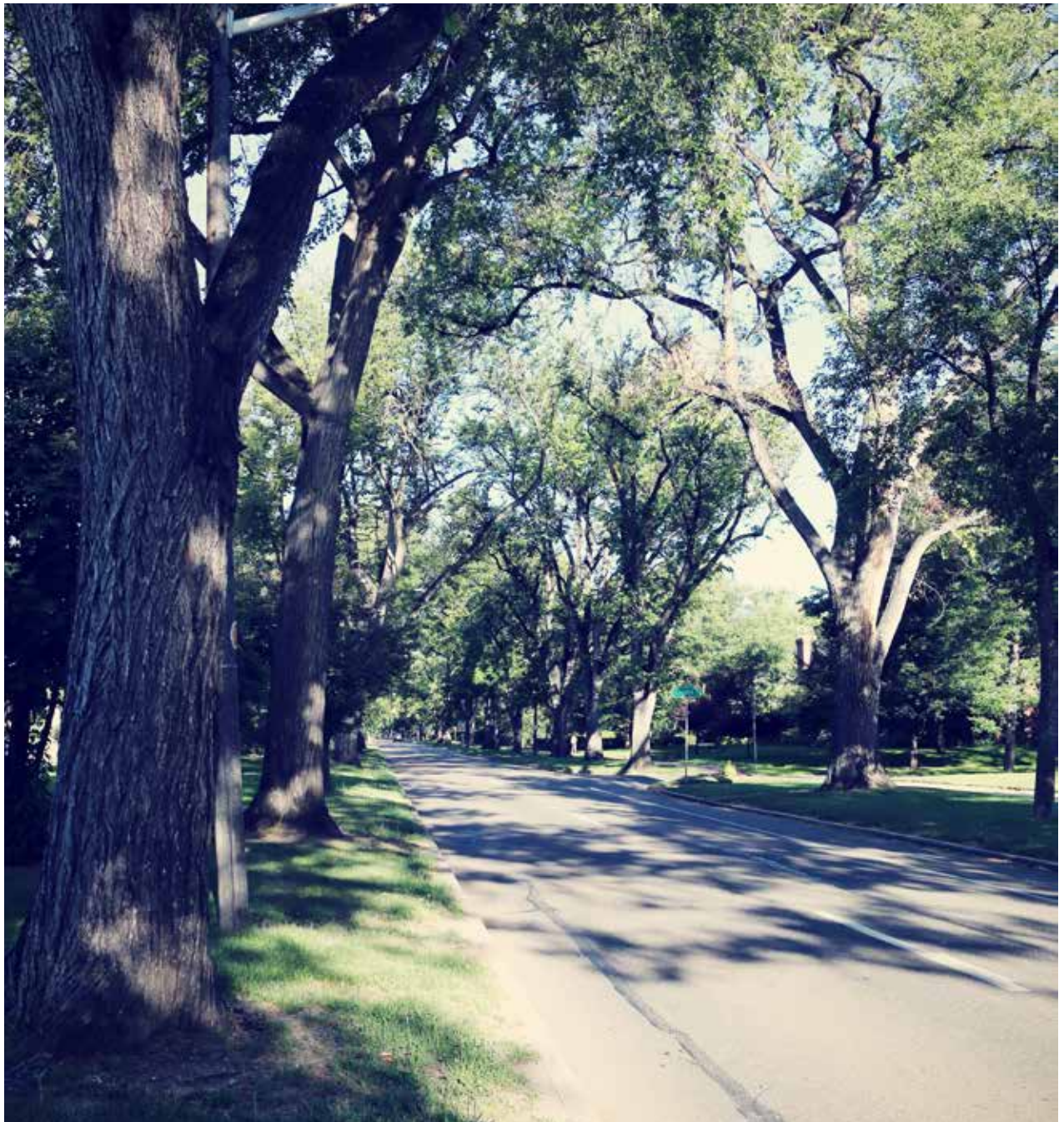


Tree Canopy

The environmental and health benefits of a strong tree canopy are profound. Trees produce oxygen, prevent soil erosion, and reduce the overall concentration of greenhouse gases in the atmosphere. Access to trees, green spaces, and parks promotes greater physical activity and social interaction, and reduces stress, while improving the quality of life in our cities and towns.

