

golden triangle



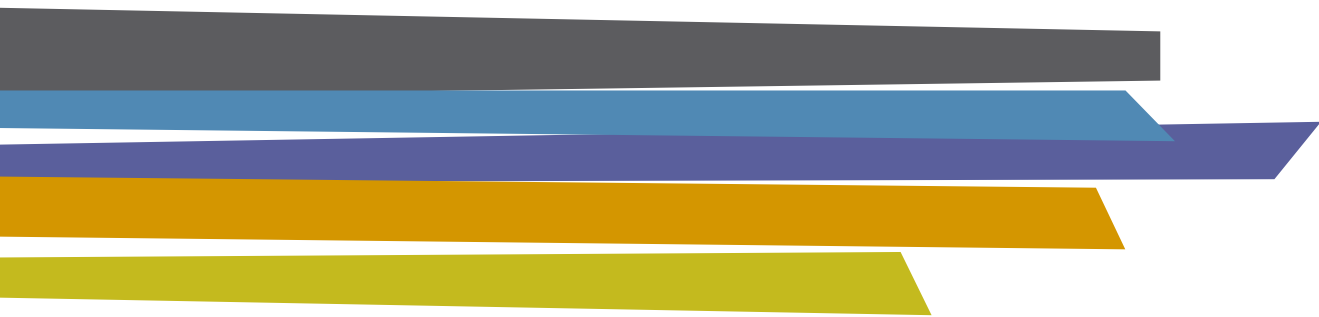
NEIGHBORHOOD PLAN

Adopted November 10, 2014



golden triangle

NEIGHBORHOOD PLAN



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November 10, 2014

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introduction



introduction

World-class museums and a vibrant arts scene.

Hip bistros and bars.

An international destination and the center of culture and civics in Denver.

Families cruising on their bikes down the Cherry Creek Greenway; residents walking their dogs down tree-lined streets.

Tech entrepreneurs working on the next awesome app.

Great civic spaces where the whole city celebrates the Broncos Super Bowl victory.

Historic brick structures and gleaming glass towers.

Visitors from Highlands Ranch to the Highlands of Scotland.

People building a new product, learning a new skill, exploring a new block . . .

The Golden Triangle indeed has a mix of urbanity, vitality and setting like no other neighborhood in Denver – and it has yet to achieve its full potential.



The Golden Triangle Neighborhood Plan outlines a vision, goals, plan framework, and implementation strategies for evolution and change. It builds on the area’s rich and storied past while setting the course for an even brighter future. This plan proposes bold new catalytic projects, as well as tactical “quick wins” that can be accomplished cost-effectively and in the near term. The plan sets forth a comprehensive, holistic approach, weaving together a nuanced set of strategies that collectively will foster an **Eclectic, Connected, Creative, and Livable Golden Triangle**.

Importantly, it will take a concerted and collaborative alignment of resources for the neighborhood to attain its vision. The City and County of Denver, relevant local and State government agencies, institutional stakeholders, residents, business and property owners, and other key parties must all be strong partners in moving the neighborhood forward.

This Introduction chapter includes the following major sections:

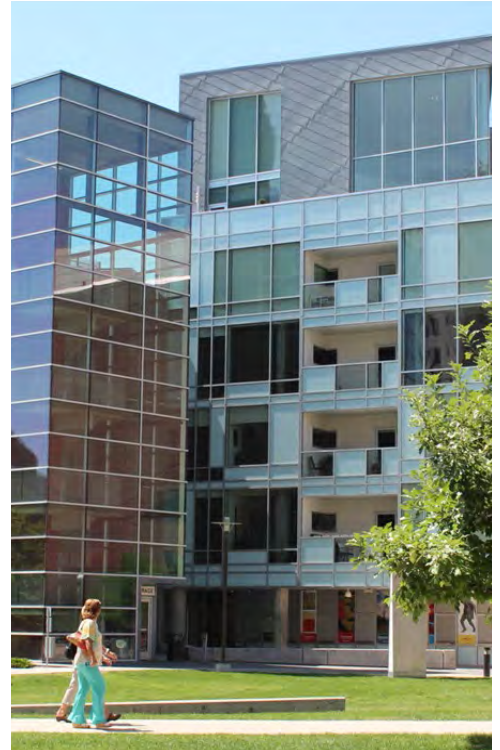
- A **Plan Purpose** that outlines major project goals and charges for plan development
- A **Setting and Context** section, which highlights the Golden Triangle’s physical location and economic, social, cultural and environmental functions within the City of Denver and broader region
- An overview of key **Assets, Challenges and Opportunities** that form the basis for the development of plan strategies and projects
- A description of the **Planning Process** conducted with the community to build the plan and its various elements
- A **Plan Overview** that outlines the remaining chapters in the document

Plan Purpose

Much has changed since the original 1998 Golden Triangle Neighborhood Plan. Metro regions across the country have experienced a huge acceleration of people, resources and energy back toward their urban cores, reversing the decades-old trend of suburbanization. Building on the pioneering LoDo district of the 1990s and early 2000s, Downtown Denver has become more “urban” with numerous additional venues, activities and residents. The Denver Union Station area is brimming with construction and new transit investments. And, over the last decade, nearby neighborhoods such as RiNo, Highlands, and Lincoln Park have experienced a rate of development and change not seen since the early 20th century.

The charge of this plan update is to **respond to these broader market and social forces and ensure a viable, prosperous future** for the district. Specifically, the Golden Triangle Neighborhood Plan:

- Responds to extensive community input and incorporates specific ideas, recommendations and strategies that build upon that input.
- References existing plan policy documents and frameworks for the immediate neighborhood and larger citywide context.
- Addresses current issues and opportunities related to land use, urban design, parks and open space, economic development, transportation, infrastructure, and community and cultural investments.
- Provides a concise set of policies, projects and programs for achieving tangible change.
- Builds upon the mission statement from the 1998 Golden Triangle Neighborhood Plan: “The Golden Triangle will become an urban village:
 - a mixed use neighborhood with diverse uses and users
 - a walkable community with lively public spaces
 - an identifiable neighborhood with a strong sense of place
 - a unique neighborhood in which to live, work, and play”





Planning Area



- - - Planning Area
- Roadway
- ✳ Civic
- ✳ School/Institution
- ✳ Park/Open Space
- ✳ Transportation
- ✳ Medical/Healthcare

Setting and Context

locations, activities and uses

The Golden Triangle is located between the Cherry Creek Greenway, the Downtown business district, Capitol Hill and La Alma/Lincoln Park in the urban core of Denver (see image below and Planning Area map on previous page). The major corridors of Speer Boulevard to the west, Colfax Avenue to the north, and Broadway/Lincoln Avenue to the east form the “triangle” of the district.

The Golden Triangle is a mid- to high-density, mixed-use neighborhood that encompasses such landmarks as Civic Center Park, the State Capitol, Denver City and County Building, Denver Art Museum, History Colorado Center, Denver Public Library, Byers-Evans House Museum, Clyfford Still Museum, and several other arts and cultural destinations. The district also contains a range of other uses and activities, including housing (with more than 2,100 residents), restaurants, bars, cafes, retail services, office buildings, and more than 20 art studios and galleries. This eclectic mix helps to create a unique, vibrant neighborhood in the heart of the city.



The Golden Triangle is centrally located in the heart of Denver and benefits from proximity to multiple destinations just beyond its borders, including Downtown, Civic Center Station, Auraria campus and light rail station, and Capitol Hill



Civic Center Park is the historic anchor of Denver's major civic and cultural facilities



Automobile Row thrived along Broadway and Lincoln Avenue in the middle of the 20th century



Housing development has increased dramatically in recent years

history

Steeped in history and culture, the Golden Triangle started as a part of the growing Denver settlement in the mid to late 1800s. Historic landmarks from this era include the Byers-Evans House (1883), Evans School (1904), St. Marks Parish Church (1889), Ten-Winkel Towers (1893), and U.S. Mint (1906). The State Capitol was built in the late 1890s. Major planning and construction of new government and cultural facilities followed during the “City Beautiful” movement of the early 20th century as part of the Civic Center Master Plan at the crossroads of Colfax Avenue and Broadway. Large concerts and events were held in Civic Center Park, down the street from a mix of proud Victorian homes, ramshackle dwellings, and a variety of retail and industrial uses. During this time, Speer Boulevard was also constructed on the west edge of the district along Cherry Creek.

This period of infrastructure investment was followed by the creation of “Automobile Row” along Broadway and Lincoln Avenue during the middle decades of the 20th century. These auto dealerships fostered a range of service stations and other automobile-oriented uses, with bustling commerce and activity.

By the 1970s and 80s, however, many of these uses left for the suburbs as disinvestment impacted the Golden Triangle and much of Downtown Denver. Many properties sat vacant or were demolished to make room for surface parking lots to serve the Downtown business district.

Beginning in the 1990s and into the early 2000s, interest was renewed in the Golden Triangle. Civic, cultural and justice facilities experienced a new wave of investment, including expansion of the Denver Public Library and Denver Art Museum. The neighborhood attracted an array of residential redevelopment, design offices, art galleries, restaurants, cafes and retail services, creating a neighborhood with rich architectural diversity. The previous Golden Triangle Neighborhood Plan, adopted in 1998, guided many of these investments and activities.

The Great Recession that began in 2008 slowed development activity, but today new residences, office expansions, and other developments are now being built at a rapid pace. Tenants and owners are drawn to the Golden Triangle’s urban vibe as well as its proximity to the range of Downtown workplaces, entertainment and sporting venues, cultural facilities, recreational resources, and nearby neighborhoods.

what is a neighborhood plan?

A Neighborhood Plan is a policy document that provides guidance to City and County of Denver officials and staff, addresses a community’s unique issues, sets the course for future change, and provides a vision for future policy, decisions and regulations. It is a tool to enhance the economic vibrancy, character, and overall health and quality of a neighborhood.

The City’s Comprehensive Plan provides guidance for the development of all Neighborhood Plans, which help to implement community objectives to help protect Denver’s legacy. Plan policy direction particularly relevant to the Golden Triangle includes:

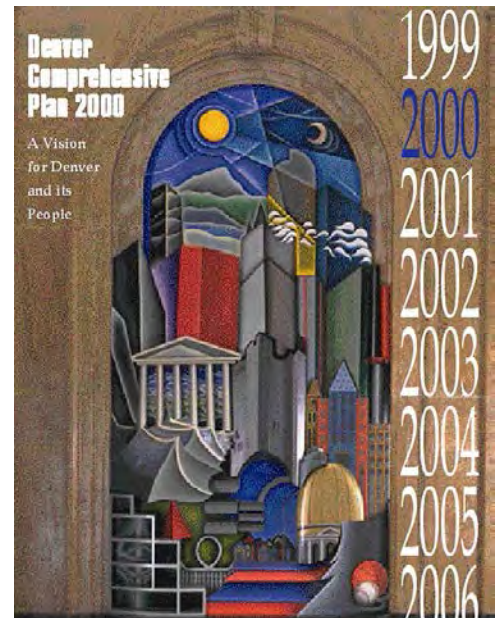
Comprehensive Plan 2000 Vision

- “Denver believes historic preservation of significant structures, features and landscapes contributes to its distinctive character, environment, culture, economy and quality of neighborhoods.”
- “Preservation and respectful urban design will reinforce the distinctive identities of Denver’s historic neighborhoods, including structures, landscapes and views.”

Comprehensive Plan 2000 Strategies

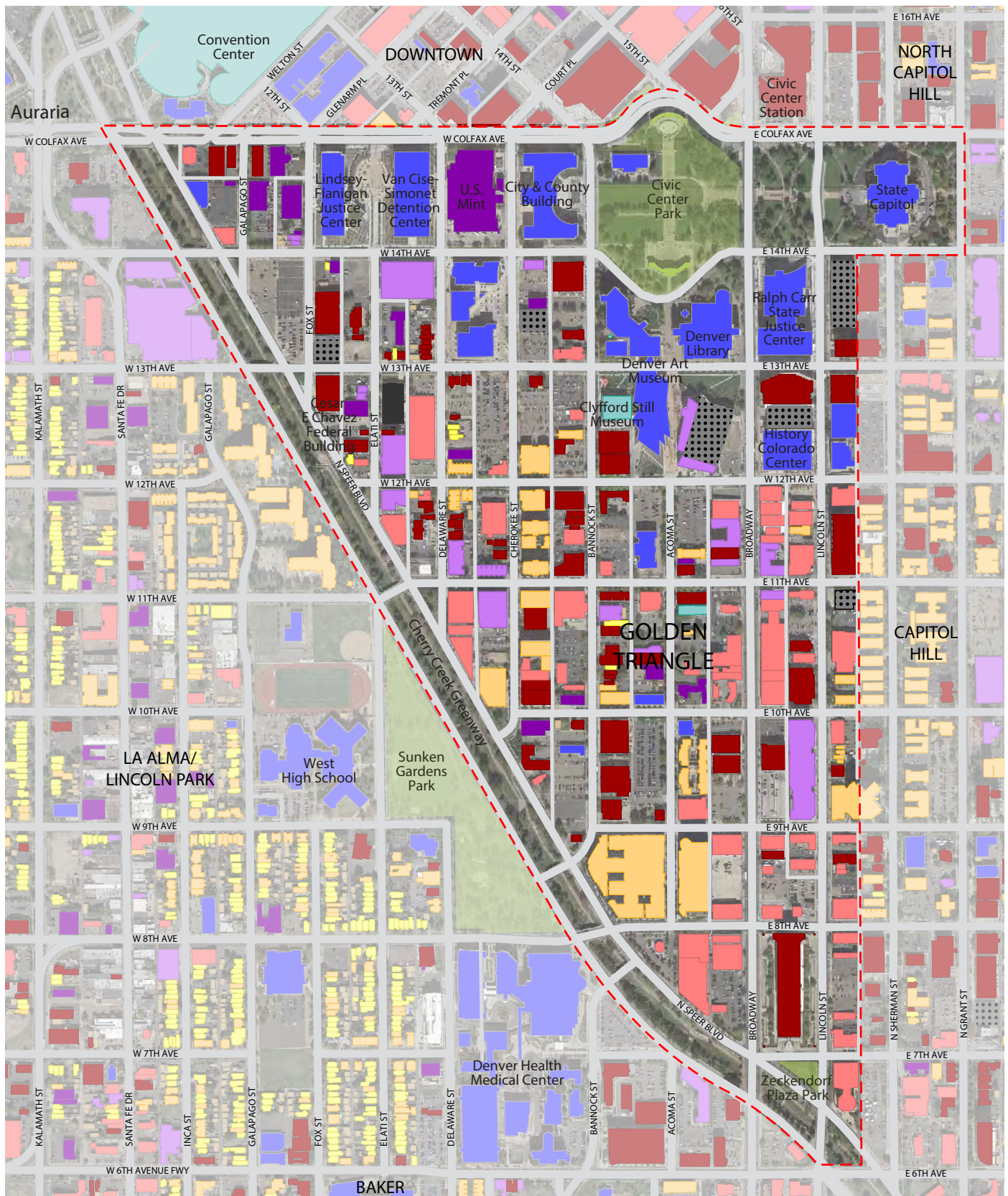
- “Preserve Denver’s architectural and design legacies while allowing new ones to evolve.”
- “Use the neighborhood planning process to uncover an area’s cultural values and take steps to honor their significance.”

The Golden Triangle Neighborhood Plan, which replaces the 1998 Golden Triangle Neighborhood Plan, builds upon this direction while providing detailed, neighborhood-specific strategies to help the area evolve in response to changing conditions. The Plan supplements and refines the vision for the Golden Triangle from the 2007 Downtown Denver Area Plan.

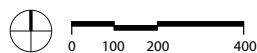


Denver’s Comprehensive Plan sets the high-level policy guidance for the city and the Golden Triangle. Other plans that informed the development of the Neighborhood Plan include Blueprint Denver, Game Plan, Civic Center District Master Plan, Downtown Denver Area Plan, and Imagine 2020.

The Golden Triangle Neighborhood Plan builds upon the vision and key recommendations for the Golden Triangle from the Downtown Denver Area Plan, adopted in 2007.



Existing Land Use



- Office
- Public/Quasi-Public
- Garage/Carport
- Commercial/Retail
- Parks/Recreation
- Parking Garage
- Mixed Use
- Single-Family
- TCU
(Transportation, Communication, Utilities)
- Industrial
- Multi-Family
- Entertainment-Cultural

Assets, Challenges, Opportunities

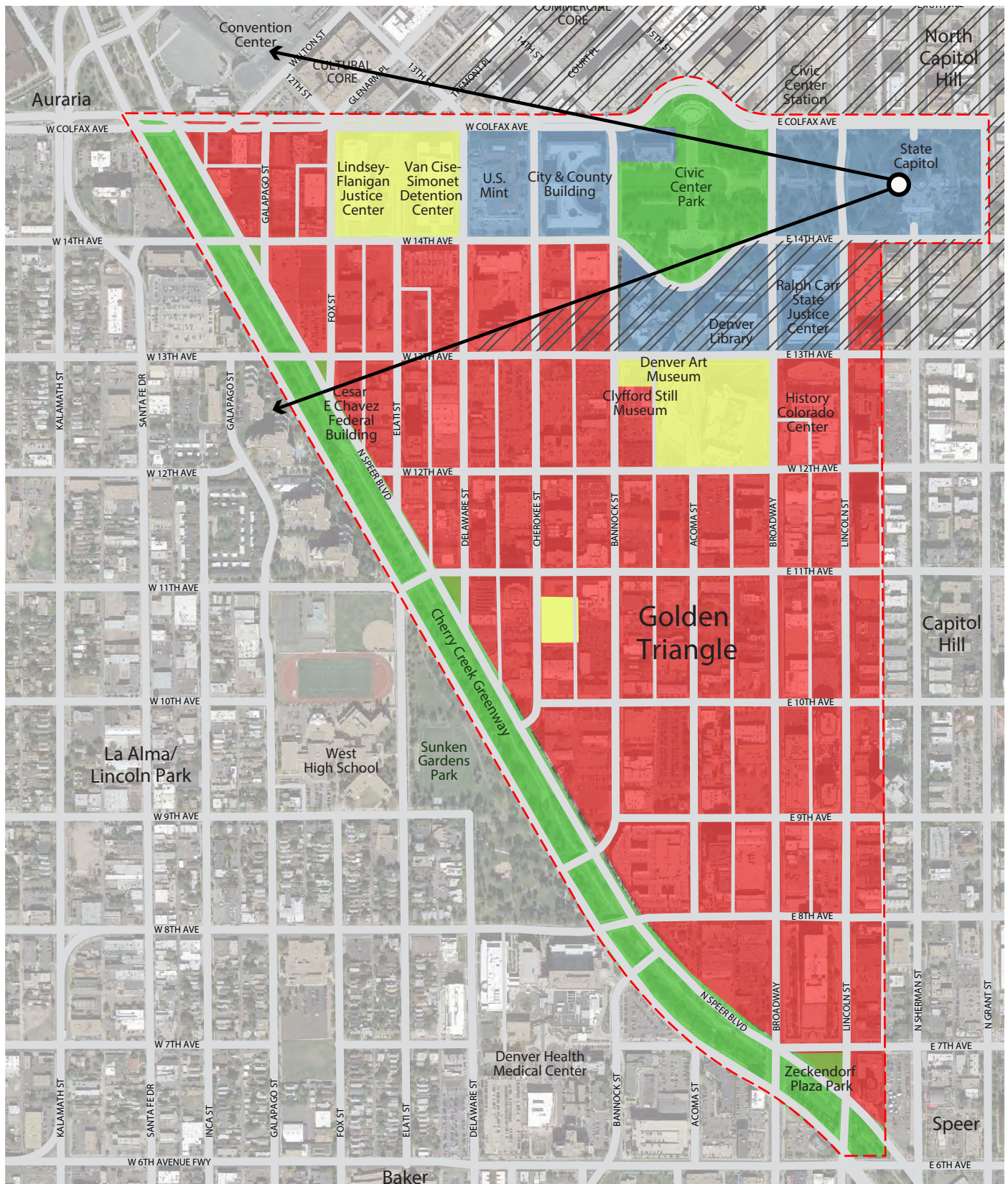
Following are several existing assets, current challenges, and potential opportunities for the Golden Triangle. These underlying conditions form the **foundation for development of the Plan Strategies and Projects** outlined in Chapter 3. For more information, see the Existing Conditions Report on the City's website at: www.denvergov.org/goldentriangle.

land uses

- The Golden Triangle is a mid- to high-density mixed-use neighborhood that has substantial office, residential, and hospitality uses, as well as cultural and government facilities (see Existing Land Use diagram on the previous page).
- Moderate concentrations of retail, dining and entertainment uses in the neighborhood
- The concentration of government facilities located in the northern end of the Golden Triangle creates a void of activity after weekday work hours and on weekends.
- There is a significant concentration of bail bond uses in the northern part of the neighborhood, with many occupying formerly residential buildings.
- Many sites are relatively underutilized with surface parking lots or one-story structures.



A mix of high-rise residential buildings, offices, retail and commercial services, and surface parking lots characterize the neighborhood



Existing Zoning



- Planning Area
- Roadway
- D-GT District
- D-CV District
- OS Districts
- Planned Unit Development
- Civic Center Height Limits
- Capitol Mountain View Plane

zoning

The Golden Triangle's existing zoning districts (see Existing Zoning diagram on the previous page) include:

- *Downtown Golden Triangle (D-GT)*, covers most of the neighborhood. When the Denver Zoning Code was created in 2010, the D-GT zone district was created. It retained most of the standards from the 1994 B-8-G zoning since the 1998 Golden Triangle Neighborhood Plan did not provide the guidance desired to create a new context-based zoning for the Golden Triangle. The D-GT zone district does benefit from many elements of the 2010 Denver Zoning Code, including updated off-street parking ratios.
- *Downtown Civic (D-CV)*, which covers Civic Center buildings and was a part of the 2010 Code Update.
- *Open Space (OS-A and OS-C)*, which covers Civic Center Park and the Cherry Creek Greenway.
- *Planned Unit Development (PUD)*, which covers the Denver Justice Center. Note: PUD and B-8-G zoning with Planning Building Groups (PBGs) are not part of the 2010 Denver Zoning Code, and are subject to Former Chapter 59.
- *B-8-G with PBGs*, which covers a portion of the Denver Art Museum complex south of 13th Avenue and a small area along Cherokee Street between 10th and 11th avenues.

Key standards in the D-GT district currently include guidelines related to minimum open space per unit, maximum building setbacks, maximum building heights (175 feet as measured from Broadway – approximately 16 residential or 15 commercial stories), and maximum Floor Area Ratio. Building heights vary throughout the district.



A key concern expressed by community members is the impact of bail bonds uses on the surrounding neighborhood



The Byers-Evans house is one of the neighborhood's several significant historic structures



Art and green commingle in many spaces around the Civic Center Cultural Complex

design standards and guidelines

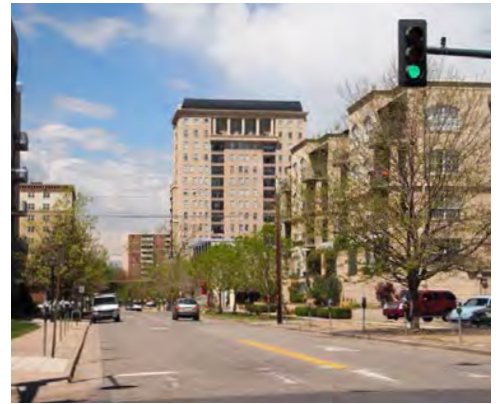
- The 2002 Design Guidelines for the Golden Triangle/B-8-G Zone District (the pre-2010 zoning designation for most of the neighborhood) currently apply to the neighborhood. They address:
 - Site planning, including the street grid, pedestrian circulation, building placement, private open spaces and landscaping.
 - Building form, including massing, façades and materials
 - Neighborhood subareas, including Broadway/Lincoln Avenue, Acoma and Speer Boulevard
 - Design review premiums (Floor Area Ratio incentives for voluntary design review)
 - Public art premiums (Floor Area Ratio incentives to promote public art)

neighborhood history and landmarks

- The Golden Triangle contains several historic buildings and districts.
- Many potential resources are not currently designated as historic landmarks.
- Limited protection exists for buildings that are not designated.
- Historic rehabilitation projects are often specialized and require specific project experience for successful redevelopment.
- Historic interior layouts can be limited and less flexible than what some current businesses desire.
- Rehabilitations can require additional investment to bring properties up to market standards. Financing tools, such as historic tax credits, are available to help cover the costs of historic rehabilitation.

urban design and community character

- The Golden Triangle exhibits a variety of architectural styles, patterns and vernaculars.
- The Civic Center Cultural Complex sets a dramatic design tone for the northern part of the Golden Triangle.
- Building heights vary from two to 17 stories throughout the district.
- Multiple surface parking lots are underutilized and do not actively contribute to a high quality urban pedestrian environment, forming “missing teeth” in the urban fabric.
- There is a general lack of pedestrian amenities, including pedestrian-scale lighting and furnishings, enhanced intersections, accessible and widened sidewalks with ADA compliant ramps, wayfinding and signage, and attractive transit stop treatments.
- There is a lack of “green” character to the neighborhood, including inconsistent street trees/canopy and sidewalk plantings.
- The neighborhood does not have many centralized places for community gathering.