Why It's Important

The topic of trees was the third most popular comment in the parks and recreation category of the online survey. The tree canopy within the plan area covers 15% and is slightly higher than the Denver average of 13%. It is concentrated within the campus, especially parallel to the existing irrigation ditch running northwest to southeast through the site. There is also a concentrated tree canopy throughout the open space corridor extending from the center of the campus southwest to Lowell Boulevard. Tree canopy coverage is also very strong along many residential streets in the Dartmouth Heights, Sharon Park/South Mar Lee and parts of the College View – South Platte Neighborhoods. It is notably missing along some of the major street networks including South Irving Street, Amherst Avenue and the Federal Boulevard corridor. There are also large areas with minimal tree coverage on the campus and south of the campus near the Denver School of Science and Technology (DSST) and within the existing adjacent multi-family uses to the south. These areas with minimal tree canopy coverage are areas where the development pattern includes larger building footprints and more surface parking lots.



Recommendations

QOL - 01 Increase fresh food access, availability and affordability

A Encourage a healthier community food environment

- i Explore opportunities for a new grocery store in the plan area
- ii Encourage small food stores and full-service grocery stores to sell expanded healthy food options
- iii Encourage space for community gardens and farmers' markets
- iv Use zoning, licensing, or other regulatory tools to limit the concentration of fast food retailers in the plan area, specifically along Federal Boulevard
- v Work with restaurants to offer healthier food and beverage options
- vi Increase community demand for healthy food options through education and outreach programs about healthy eating, how to shop for healthy options, and cooking nutritious, culturally relevant meals
 1. Use the voter-approved sales tax, "Healthy Food for Denver Kids" program as a new funding source for healthy food services in the plan area
 2. Promote healthy food retail options through multilingual marketing tools including newsletters, community maps and signage

B Provide a variety of transportation options to access fresh food in the Loretto Heights plan area

- i Work with the Regional Transportation District (RTD) to ensure frequent and reliable bus routes to full-service grocery stores and other healthy food retail outlets inside and outside of the plan area
- ii Expand safe and direct pedestrian and bike access to food retail by increasing neighborhood connectivity of sidewalks and paths
- iii Promote mobile markets and food delivery options to improve food access

C Support food recovery and reducing wasted food

- i Educate the public about reducing the amount of food that is wasted in homes, restaurants and other food retail and commercial outlets
- ii Re-distribute grocery retail and restaurant overstock to food pantries and other community based organizations in the plan area
- iii Promote and expand the City's residential and commercial composting program



Recommendations

QOL - 02 Connect existing open space, parks, trails and recreational assets

- A Improve the connection between Loretto Heights Park and the Loretto Heights campus
 - i Encourage the development of a “green network” of open space, plazas, green infrastructure and pocket parks in the Loretto Heights redevelopment directly adjacent to Loretto Heights park across from South Irving Street
 - ii Explore options for a pedestrian and bicycle path along the existing irrigation ditch that runs northwest to southeast into the redevelopment site
- B Connect the redevelopment of the former Loretto Heights campus with the existing regional trail system
 - i Build a comprehensive pedestrian and bicycle trail network extending southwest through the redevelopment to connect to the existing Bear Creek Trail and South Platte River trail systems
 - ii Prioritize pedestrian and bicycle trail improvements along Dartmouth Avenue (west and east of campus)
 - iii Collaborate with the South Platte Working Group (Arapahoe County) on east-west connections to the South Platte River

QOL - 03 Create new community gathering spaces to accommodate a variety of activities for residents and visitors

- A Encourage new public spaces that are dispersed throughout the plan area
 - i Locate community gathering spaces to maximize the number of residents living within a 5-10-minute walking distance
 - ii Preserve the prominence of the Administration Building from Federal Boulevard by incorporating a publicly accessible open area or promenade

- iii Maintain the character and functionality of the “quad” by providing a publicly accessible community gathering space
- iv Explore ways to seamlessly integrate passive open spaces with any future residential uses along South Irving Street
- v Study ways to use open space as a buffer to respect the sacred character of the cemetery

- B Create a public space network that seamlessly connects and integrates Loretto Heights Park and other public spaces with the redevelopment
- C Identify underutilized right-of-way space to provide additional public space
- D Encourage all privately owned and operated open spaces and facilities to be publicly accessible

QOL - 04 Provide a variety of amenities that contribute to a sense of place, and enhance active and passive uses

- A Enhance Loretto Heights Park with year-round recreational activities and programs that support community needs and desires
 - i Partner with local community organizations and schools like nearby DSST to support education and recreation programs within Loretto Heights Park
- B Provide park amenities that are multi-generational, such as play features that promote play and fitness for all ages and abilities, and seating for adults
 - i Encourage the uses of sustainable materials that contribute to the usability and enjoyment of those spaces
- C Encourage a signage and wayfinding plan to be developed to provide meaningful and attractive tools to help users effectively navigate the Loretto Heights plan area, surrounding neighborhoods, and the regional trail network