A range of building heights is found throughout the Golden Triangle



The Civic Center Cultural Complex sets a bold, modern design tone



Portions of the neighborhood have a poor quality pedestrian environment



The Golden Triangle is a popular route and destination for bicyclists



There are many surface parking lots in the Golden Triangle, particularly in the northern part of the neighborhood

mobility and parking

- The Golden Triangle enjoys high-frequency transit service on Broadway/Lincoln that can be accessed within a five minute walk from most destinations in the neighborhood. In addition RTD has 17 routes in and adjacent to the neighborhood, as well as the Colfax at Auraria light rail station, just west of Golden Triangle's northwest corner.
- Many Golden Triangle residents walk to work, shopping, services, and other transportation modes.
- Residents, workers and visitors ride bicycles for multiple reasons, including transportation and recreation; some use nearby B-Cycle bike-share facilities.
- There are four miles of existing Denver Moves bicycle facilities in the neighborhood.
- The neighborhood has an interconnected street grid that is integrated with an extensive system of alleys and sidewalks. At Colfax, the neighborhood street grid intersects with the Downtown street grid.
- Automobile traffic in the neighborhood core illustrates relatively low volumes and speeds.
- Automobile traffic counts on the edges of the neighborhood, including Speer Boulevard, Colfax Avenue, and Broadway/Lincoln Avenue, show patterns of higher volumes and speeds.
- Most of the surface public parking lots are in the north end of the neighborhood, serving adjacent government institutions, cultural facilities and the Downtown business district.
- Private carsharing is available from a range of providers offering different service models.
- While some areas have strong pedestrian facilities with clearly marked pedestrian crossings and bulbouts, many areas need enhanced intersections to improve safety and comfort for all users.

parks and open space

- The Golden Triangle’s Civic Center Park, Cherry Creek Greenway, Sunken Gardens Park and various public plazas provide green and open spaces for the neighborhood.
- Civic Center Park is a City Beautiful-designed park that showcases various amenities such as an amphitheater, war memorial and formal gardens. It hosts many of the region’s most important cultural and civic events.
- The Cherry Creek Greenway is a highly utilized 40-mile multi-use trail that connects Confluence Park in Downtown Denver to Cherry Creek Reservoir and beyond. A stretch of the Greenway comprises the neighborhood’s western edge.
- Pedestrians and bicyclists frequent the Cherry Creek Greenway, which provides a green respite in the middle of Speer Boulevard, but can be challenging and uncomfortable to access from the Golden Triangle. There is also a need for new, safe access points at locations where connections to the trail do not currently exist.
- Game Plan, Denver’s Parks strategic plan highlights four main values: sustainability, equity, engagement and sound economics.
- Several plaza spaces, both public and private, are found in the northern portion of the neighborhood.
- Sunken Gardens Park and Zeckendorf Plaza sit along the southern and western edges of the neighborhood and are connected by the Cherry Creek Greenway. However, these resources are disconnected from much of the neighborhood due to the expanse of Speer Boulevard.
- Social issues, crime and safety are concerns, as well as the lack of smaller, neighborhood-oriented spaces to serve area residents.
- The portion of the neighborhood south of 12th Avenue lacks parks or usable space tailored to local needs.



The Cherry Creek Greenway is a beautiful green buffer on the neighborhood’s western edge



Civic Center Park is a major asset that hosts a variety of cultural and civic events



A range of housing types has been built in recent years



The Golden Triangle is beginning to attract greater numbers of restaurants, cafes and bars

economic development

- Recent development within the Golden Triangle has resulted in varied and eclectic architectural styles integrating a wide variety of uses throughout the neighborhood.
- New development since 2000 has been predominantly public office buildings, cultural attractions and multi-family residential buildings.
- The majority of new retail or office space has been incorporated into larger residential mixed-use buildings, with a very limited amount of stand-alone retail or office development.
- Commercial uses are primarily clustered along Broadway, Lincoln, and 11th Avenue.
- There is little vacant land within the Golden Triangle; however, there are many surface parking lots and parcels with buildings valued at less than half of the value of the land they are on, presenting some opportunities for redevelopment.
- Office and retail spaces are less valuable and rent for lower rates than property in the greater Downtown area. However, the value of the land in the neighborhood is about the same as the rest of the Downtown area.

civic, arts and culture uses

- The Golden Triangle has a high concentration of cultural and arts-related amenities, businesses, and attractions. In many ways, these uses and activities characterize much of the Golden Triangle as an arts district or museum district. Within the Downtown area, the Golden Triangle plays a vital role as a center for civic and cultural destinations.
- Public and cultural uses are the predominant uses along 13th and 14th avenues.
- The range of arts-related uses includes the Denver Art Museum, Clyfford Still Museum, other art museums, art galleries, design services employers, visual arts related businesses, performing arts studios and offices, theaters, media outlets and two art schools.



In addition to the myriad arts venues, programs such as art walks and tours enhance the neighborhood

infrastructure

- Denver's District Steam System is located underground and partially within the Golden Triangle. An engineering assessment by Public Service Company of Colorado in 2013 stated that the system is regularly maintained and in overall good condition.
- Some of the area's electrical system has been relocated underground, although portions remain overhead.
- Due to its location at the downstream end of a major basin, the undersized clay pipe system is overwhelmed and rendered useless during major storm events. The Denver Storm Drainage Masterplan recommends these systems to be replaced and upsized to carry minor storm drainage and alleviate flooding during a major storm.
- Minimal on-site stormwater treatment exists in the neighborhood. As shown in the City of Denver Sanitary Sewer Plat Maps, the vast majority of the system is clay pipe that may be over a century old, therefore making it difficult to rate the overall condition of the existing system.
- Minimal on-site water quality stormwater treatment was provided with previously developed properties.
- In areas where ponding occurs, storm drainage storage may be able to be integrated into a landscaped area, providing opportunities for rain gardens and other water quality features.



The community articulated numerous goals, concerns and ideas during public workshops

Planning Process

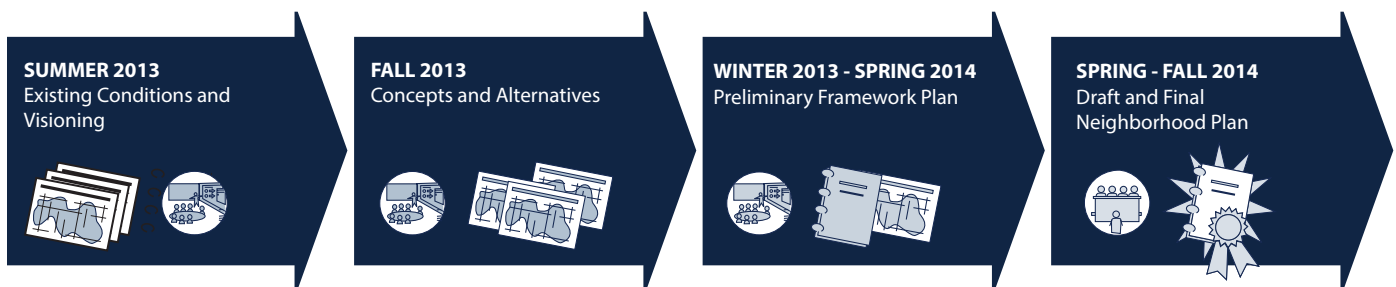
From its inception in summer 2013, the Golden Triangle Neighborhood Plan was built from the extensive, thoughtful input of the Golden Triangle community. A range of ideas, concepts and visions was expressed during the planning process by a wide variety of stakeholders, including Golden Triangle residents, employers, workers and visitors. This plan coalesces the **major points of community direction and inspiration, coupled with technical analysis and recommendations**. It outlines key policy direction and strategies, while using an array of graphics and illustrations to visualize future improvements.



The City's website is a valuable tool for engaging the community

The project included extensive community input opportunities and outreach tools to keep people informed, including:

- Community-wide workshops
- Project website
- Intercept surveys, conducted at Civic Center Eats and Taste of Colorado events
- Developer forum
- Community open house
- Public meetings and hearings
- Email updates
- Press releases



The planning process included four major phases

A special aspect of the planning process was a pop-up demonstration event called **“Triangle Transformations”**, which took place in September 2013. This workshop engaged community members in the right-of-way of Acoma Street between 11th and 12th avenues. Participants interacted with a series of pilot project ideas, including new configurations to the street design, as well as poster boards and other displays. Music, outdoor activities, and food were all part of the event. Triangle Transformations attracted people from the neighborhood and its surroundings, as well as many national and international visitors who simply happened upon this unique experience.

Two advisory groups also shaped the plan and process. A **Stakeholder Advisory Group** representing key community, institutional and government partners steered development of the plan concepts over several meetings. In addition, a **Staff Working Group** comprised of City and County of Denver staff and agency partners provided technical expertise and direction over the course of the plan. These groups and their members are listed in the Acknowledgments at the beginning of the document.

For more information, see the Community Engagement and Outreach Input Summary on the City’s website at: www.denvergov.org/goldentriangle.



Triangle Transformations included several interactive demonstrations and input exercises



Community members expressed what they value most about the Golden Triangle



Community forums attracted residents, workers, property and business owners, developers and other community members

Plan Goals

The Golden Triangle Neighborhood Plan is guided by **several important goals that were developed from the extensive community input during the planning process**. As the plan strategies are implemented, they should be measured and monitored in how they achieve these goals. While each strategy does not respond to every goal equally, they all work together to establish a common vision and direction. In no particular order, the goals are:



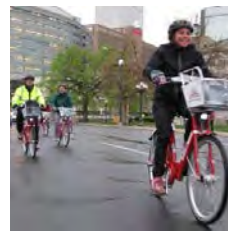
GOAL 1:
Ensure an economically vibrant, diverse and sustainable Golden Triangle that incorporates a range of users, including residents, workers and visitors



GOAL 5:
Foster strong connections through improved access and circulation for all modes, including pedestrian, bicyclists, transit and automobiles



GOAL 2:
Capitalize on development opportunities and ensure appropriate land use mix, zoning and urban design



GOAL 6:
Increase mobility options that link the neighborhood internally and to surrounding destinations and leverage the near and long term transit services catalyzed by Civic Center improvements



GOAL 3:
Leverage opportunities with the area's major public and civic facilities and address associated impacts that affect the neighborhood



GOAL 7:
Enhance neighborhood edges of Broadway, Lincoln, Colfax and Speer Boulevard to improve multimodal connectivity, support economic development, and enhance livability and the environment



GOAL 4:
Establish a parks and open space hierarchy that supports a livable neighborhood, including ways to improve Civic Center Park



GOAL 8:
Maintain and enhance the established arts community to foster a creative and connected culture within the neighborhood

Plan Overview

The Golden Triangle Neighborhood Plan is a **strategic, action-oriented document**. It provides a range of implementation actions and provides a sound policy basis for future decision-making. Each plan section helps tell the story of the Golden Triangle and how it will become an even better place in the years ahead.

Following this Introduction chapter, the remainder of the Golden Triangle Neighborhood Plan consists of the following:

Vision Framework

This chapter establishes the high-level vision for the neighborhood's future, including several important plan goals. It introduces four Vision Elements, which are supported by 12 main Strategies and four Transformative Projects. It also includes a Strategy Diagram, which highlights important physical improvement opportunities in the Golden Triangle.

Plan Strategies and Projects

These chapters expands upon the Vision Elements, Strategies and Transformative Projects. They identify key policies, projects and programs for each Vision Element: **Eclectic, Connected, Creative, Livable**, including technical information and numerous graphics, illustrations and photos to give life to each idea and concept.

Implementation

This chapter outlines the major actions and ongoing commitment required to implement the plan and realize the vision for the Golden Triangle.



vision framework



vision framework

The Vision Framework establishes the blueprint for how the Golden Triangle neighborhood will grow and evolve over the next decade and beyond.

It provides answers to questions such as: What are our goals as a community? How do those goals translate to a commonly held vision for the future? What should the physical character of the Golden Triangle look and feel like? And how should the district function, so that it is an attractive place that also makes neighborhood residents, workers and visitors engaged, healthy and productive?



Vision Framework

The Vision Framework reflects community input collected throughout the planning and design process, as well as previous plans and existing policies that help shape the neighborhood and its surrounding context. Guided by this framework, the remainder of the Golden Triangle Neighborhood Plan articulates a range of strategies and concepts. This chapter includes two major components: a **Vision Framework Diagram** and a **Strategy Diagram**.

vision framework diagram

The Vision Framework Diagram is a one-stop “plan on a page” that illustrates the key building blocks of the Golden Triangle Neighborhood Plan. The diagram includes three major components that will bolster the Golden Triangle as a vital, healthy neighborhood and bring about tangible change:

- **Vision Elements:** The four Vision Elements – **Eclectic**, **Connected**, **Creative** and **Livable** – build on the existing character of the Golden Triangle while setting a course for a dynamic, interconnected mosaic of people, places and activities. Each of the elements work together to form a cohesive, long-term vision for the neighborhood.
- **Strategies:** An array of strategies, ranging from short-term “quick win” improvements to mid- and long-term investments, is outlined in the categories under each Vision Element.
- **Transformative Projects:** Including opportunities and partnerships both for the public and private sectors, these signature projects embody bold ideas that implement more than one plan recommendation and that will have great impact on the Golden Triangle in the coming years.

Together, the Vision Elements, Strategies and Transformative Projects are the most critical steps to advance the Golden Triangle’s future. These components are outlined in full detail in the following chapters.

VISION ELEMENTS



A. Eclectic

A unique mix of land uses and character

STRATEGIES

A1. Urban Mosaic

A2. Contextual Design

A3. Catalytic Development

TRANSFORMATIVE PROJECTS

A3. Catalytic Development





B. Connected

Walkable, bikeable neighborhood with great transit

B1. Robust Mobility

B2. Grand Boulevards

B3. Dynamic Parking

B2. Grand Boulevards



C. Creative

World class hub of arts, culture and economic innovation

C1. Innovation Economy

C2. Cultivation of Arts and Culture

C3. Arts and Culture Trail

C3. Arts and Culture Trail



D. Livable

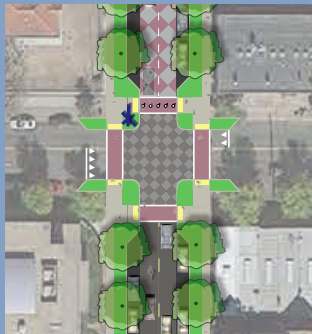
Attractive, safe place for social gathering, recreation and living

D1. Connected Open Spaces

D2. Acoma Neighborhood Greenway

D3. Safe and Clean

D2. Acoma Neighborhood Greenway



strategy diagram

The Strategy Diagram (see following page) illustrates in map form the **physical concepts and strategies that will continue the Golden Triangle’s evolution**. The neighborhood already has numerous assets – Civic Center Park, premier civic and cultural facilities, the Cherry Creek Greenway, a network of walkable streets, a strategic and central location. The improvements in the Strategy Diagram build upon these unique features to create a fully **interconnected, vibrant and well-designed urban fabric** with multiple opportunities for community enhancement and investment. Key elements of the Strategy Diagram include:



grand boulevards

Colfax Avenue, Speer Boulevard and Broadway/Lincoln Avenue are re-envisioned as “Grand Boulevards” with improved pedestrian and bike facilities, enhanced transit, and placemaking (see pages 52-64).



key streets

Several streets internal to the neighborhood play important roles in strengthening corridors focused on housing, arts and culture, and retail (see page 83).



open spaces

Existing open spaces will continue to provide opportunities for active and passive recreation, community experiences, and a connection to nature (see pages 80-85).



new open spaces

There are numerous opportunities to expand the existing network of open spaces, especially through spaces that are privately owned and maintained. These spaces can range from neighborhood gathering spaces to temporary or permanent transformations of “Speer Triangles” (see pages 80-85).



acoma neighborhood greenway

With an array of design, land use, and programmatic interventions, Acoma Street can transform into a “green street” that connects key destinations and fosters a unique sense of identity (see pages 86-90).



catalytic development

Underutilized parcels are opportune spaces for catalytic development. These transformative projects will activate key locations and enhance the neighborhood’s economic health and social vibrancy (see pages 42 and 43).



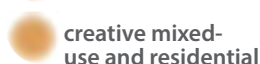
civic and institutional



office/medical services



arts and culture



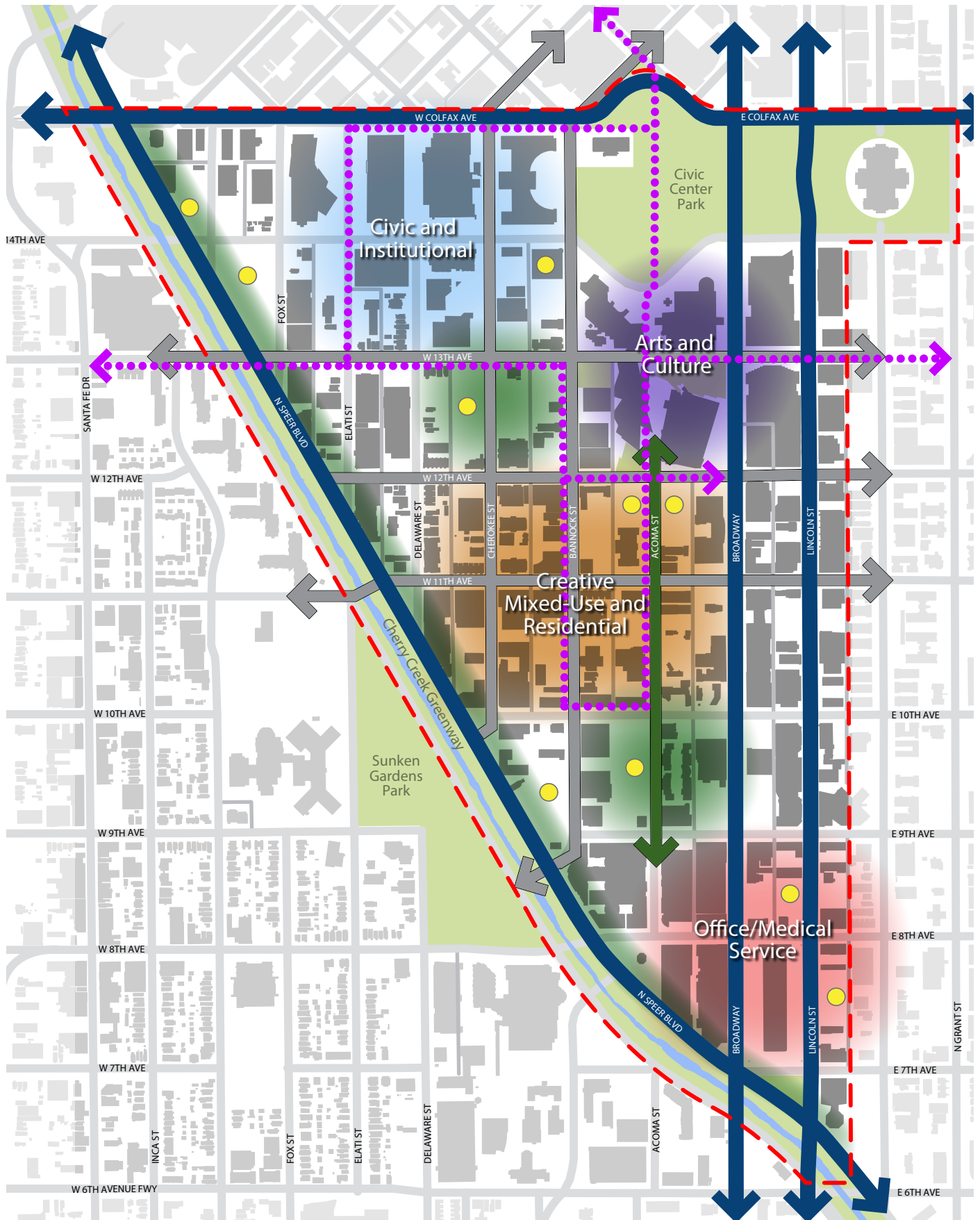
creative mixed-use and residential

While a mix of uses is encouraged throughout the Golden Triangle, several general hubs of activity provide opportunities for clustering like uses, supporting economic development, and creating brand identity.



arts and culture trail

The Golden Triangle abounds with a rich collection of arts and culture facilities, venues and programs. The potential Arts and Culture Trail will link these attractions, bring life and vitality to the streets, and extend outward to surrounding Downtown districts (see pages 74-77). *Note: the route shown is for illustrative purposes only.*





a. an eclectic Golden Triangle



a. eclectic

The Golden Triangle is largely defined by its **unique mix of land uses and character**.

Modern museums abut historic schools, civic and industrial buildings. Single-family homes sit across the street from neighborhood coffee shops and funky boutiques, just down the way from glass-framed offices and destination civic facilities. Building heights flow from low to high to low again, and everything in between. Surface parking lots form “missing teeth” in the landscape, impacting the area’s walkability but also offering opportunities for new development. And through it all the grand sweeps of Civic Center Park and the Cherry Creek Greenway provide green, appealing respites from the bustle of activity.

It is this patchwork of uses and places – a rich, textured urban mosaic – that makes the Golden Triangle a truly distinct neighborhood in the Denver region.

With a focus on the interplay between land use, urban design, and economic vitality, several strategies are required to maintain and enhance the qualities of this **Eclectic** neighborhood. These include:

A1. An Urban Mosaic

A2. Contextual Design

A3. Catalytic Development

A1. An Urban Mosaic



Part of the neighborhood's unique strength and vibe comes from its many land uses



Small neighborhood-serving retail shops and services are part of the urban mosaic

goal

Continue and enhance the patchwork of diverse land uses, places and spaces that provide creative energy, a distinctive neighborhood identity, and vibrant street activity.

why it's important

The Golden Triangle's eclectic character is a strength to be built upon, not a liability to be cast aside in the search for a new, more uniform identity. The neighborhood's diversity of large- and small-scale land uses – from offices, civic facilities, and cultural venues to restaurants, shops and housing – is one of its best assets. This mix provides an authentic identity and creative culture that distinguish the neighborhood and enhance its appeal to a broad population of residents and users. Strengthening and enhancing this “urban mosaic” in future growth and development is key to making the Golden Triangle an even better place in the years ahead. The Golden Triangle is designated as an Area of Change in Blueprint Denver. It will remain as an Area of Change designation that will support continued growth and evolution into a unique mixed-use neighborhood.

projects, policies and programs

A1a. Maintain zoning that allows for a range of land use types, thereby encouraging a variety of development types.

A1b. Encourage and support development that fosters a broad range of housing opportunities for existing and new residents.

A1d. Allow for and promote a range of arts-related land uses, to preserve the distinctive artistic character and cultivate a new “creative class” of artists to enrich the neighborhood.

A1e. Consider a range of office development and business incubation incentives to provide flexible and attractive space for the innovation economy to thrive in the Golden Triangle.

A2. Contextual Design

goal

Promote redevelopment that brings new residents and activities to the neighborhood while reinforcing its eclectic design context and pedestrian-oriented character

why it's important

The Golden Triangle includes historic houses, commercial buildings, large new apartment or condominium buildings and other structures with a diverse range of scale and design. Redevelopment that fits the neighborhood's eclectic context will promote a unique identity while providing opportunities for new businesses and residents. New development, as well as any changes to the zoning and design guidelines, should recognize the unique mixed-use, pedestrian-oriented character that makes the Golden Triangle part of the Downtown Neighborhood Context in the Denver Zoning Code.

projects, policies and programs

A2a. Update the zoning and design guidelines to promote a high quality pedestrian experience.

- Implement tools to promote pedestrian-friendly street level design, including transparency, consistent build-to requirements for buildings, entrance location, façade articulation and height at the sidewalk edge.
- Promote pedestrian connections through larger new developments to access public space, parking areas, the Cherry Creek Greenway, the Acoma Greenway or an established Arts and Culture Trail.
- Encourage the provision of privately owned public gathering spaces that are designed to be actively used while highlighting pedestrian connections, primary building entrances, public art, stops on an established Arts and Culture Trail, or views to historic and civic buildings.
- Require pedestrian-active uses, such as retail, restaurants, and galleries, at the ground level of new development.

A2b. Update the zoning and design guidelines to ensure that the height and overall mass of new development preserves the neighborhood's design context and is compatible with adjacent, smaller-scale buildings.