QOL - 05 Encourage higher quality design of parks and public spaces

- A Identify key public spaces which attract higher uses and support higher standards requiring an enhanced maintenance plan

Recommendations

QOL - 06 Strengthen and expand the tree canopy

- A Provide enough trees to exceed Denver Parks and Recreation's goal of 20% tree canopy coverage in every neighborhood as identified in *Game Plan for a Healthy City*
 - i Encourage the revitalization of the tree canopy by replacing diseased trees and planting new indigenous species
 - ii Prioritize the planting of street trees within the public right-of-way to improve the pedestrian experience, especially along Federal Boulevard, South Irving Street, Dartmouth Avenue, and Amherst Avenue
 - iii Develop educational programming and partnerships within the community to increase understanding around maintenance and care of the tree canopy



QOL - 07 Design and implement natural and engineered green infrastructure systems

- A Encourage a network of large-scale and site-scale green infrastructure within public and privately-owned spaces that mitigates the impacts caused by impervious surfaces
 - i Prioritize using sustainable green infrastructure systems that protect, restore, or mimic the natural water cycle, improve water quality, and mitigate flooding and storm water runoff volumes
 - ii Create opportunities to implement green infrastructure that provides multiple benefits such as reducing stormwater runoff, improving water quality and mitigating the urban heat island effect
 - iii Explore best practices to ensure green infrastructure components thrive, are functional, and remain effective
- B Improve water quality in the West Harvard Gulch and Bear Creek Stormwater Basins by incorporating green infrastructure systems that treat all storm water runoff prior to the introduction into these larger systems of waterways
- C Use best practices to ensure storm drainage design, installation, maintenance, and management incorporates strategies and design solutions identified in Denver's *Ultra Urban Green Infrastructure Guide*
 - i Incorporate new technologies and practices in the plan area, such as streetside stormwater planters, bumpout stormwater planters and storm inlet filtration devices, as they are approved by the city
- D Work with other city departments to establish regulations to minimize impervious surfaces and utilize materials and techniques that allow for natural water absorption and flow
- E As a result of the redevelopment of the former Loretto Heights campus the new street layout should accommodate both stormwater and wastewater needs

Ultra-Urban Green Infrastructure Guidelines

What is it?

The City and County of Denver is making green infrastructure a fundamental part of the city's long-term stormwater management strategy by looking at ways to incorporate large-scale green infrastructure with small or site-scale green infrastructure. On a large scale, green infrastructure refers to a network of parks, open spaces, drainageways, and floodplains which help mitigate the impacts caused by impervious (hard) surfaces. Site-scale green infrastructure refers to smaller, engineered, structural practices which mimic larger natural systems and use vegetation, soils, and roots to slow and filter stormwater runoff.

Site-scale green infrastructure best management practices (BMPs) are the focus of Denver's new *Ultra-Urban Green Infrastructure Guidelines*. Detailed fact sheets for streetside stormwater planters, bumpout stormwater planters, green gutters, green alleys, and tree pit/ tree trenches are included within the guidelines. Each practice within the Ultra-Urban Green Infrastructure Guidelines has been chosen for its suitability in Denver's dense, urban environment and for use in the right-of-way and on private redevelopment and infill sites like the Loretto Heights campus. Benefits of green infrastructure, regardless of scale, include improved water quality as well as better air quality, reduced flooding risks, urban heat island effect mitigation, reduced energy demands, climate change resiliency, and enhanced community livability.



"Let's be a premiere example of environmentally friendly development."

-Community Member



Chapter 5

IMPLEMENTATION

In this chapter:

- 5.1 Realizing the Vision
- 5.2 Collaboration
- 5.3 Types of Implementation Activities

IMPLEMENTATION

Goal

To prioritize the recommendations and strategies included in the Loretto Heights Area Plan and develop an achievable path towards implementation through a variety of strategies including leveraging private development investment and thoughtful collaboration between multiple city agencies and the private sector.

Why It's Important

Implementation is the process of turning the recommendations and strategies in the Loretto Heights Area Plan into reality. Providing clear, measurable and achievable steps to implementation is important to ensure that the community's vision and goals for the plan area are realized. Implementation is most successful when it is guided by a living, flexible document and if there is ongoing evaluation of the progress being made. The approaches that follow in this implementation chapter are intended to set forth a clear path towards implementation while allowing for flexibility to respond to unforeseen opportunities, obstacles, market forces, and public policies that would contribute to future development patterns within the plan area.