New zoning and design guidelines must promote a walkable, attractive and inviting environment for pedestrians



Public plazas and parks should be designed to relate well with the adjacent buildings and context

A2. Contextual Design



A zoning requirement for upper-story setbacks from the street would help create a high-quality pedestrian experience and preserve access to sunlight and views



Design standards and guidelines for façade articulation would promote variations in the building plane, such as wall offsets, pilasters, or other features that reduce monotony and create patterns of light and shadow

- Continue to allow a maximum building height of 16-18 stories throughout the Golden Triangle.
- Introduce a range of options, including upper-story setbacks and façade articulation tools, to ensure that the overall building mass of new development is compatible with the existing diverse range of building scales.
- Implement tools to preserve access to views and sunlight, such as upper-story mass reduction.

A2c. Encourage the reuse of existing buildings to preserve the neighborhood's varied design context while providing affordable opportunities for startup businesses, galleries, artists and new residents.

- Consider parking exceptions or exemptions for renovation or reuse of existing buildings (including historic structures). Such parking reductions should be coordinated with existing Denver Zoning Code exceptions for historic structures.
- Evaluate regulatory tools, including building code requirements, that could be revised to encourage the reuse of existing structures.
- Analyze the effectiveness of Transfer of Development Rights (TDR), a tool in the existing zoning, and consider how it or a similar tool could be utilized in the updated zoning to encourage the reuse of existing structures.

A2d. Promote preservation of the Golden Triangle's diverse historic resources to maintain neighborhood identity.

- Consider exceptions to zoning requirements, such as building height or mass reduction, for projects that include preservation of historic structures.
- Update the inventory of historic resources, especially buildings with the potential for historic designation, as part of the Discover Denver citywide historic survey.
- Identify historic buildings that may be at risk for demolition and ensure that owners are aware of incentives and benefits related to historic designation.

A2e. Transition the D-GT zone district to the Denver Zoning Code context- and form-based approach to streamline the development process and increase predictability.

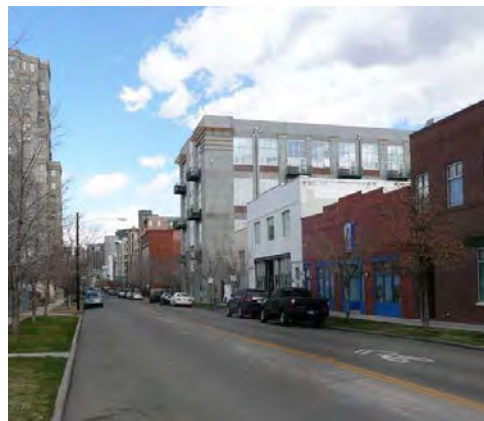
- Organize updated zoning by building form.
- Allow a diverse range of building forms and standards to support the neighborhood's eclectic design context.

A2. Contextual Design

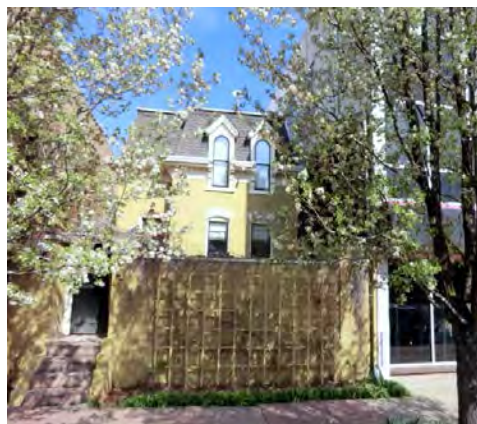
- Shift current floor area ratio (FAR) regulations to form-based tools (see A2a. and A2b. above).
- Adjust height measurement to be consistent with the 2010 Denver Zoning Code, which measures the height of a building from the elevation of its site, as opposed to the current D-GT zone district, which measures building height from the elevation of Broadway.
- Consider transitioning existing floor area ratio premiums to updated form-based zoning incentives for affordable housing, public art, and/or arts, entertainment, and cultural facilities. The updated zoning should also consider tools to encourage the provision of privately-owned public spaces on private property.

A2f. Update the existing design guidelines to help shape new development that is consistent with the plan vision.

- Identify where the existing design guidelines do not adequately promote current design objectives, ensuring that the guidelines build on new form-based tools.
- Coordinate the design guidelines with updated zoning regulations.
- Illustrate development strategies that are consistent with plan objectives, such as incorporating existing buildings into new development or creating strong pedestrian connections.
- Provide context-sensitive design guidance for neighborhood subareas such as the Broadway/Lincoln Avenue frontage, the southern tip of the neighborhood and the neighborhood core.



The varying scale and rhythm of the neighborhood's buildings should continue to be strengthened



New development should respect and integrate with historic buildings

The Denver Zoning Code provides the basic requirements for development on all properties throughout the city. In some unique areas, such as the Golden Triangle, the city has also adopted Design Standards and Guidelines to help shape context-sensitive development.

Zoning provides specific requirements, such as maximum heights or minimum building setbacks. Design guidelines may address more detailed considerations of building design or relationship to context on a case-by-case basis. While zoning requirements provide predictable outcomes, design guidelines typically offer a higher level of flexibility.

A2. Contextual Design

The table below contains recommended tools to promote context-sensitive design. Building off of the Contextual Design content described on pages 37-39, this table articulates proposed zoning requirements and updated design standards and guidelines for potential development scenarios within the Golden Triangle.

Scenario	Zoning Requirements	Design Standards & Guidelines
<p>New development throughout the neighborhood</p>	<ul style="list-style-type: none"> • High-quality pedestrian experience <ul style="list-style-type: none"> - Building placement at the sidewalk edge (build-to requirements) - Encourage privately-owned public gathering spaces - Ground floor façade articulation - Ground floor transparency - Entrance location - Require active ground floor uses - Upper-story setbacks from the street for taller building elements¹ • Access to views and sunlight <ul style="list-style-type: none"> - Maximum height - Upper-story setbacks from the street for taller building elements¹ - Upper-story mass reduction 	<ul style="list-style-type: none"> • High-quality pedestrian experience <ul style="list-style-type: none"> - Encourage privately owned public spaces on private properties to be located and designed in a way that promotes active use by pedestrians - Require active ground floor uses - Require cohesive streetscaping
<p>New development adjoins the Cherry Creek Greenway, Acoma Greenway, an established Arts and Culture Trail, or an active alley</p>	<ul style="list-style-type: none"> • Access to views and sunlight <ul style="list-style-type: none"> - Increased upper-story setbacks (for greenways only) 	<ul style="list-style-type: none"> • Enhanced pedestrian experience <ul style="list-style-type: none"> - Encourage privately-owned spaces to be located adjacent to a greenway, trail or alley
<p>New development adjoins a Grand Boulevard</p>	<ul style="list-style-type: none"> • High-quality pedestrian experience <ul style="list-style-type: none"> - Enhanced building placement at the sidewalk edge (build-to requirements) - Enhanced ground floor transparency 	
<p>New development abuts an existing small-scale building that has been identified as an historic resource for the neighborhood through the Discover Denver survey</p>	<ul style="list-style-type: none"> • Incentives/exceptions for incorporating existing buildings <ul style="list-style-type: none"> - Incentives/exceptions to encourage height transitions, such as greater setbacks or increased upper-story mass reduction 	<ul style="list-style-type: none"> • Compatible height relationships <ul style="list-style-type: none"> - Encourage context-sensitive upper-story setbacks¹ - Encourage privately-owned public spaces to be located adjacent to existing small scale buildings

¹ May include exceptions or flexibility. For example, development projects that reuse existing structures may have reduced requirements to incentivize this type of development

A2. Contextual Design



The Golden Triangle currently has a mix of building heights and sizes throughout the neighborhood



Plan policies and strategies focus on maintaining the pattern of varied building heights and sizes, while accommodating potential infill development (shown here for illustrative purposes only) that is sensitive to its surroundings. NOTE: this image illustrates the concept for future development to continue the pattern of varied building height. It is not intended to depict actual future development.

A3. Catalytic Development



goal

Establish a new benchmark for development in the Golden Triangle by identifying and advancing Catalytic Development projects that reinforce the vision for the neighborhood.

why it's important

Recent development in the Golden Triangle has mainly consisted of residential and civic projects. The neighborhood faces the possibility of diminishing its vibrant mosaic of uses unless demand for other types of development is reinforced. Places to work, shop and gather are the primary missing ingredients. Catalytic Development projects will create the opportunity for the City and private sector partners to guide and prove the market for private development, as well as support strategies to bolster the innovation economy. The neighborhood could be home to uses unique to the entire region, such as consulates, international companies, world-class educational institutions,.

projects, policies and programs

A3a. Identify potential sites and development partners for Catalytic Development.

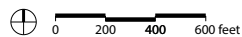
A3b. Ensure that plan elements, such as innovation economy workspace, Arts and Culture Trail, and Acoma Neighborhood Greenway are incorporated into future Catalytic Development projects.

A3c. Ensure that any public financing tools or organizational entities are available and ready to be implemented in order to facilitate projects.

The Catalytic Development Sites (see diagram on following page) highlight potential areas for the realization of transformative projects. These recommendations are generated from analysis of building to land value ratios, existence of vacant land and surface parking lots, and proximity of neighborhood amenities. While further site-specific analysis should be done, these sites represent near term opportunity for mixed-use housing, office and commercial development.



Catalytic Development Sites (Potential)



- - - Planning Area
- Roadway
- Open Space
- Catalytic Development Sites (Potential)
- 0 to 0.5 Building to Land Value Ratio
- 0.5 to 1.0 Building to Land Value Ratio



b. a connected Golden Triangle



b. connected

The Golden Triangle's prosperity and health is intimately linked to cultivating a **walkable, bikeable neighborhood with great transit.**

The scale and orientation of the neighborhood's blocks provide different routes to stroll at lunchtime, take the dog for a walk, or hop on the Cherry Creek Greenway for an invigorating bike ride. Plaza spaces and walkways offer attractive ways for museum visitors to branch out into the neighborhood. Transit connections – with more on the horizon – will help residents and workers quickly reach other Downtown neighborhoods and points beyond. New parking technologies and infrastructure promise to help foster meeting parking needs while fostering better neighborhood design. And though often daunting for pedestrians and bicyclists to navigate, the major roadways of Speer Boulevard, Colfax Avenue and Broadway/Lincoln afford opportunities to create “Grand Boulevards” that can weave together the urban fabric and provide places for gateways, art and culture.

Building from its strategic location in the heart of Denver, the Golden Triangle should take the next step in creating a pedestrian and bicycle oriented neighborhood like no other.

With a focus on safely, efficiently and conveniently linking people to places by a variety of means, several strategies are required to bolster this **Connected** neighborhood. These include:

B1. Robust Mobility

B2. Grand Boulevards

B3. Dynamic Parking

B1. Robust Mobility



RTD's Free MetroRide opened in May 2014. The plan calls for extending the Free MetroRide into the Golden Triangle

goal

Increase transit, walking, and bicycling mobility within and beyond the Golden Triangle based on the goals outlined in Denver Moves and the Strategic Transportation Plan.

why it's important

The Golden Triangle has a unique mix of retail, office, cultural and residential uses located within a 10-minute walk or five-minute bike ride of each other. The neighborhood is also adjacent to current and planned RTD services that will link to Denver Union Station, Civic Center Station, the FasTracks system, and Denver International Airport. New transportation options will be supported by the compact nature of the neighborhood, existing street grid, and changing demographics of Denver's urban core. Encouraging physical activity, supporting the City's economic development strategies, and reducing transportation costs are all important components of building a robust mobility network in the Golden Triangle.

transit - projects, policies and programs

B1a. Encourage the bold re-imagining of Civic Center Station as a vibrant multi-modal hub for the Golden Triangle, Civic Center, and Downtown.

B1b. Improve connections to Civic Center Station through wayfinding and improved pedestrian and bicycle infrastructure. Explore treatments such as enhanced crosswalks and priority pedestrian signals at major intersections that connect to the station, such as Broadway and Colfax Avenue.

B1c. Construct the "first and final mile" connections to and from enhanced transit stops that are identified in the Colfax Corridors Connection project.

B1d. Collaborate with businesses or civic uses to plan for and implement a private shuttle connection between Denver Union Station and Cherry Creek, which would help to bring visitors to and throughout the neighborhood.

B1e. Conduct a feasibility study with RTD to determine the requirements and funding options to introduce an RTD Smart Card - a reloadable transit card program for the Golden Triangle. Encourage employers in the neighborhood to subsidize the smart cards for employees .

B1. Robust Mobility

B1f. Implement recommended changes to Broadway and Lincoln (see B2. Grand Boulevards), including a dedicated lane for transit, to increase the quality and frequency of transit along this important corridor.