5.1 Realizing the Vision

The Loretto Heights Area Plan sets forth a vision for the future of the plan area with several recommendations aimed at achieving that vision. Small area plan implementation can take place in a short amount of time or over many years and is the result of large and small actions by both the public and private sectors. In route to achieving the vision of the plan area, the recommendations found throughout are intended to provide direction for future actions on the part of the city and other public entities, private sector developers, non-profits, and community and neighborhood groups. These key stakeholders must be strong partners for any implementation to be successful. As a policy document, this plan directs updates to zoning and other regulatory tools that will help shape the area, and also informs future conversations about infrastructure investment. New zoning and other regulations applied to the plan area will be required to be consistent with this plan.

Many of the plan goals, recommendations, and strategies are interconnected and complex and rely in large part on development activity by the private sector. Additional area studies such as traffic studies to support public infrastructure and right-of-way dedication, will need to be initiated by the developer well in advance to support the implementation process. Given the size of the Loretto Heights campus, the plan's vision will likely be implemented through large scale, phased development over the course of many years. Therefore, adopting comprehensive development agreements between the developer and the city will be a critical component to ensure that new development contributes to achieving the comprehensive and holistic community benefits envisioned by the plan.



5.2 Collaboration

Achieving the collective vision for the plan area will take collaborative, sustained effort among all stakeholders to tackle the initiatives in the Loretto Heights Area Plan and chart the course for successful implementation. The City of Denver and its various agencies and departments all share the primary responsibility for plan implementation. To facilitate this coordinated effort and sustained commitment, it is critical that these entities form a strong partnership to champion redevelopment efforts and continue to collaborate with area stakeholders toward the success envisioned in the Plan. It will also be critical to work closely with local neighborhood representatives and community groups to ensure that the community benefits described throughout this plan, including support for local businesses, reuse of existing historic assets, and community-oriented and cultural uses, are given priority during the implementation process.

The community has played an important role in shaping the recommendations and strategies of this plan and they should be an integral part of its implementation through additional outreach, meetings, and engagement. Many recommendations and strategies within this plan require the community, the city and other organizations to continue to work together to identify priorities for future projects, investments, regulatory tools, and policies.

5.3 Types of Implementation Activities

Blueprint Denver identifies three types of implementation actions: Regulations, Investments, and Partnerships. These actions are generally public-sector actions intended to create a positive environment that enables actions by other groups, such as property owners, developers, neighborhood organizations, or homeowners. While public actions can help set the stage, in most cases it is private actions (such as constructing new buildings and homes, opening new businesses, and attracting new residents) that are the most critical elements to achieving a plan's vision. Each of the three implementation action types is described in detail, with specific implementation priorities provided in each category.

Regulatory and Policy Strategies

Regulatory and policy strategies change city codes or regulations to affect desired outcomes. Typical examples include historic designation, Denver Zoning Code text and map amendments, Public Works requirements for infrastructure improvements associated with development projects, and Parks and Recreation requirements regarding open space and plantings. The following pages contain a summary of regulatory implementation priorities for the Loretto Heights plan area with references to the plan elements they help to achieve:





Public Investment Strategies

Public investment strategies are those involving public funding of public infrastructure. Examples include street reconstruction, bike lane installation, new transit lines, park improvements, or new or expanded recreation centers. The City of Denver takes the lead in designing, constructing, and funding these projects and may use a variety of public funding sources such as the annual Capital Improvements Program, bond funds, or state or federal grant programs. In some cases, this plan identifies public transportation projects as studies because the impacts and consequences of a particular improvement on the transportation system are so complex that the broader system must be examined to determine feasible options to meet the intent. Extensive study and analysis may also be needed to meet eligibility criteria to apply for federal funding. The following pages contain a summary of public investment implementation priorities for the Loretto Heights plan area with references to the major plan elements they help to achieve:

Recommendations

Regulatory and Policy Strategies

- IMP - 01 Apply zoning or other regulatory tools to promote a high mix of uses, including those consistent with the Suburban Neighborhood Context, Urban Neighborhood Context, Community Corridor and Community Center Place Type guidance contained in Blueprint Denver
- IMP - 02 Apply zoning regulations that support the plan's recommendation to achieve a variety of building heights and intensities throughout the plan area
- IMP - 03 Apply regulatory or other tools to achieve, either through requirements, incentives, or a combination thereof, the community benefits described in the plan, including a diverse mix of housing types, forms, and sizes for people of all incomes, ages, and abilities and support for local businesses