B1g. Identify funding partnerships between Downtown Denver Partnership, Denver Art Museum, RTD, DRCOG, private property owners, local businesses, and the City and County of Denver to extend RTD’s Free MetroRide service into the Golden Triangle. The extension could utilize the enhanced transit lanes and “super stops” proposed for Broadway and Lincoln (see B2. Grand Boulevards).



The original route planned for the Free MetroRide included a connection to the Golden Triangle. The plan calls for extending the existing route, which runs between Denver Union Station and Civic Center Station, along Broadway/Lincoln into the Golden Triangle area. The Implementation Chapter suggests potential public-private funding options to help fund the Free MetroRide extension.

B1. Robust Mobility



Robust mobility includes efficient, safe connections to the Cherry Creek Greenway

bicycle - projects, policies and programs

B1h. Complete the bicycle network plan, as informed by Denver Moves and public input, and offer a variety of bicycle facilities that encourage new bicycle trips for a wide-range of novice and experienced bicyclists.

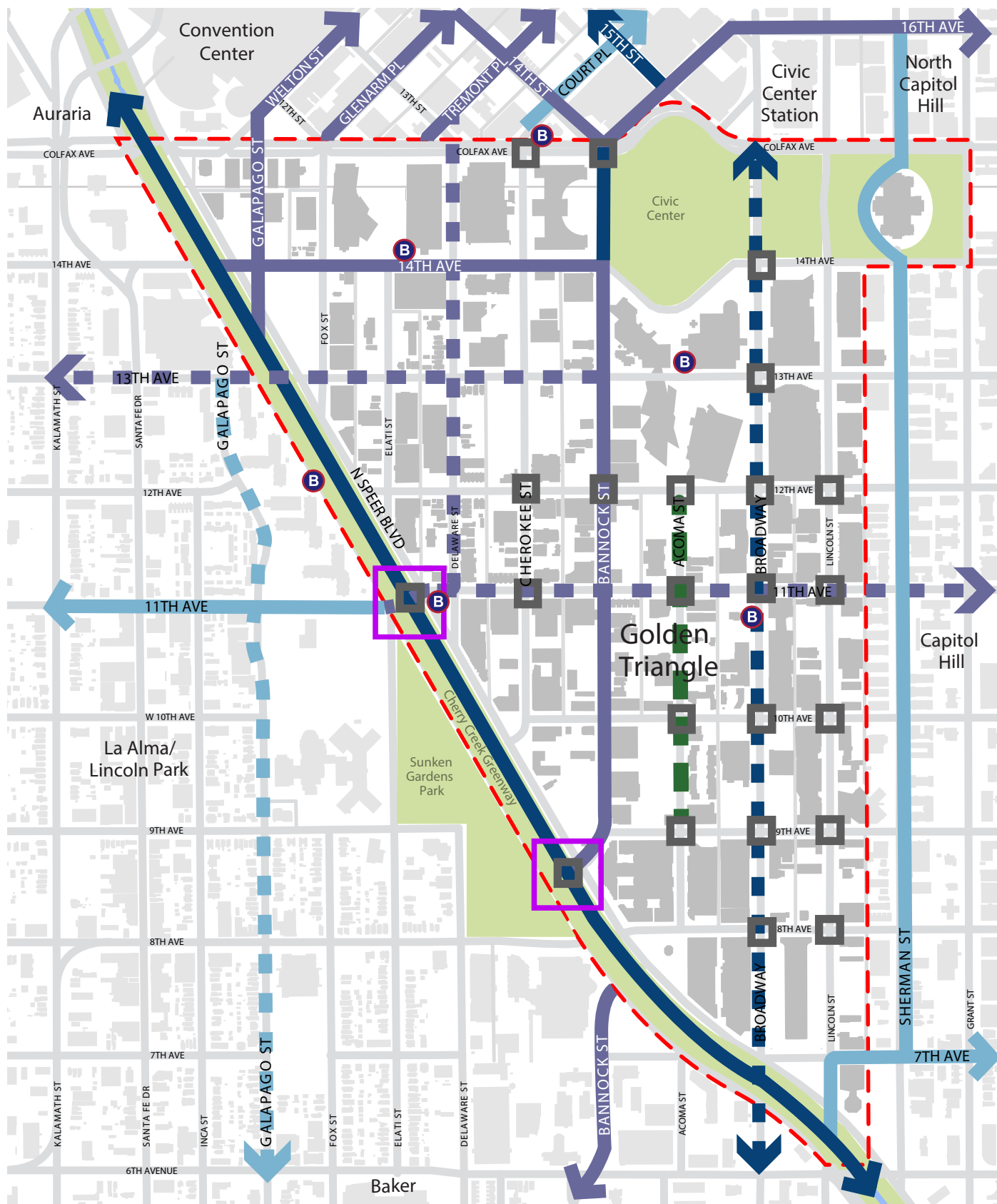
- Update the Denver Moves network to include bicycle facilities on 13th Avenue and Delaware Street. This would include removing the existing bike lanes on Cherokee Street.
- Improve connections between the Golden Triangle neighborhood and existing and planned bicycle facilities Downtown, including the existing protected bike lane on 15th Street.

B1i. Enhance connections to the Cherry Creek Greenway, including clearly marked crossing for bicyclists across Speer Boulevard, especially at 11th Avenue.

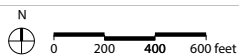
B1j. Expand the total number of neighborhood employees, residents, and visitor using the Denver B-Cycle system by requesting that developers or management companies include new memberships and additional B-Cycle stations as part of redevelopment or infill development projects.

The Proposed Bicycle and Pedestrian Network Plan (see diagram on next page) shows both existing and proposed bicycle facilities, which will create an interconnected neighborhood easily navigated and traversed by bicycle. This plan illustrates the consolidated input from the Golden Triangle planning process in addition to Denver Moves. In the map “Bike Routes” are designated bike routes that do not contain a striped bike lane or protected bikeway.

Note: proposed bike facilities require additional study for feasibility and facility type.



Proposed Bicycle and Pedestrian Network



- Planning Area
- Roadway
- Open Space
- Bike Route
- Bike Lane
- Protected Bikeway
- Cherry Creek Entrance Improvement
- Proposed Bike Route
- Proposed Bike Lane
- Proposed Protected Bike Way (cycle track, buffer, path)
- Priority Bicycle and Pedestrian Intersection Improvements
- ➡ Acoma Neighborhood Greenway
- B BCycle Station

B1. Robust Mobility



The Golden Triangle must be a place where bicyclists and pedestrians are safe and comfortable

pedestrian - projects, policies and programs

B1k. Enhance pedestrian travel and safety within the neighborhood and to important destinations including Civic Center Station, Downtown, and Auraria's campus and light rail station.

- Apply pedestrian-oriented, context-sensitive design solutions to all new capital improvement and maintenance projects based on the safety and mobility goals identified in the Strategic Transportation Plan, Denver Moves, the City's Living Streets Initiative, and Public Works' Complete Streets policy. Consider the implementation of tools and programs to calm and slow traffic on the neighborhood's internal streets.
- Repair and enhance the existing network of sidewalks and amenity zones network in the neighborhood in conjunction with redevelopment projects, capital bond projects, utility upgrades, or other shared-cost opportunities.
- Implement the "Pedestrian Priority Intersection Improvements" identified on the Proposed Pedestrian and Bicycle Facility Network Map. Intersection improvements would include a "toolbox" of options such as:
 - Pedestrian crosswalks, which should be considered for intersections with heavier pedestrian traffic and in locations where pedestrians connect to major destinations, such as the cultural institutions along 13th and 12th avenues.
 - Bulbouts, which should be added at any intersection with on-street parking to minimize the crossing distance for pedestrians.
 - Pedestrian-scaled lighting, which should be considered for all intersections.
- Integrate design elements such as art, signage and wayfinding, both within the neighborhood and to important destinations nearby (including Civic Center Station and Downtown), to promote walking within and around the neighborhood.

B1. Robust Mobility

all modes - projects, policies and programs

B1l. Complement the vision for 11th Avenue as a pedestrian-oriented retail street by redesigning the corridor to incorporate bike lanes, enhanced streetscapes, and pedestrian facilities (see Street Character Diagram, page 83).

B1m. Implement the Acoma Neighborhood Greenway concept as a north-south connection for walking, bicycling, and neighborhood placemaking (see D2. Acoma Neighborhood Greenway).

B1n. Implement the Arts and Culture Trail (see C3. Arts and Culture Trail) to encourage and enhance walking and biking between neighborhood destinations, nearby districts, and greater Downtown Denver.

B1o. Utilize existing organizations in the Golden Triangle, as well as existing Transportation Management Organizations (TMOs) that cover the neighborhood, to monitor the neighborhood's mobility vision and encourage modal shifts to transit, cycling, and other alternative modes. .

B1p. Identify funding options to support on-going maintenance and capital improvements of existing and proposed improvements within the neighborhood and special districts.



The re-design of 11th Avenue will include enhanced streetscapes and pedestrian facilities

B2. Grand Boulevards



goal

Create “Grand Boulevards” at the neighborhood’s edges to accommodate all travel modes, beautify the streets, connect to contextual neighborhoods and bolster economic vitality. They should build on the vision identified in the Denver Downtown Area Plan while also providing connectivity to adjacent neighborhoods through safe intersection crossings for all modes of travel.

why it’s important

The arterial corridors surrounding the neighborhood (Colfax Avenue, the Broadway/Lincoln couplet, and Speer Boulevard) serve diverse transportation, economic, recreation, and placemaking functions. City and County of Denver plans identify these roadways as Grand Boulevards that will facilitate multimodal travel and contribute to placemaking. These streets should be re-envisioned to increase person-trip capacity, reduce accidents, better serve neighborhoods, support existing businesses, and create a strong sense of entry and identity. Transforming these streets is key to building a prosperous future for the Golden Triangle.

The subsequent content of this chapter is divided into three sections, each addressing a specific Grand Boulevard:

- **Broadway/Lincoln**
- **Speer Boulevard**
- **Colfax Avenue**

Note that proposed boulevard concepts are potential solutions only. Further study and analysis will be needed as a part of the implementation process.

B2. Grand Boulevards - Broadway/Lincoln

projects, policies and programs

Broadway and Lincoln, which run along the eastern edge of the Golden Triangle, are major thoroughfares that are proposed to become multimodal corridors with inviting and lively pedestrian environments.

B2a. Enhance the current configuration of the Broadway/Lincoln couplet by introducing new streetscapes, “parklet” spaces, enhancements and mobility improvements that create a unified Grand Boulevard.

- Strengthen the connection between the Golden Triangle and Capitol Hill.
- Implement transit “super stops,” defined as transit stops that have a unique branding, special lighting, expanded passenger waiting areas, and longer boarding areas to accommodate multiple transit routes. “Super stops” could be located on routes beyond the Broadway and Lincoln corridor as warranted by new transit services.
- Conduct additional study of new transit circulation and capacity in an enhanced transit lane, including more frequent service. An enhanced transit lane could include full time bus service, intersection priority, and/or dedicated transit services. In the future, it could accommodate new transit services such as streetcar.
- Introduce protected bicycle facilities to complement economic development efforts in the neighborhood.
- Rebuild the current intersections as attractive, well-marked mobility hubs for all modes of travel. Mobility hubs are located at intersections that allow safe transfers between walking, bicycling, and riding transit.



Enhanced “super stops” can provide attractive, artistic places for boarding transit



Parklets can be integrated to provide space for dining and social gathering



Grand Boulevards promote safe, efficient travel for all modes

B2. Grand Boulevards - Broadway/Lincoln

Potential improvements to intersections along Broadway and Lincoln include:

- a** Enhanced Transit “Super Stops”
- b** Intersection Improvements (including special paving and colored crosswalks)
- c** Bicycle Facilities
- d** Pedestrian Amenities (street furniture, parklets, etc.)