Recommendations

- IMP - 04 Complete a subdivision process for the Loretto Heights campus area that includes street cross-sections, street corridor hierarchies, and primary and side street classifications in accordance with plan recommendations. These combined elements outline the on-site and off-site infrastructure and open space requirements as well as any other required traffic measures associated with developing the property in the future. Any supporting supplemental engineering studies will include conceptual design and layout of transportation, water, wastewater, stormwater, and open space.
- IMP - 05 Apply zoning, design standards and guidelines, development agreements or other regulatory tools to achieve the human-scale building forms and streetscapes envisioned by the plan
- IMP - 06 Designate historic structures and features on the Loretto Heights campus to ensure their protection and incentivize their continued use and reuse in new development
- A Locally designate the Administration Building & Chapel
 - B Evaluate local and federal historic designation of all eligible structures and features as identified in the 2019 Loretto Heights Academy and College Inventory of Historic Resources and Survey Report

Public Investment Strategies

- IMP - 07 Pursue opportunities for future analysis and partnering to leverage public investments for major infrastructure and facility improvements to implement the strategies and recommendations of this plan
- IMP - 08 Establish new pedestrian and bicycle connections to and from abutting neighborhoods and within the plan area, consistent with this plan's recommendations and in accordance with *DenverMoves* plans
- IMP - 09 As development occurs, work with DHA and the Denver Economic Development and Opportunity to create opportunities toward the provision of on-site affordable housing at a variety of income levels
- IMP - 10 Encourage the use of state and federal rehabilitation tax credits to support preservation and reuse of historic assets
- IMP - 11 Work with the Colorado Department of Transportation, Department of Public Works and the Department of Parks and Recreation to implement the strategies and recommendations identified in the Federal Boulevard Corridor Plan (2017) along Federal Boulevard, a designated parkway
- IMP - 12 Work with the Department of Parks and Recreation on investing in equitable access to Loretto Heights Park and future supported private-sector open spaces to and from surrounding neighborhoods
- IMP - 13 Work with the Department of Parks and Recreation to improve the ten-minute walk (or half-mile) in the plan area
- IMP - 14 Work with the Department of Parks and Recreation to improve Loretto Heights Park by leveraging community input. Establish a community-driven program, amenities, and activities at the supported private sector open spaces to complement existing Loretto Heights Park resources

Partnership Strategies

activities. Public-private partnership activity has expanded greatly in recent years and has gone well beyond its roots of public subsidies for private development projects. Increasingly, public-private partnerships are being used to fund infrastructure projects.

Public-private partnerships come in many forms. They require an investment from the City, property owners, private developers, or a combination thereof. Common examples include tax increment financing (TIF), New Markets Tax Credits (NMTC), Federal Rehabilitation Tax Credits and Special Districts (such as a Metropolitan District or a Business Improvement District). The public sector can help to reduce risks by implementing many of the strategies described in the Loretto Heights Area Plan, such as:

1. A clear vision for the redevelopment of the area
2. Streamlined and clear decision-making that supports that vision
3. Public investments in infrastructure
4. Flexible entitlements that allow the developer to respond to changes in market conditions

Given a large portion of the redevelopment site is owned by one owner, many of the plan recommendations will rely on some form of partnership between the city and the private owner. In some cases, partnerships may include additional parties such as community groups, non-profits, and developers/leaseholders to implement the following priorities:

- Partner with Historic Denver to explore the appropriate mechanisms of protection for the historic buildings and resources identified throughout the plan
- Partner with the City of Denver and Historic Denver to complete neighborhood building surveys via Discover Denver
- Partner with Denver Digs Trees to increase tree canopy in parks, public right-of-way- and private property
- Partner with Denver Economic Development and Opportunity to incorporate Mixed-Income Affordable Housing
- Partner with Denver Public Works to implement Stormwater and Water Quality Improvements
- Explore partnerships to retain the former pool for an added community asset
- Partner with Denver's Sidewalk Gap Program to determine implementation and funding of sidewalk improvements
- Development of healthy food access, grocery stores, retail goods and services including implementation of the "Healthy Food for Denver Kids" program
- Development of indoor/outdoor gathering spaces for community meetings, church services and other activities
- Partner with the Cities of Sheridan and Englewood and Arapahoe County to study and implement transit, bike, and pedestrian improvements to W. Dartmouth Avenue and crossing improvements at US-285 and Knox Court