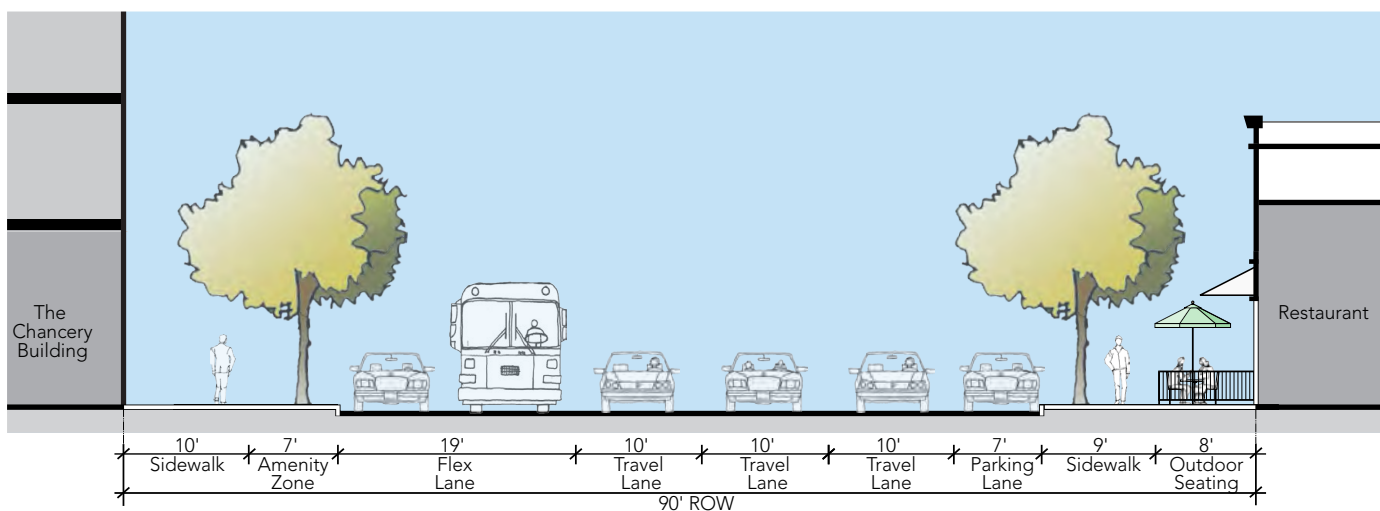
Note: any implementation of the proposed conditions will require further study to ensure feasibility.

The image below illustrates a set of potential prototypical improvements along Broadway and Lincoln. RTD’s Free MetroRide, local buses and regional routes would use the proposed bus lanes to access Civic Center Station. The proposed bicycle cycletrack along Broadway would provide a direct connection from the Cherry Creek Regional Trail to Civic Center Station. These improvements will foster stronger neighborhood connectivity and provide Golden Triangle residents, employees, and visitors with seamless access to and from Civic Center Station and points beyond



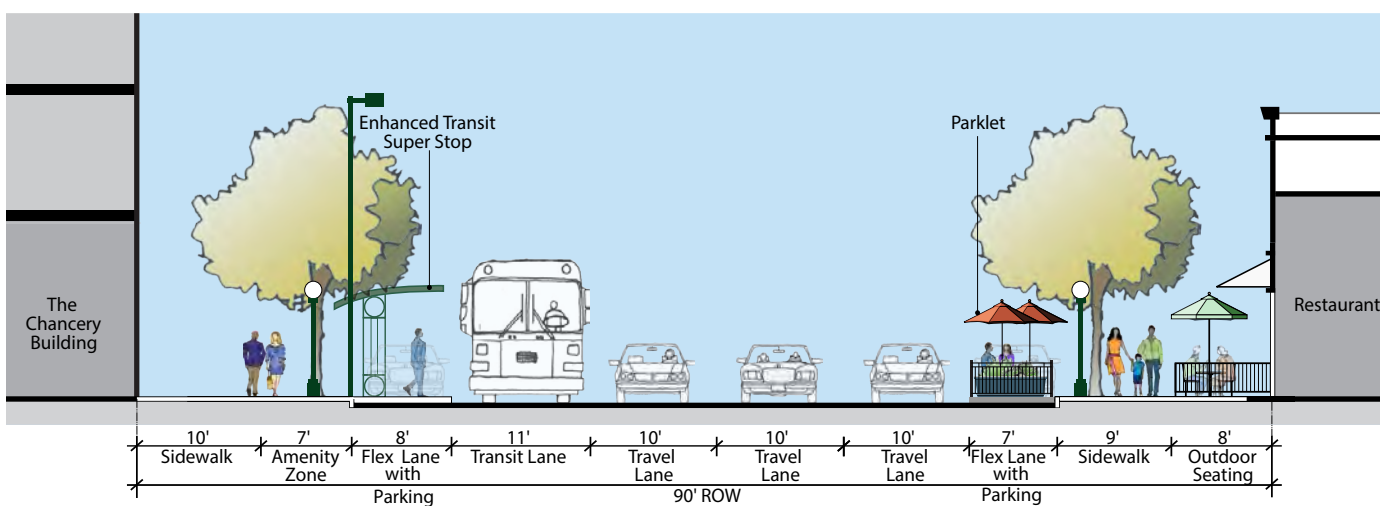
B2. Grand Boulevards - Broadway/Lincoln

lincoln: existing section - looking south



The existing condition of Lincoln includes 15' sidewalks on either side of the right of way with an adjacent 7' parking lane to the west, three travel lanes, and an 18'' flex lane'' that accommodates a travel lane for transit with space for parking along the east curb. Note: dimensions are approximate. Any implementation of the proposed conditions will require further study to ensure feasibility.

lincoln: proposed section - looking south

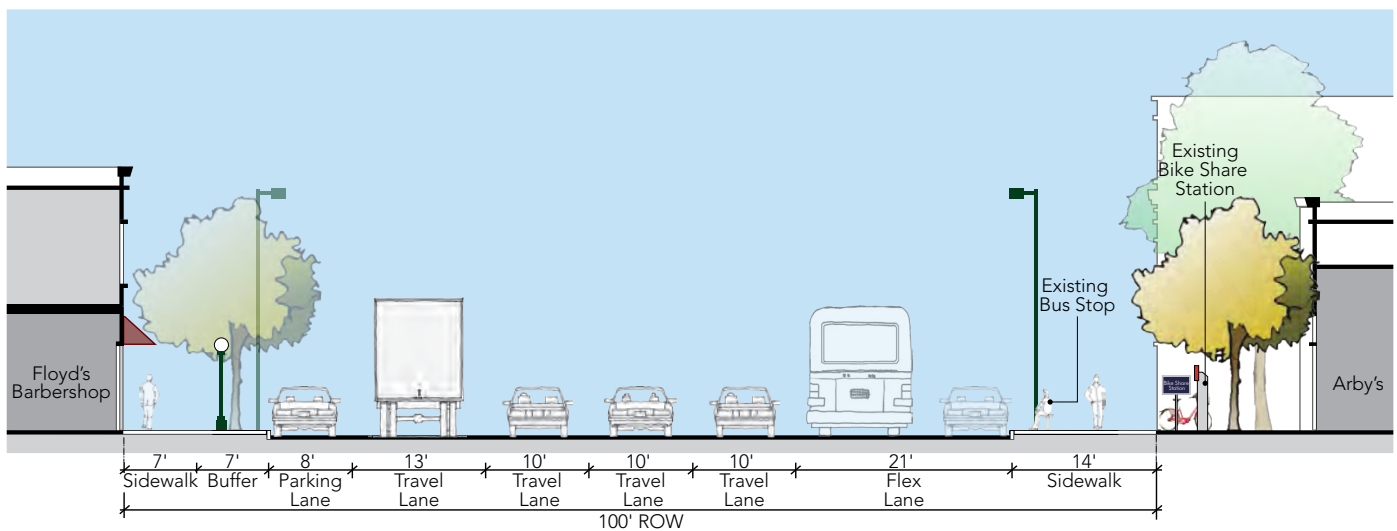


The potential concept for Lincoln includes a dedicated transit lane, a "flex lane" with enhanced transit stops and on-street parking, streetscape beautification, and parklet spaces (as appropriate, mixed in with on-street parking spaces). In the future, the transit lane could accommodate fixed guideway transit such as streetcar. Note: dimensions are approximate. Any implementation of the proposed conditions will require further study to ensure feasibility.

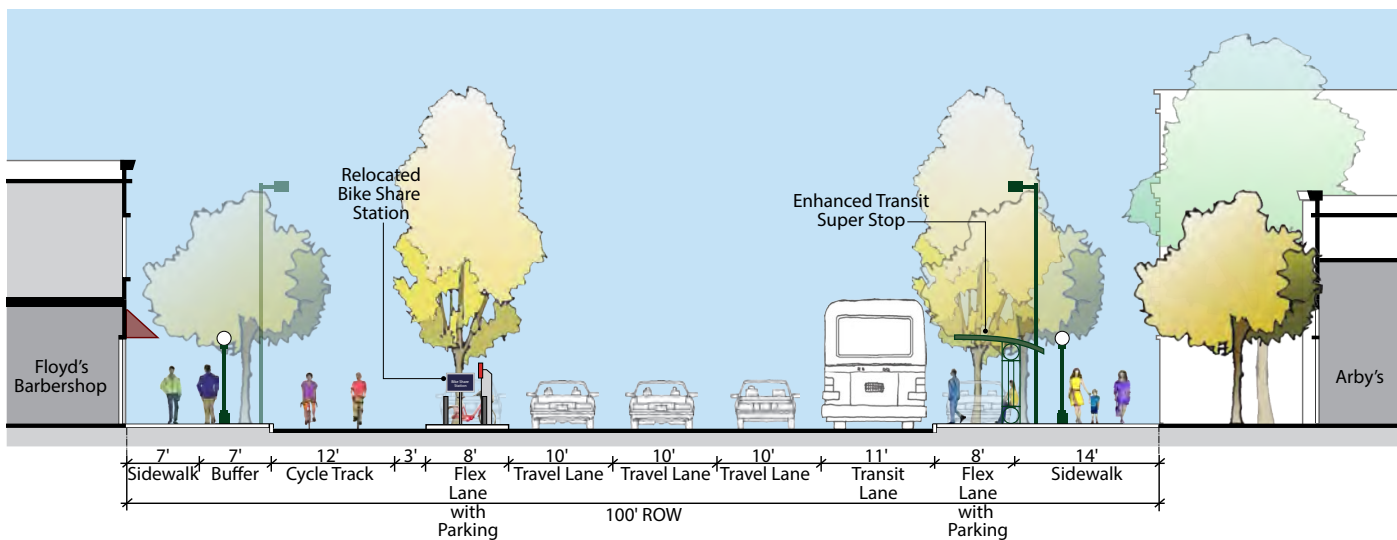
B2. Grand Boulevards - Broadway/Lincoln

The potential concept for Broadway (shown in the sections below and the photosimulations on the following page) includes reconfiguration of the street from four lanes of automobile travel to three lanes with a two-way cycle track; a bike share station/parking lane (labeled as “flex lane” in the section below); and dedicated transit lane with enhanced “super stops” in the adjacent parking lane. In the future, the transit lane could accommodate fixed guideway transit such as streetcar. Parking lanes are also potential opportunities for additional street trees and parklets where appropriate. *Note: dimensions are approximate. Any implementation of the proposed conditions will require further study to ensure feasibility.*

broadway: existing section - looking south



broadway: proposed section - looking south



B2. Grand Boulevards - Broadway/Lincoln

broadway at 11th avenue: existing view - looking south



broadway at 11th avenue: potential improvements



B2. Grand Boulevards - Speer Boulevard



Activating spaces through creative placemaking can help bring life into the streets

projects, policies and programs

Speer Boulevard is re-envisioned as a dynamic boulevard with improved intersections connecting pedestrians and cyclists to the Cherry Creek Greenway. Activated “Speer Triangles” will add vibrancy through art installations and placemaking features.

B2b. Preserve and respect the historic character and quality of Speer Boulevard by supporting adjacent placemaking opportunities, managing access points to the Cherry Creek Greenway, and building sustainable infrastructure that is safe for all modes of travel.

- Provide new bicycle and pedestrian capacity along Speer Boulevard to support “first and final” access to destinations within the Golden Triangle from the Cherry Creek Regional Trail.
- Reclaim underutilized portions of the intersecting streets for Speer Triangles that will foster placemaking, art, open space and economic development opportunities (see D1. Connected Open Spaces).
- Safely manage access to and from the Cherry Creek Regional Trail at signalized intersections for all abilities and ages. This includes relocated access points to Cherry Creek Regional Trail at intersections along Speer Boulevard, including relocating the bicycle crossing at 12th Avenue to 11th Avenue.
- Increase person trip capacity by planning for future transit services within the existing travel lanes.

B2. Grand Boulevards - Speer Boulevard

speer boulevard at colfax and 14th avenue



Potential improvements at Speer Boulevard and Colfax Avenue. The “Speer Triangles” offer many opportunities for creative change. See D1. Connected Open Spaces for more detail.

B2. Grand Boulevards - Speer Boulevard

speer boulevard at 11th avenue



This diagram illustrates potential improved access points and intersection enhancements that are critical along Speer Boulevard at 11th Avenue and Delaware Street. With improved intersections, automobiles, transit and bicycles will be able to navigate the area more efficiently, mitigating traffic congestion and reducing the potential for accidents.

Potential improvements along Speer Boulevard include:

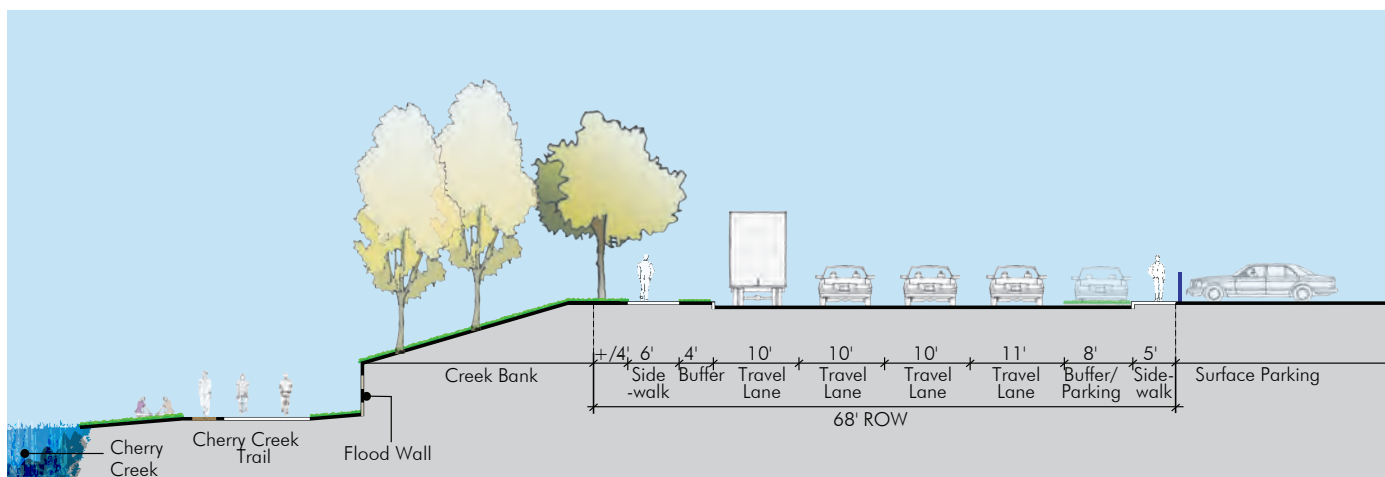
- a** Bicycle Facilities, including a designated bicycle crossing at 11th Avenue
- b** Intersection Improvements (such as special paving and colored crosswalks)
- c** Pedestrian Amenities (street furniture, parklets, etc.)

Note: any implementation of the proposed conditions will require further study to ensure feasibility.

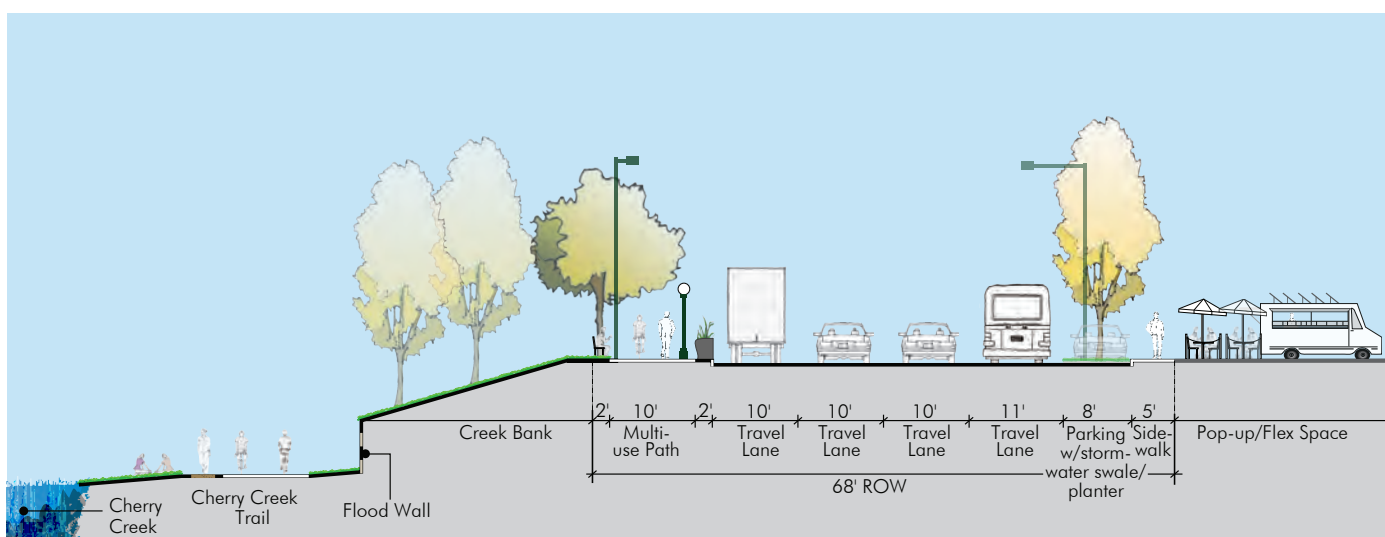
B2. Grand Boulevards - Speer Boulevard

In the short-term, Speer Boulevard improvements will enhance visibility and predictability to and from the Cherry Creek Trail at signalized intersections along the roadway. The intersection will allow pedestrians, bicyclists and motor vehicles to navigate the area more efficiently. Features include protected bike lanes, colored crosswalks, and lane markings that will mitigate traffic congestion and reduce the potential for accidents. Speer Triangle spaces also offer opportunities for placemaking and pop-up uses that are accessible to the neighborhood by walking and riding. Additional concepts for Speer Boulevard include increasing walking and bicycling trip capacity by adding an at-grade multi-use pathway. *Note: dimensions are approximate. Any implementation of the proposed conditions will require further study to ensure feasibility.*

existing section - looking north



potential short-term concept

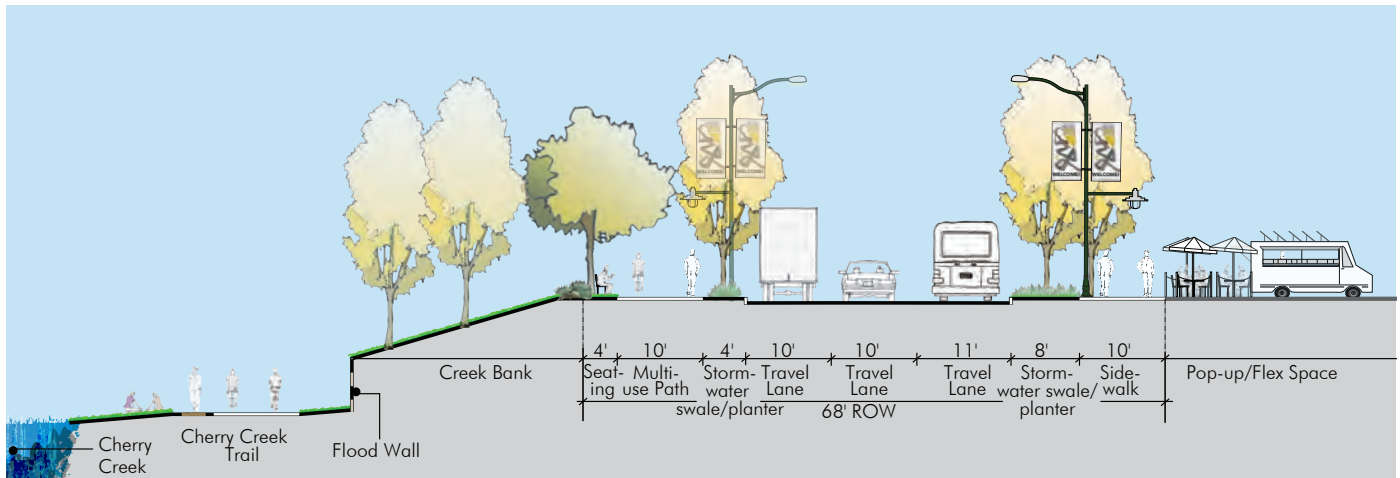


The potential short-term concept for Speer Boulevard includes landscape enhancements and activation of “Speer Triangle” spaces with pop-up uses

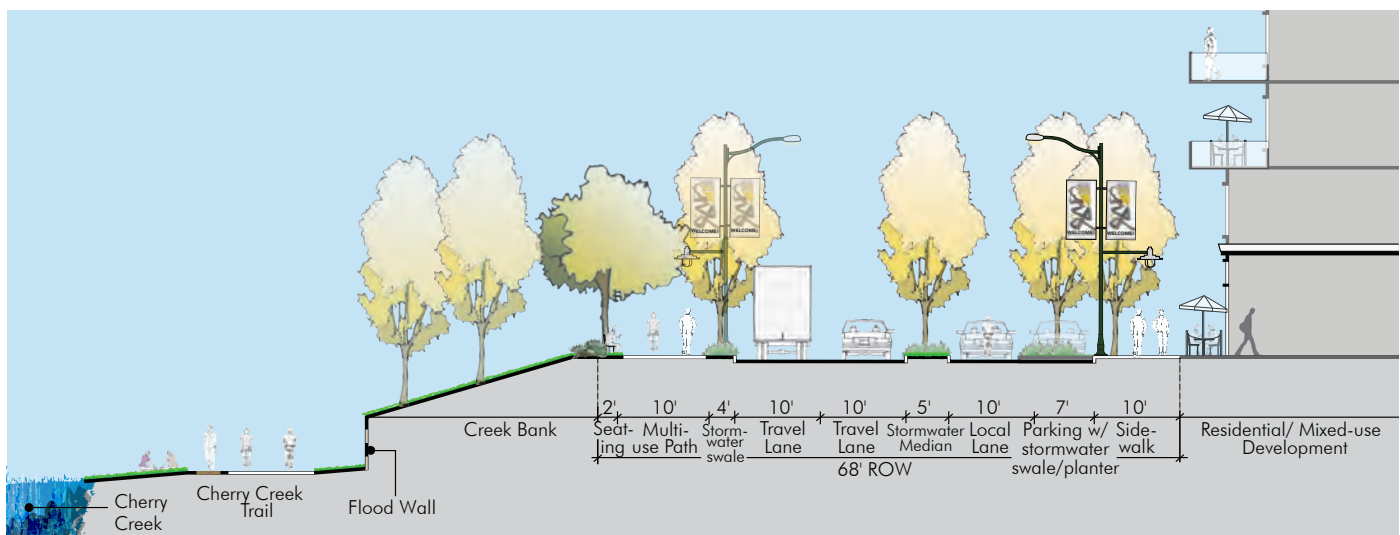
B2. Grand Boulevards - Speer Boulevard

There are several potential long-term options for redesigning Speer to achieve multimodal goals; the illustrations below show two possible options. At top, the concept includes a reduction in travel lanes and a multi-use path on the west side of the street. This option would allow for the possibility for one travel lane to become a dedicated transit lane. At bottom, the concept includes a multiway boulevard with local road access, fostering long term development. Although this option accommodates local road access, a potential drawback is that it would not allow for a dedicated transit lane since there are only two lanes. *Note: dimensions are approximate. Any implementation of the proposed conditions will require further study to ensure feasibility.*

potential long-term concept 1



potential long-term concept 2



Note: for illustrative purposes only. Speer Boulevard can be designed with a range of treatments depending on available right-of-way width between Broadway and Colfax Avenue.

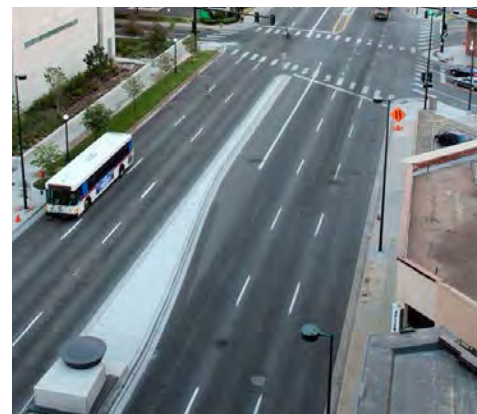
B2. Grand Boulevards - Colfax Avenue

projects, policies and programs

Colfax Avenue will serve as a gateway to the Golden Triangle while providing stronger connections to Downtown through improved pedestrian facilities and attractive environments.

B2c. Strengthen connectivity along Colfax Avenue between Downtown Denver and the Golden Triangle, as suggested in the East & West Colfax Plans.

- Support new person trip capacity by expanding the Free Metro Ride in the Broadway and Lincoln corridors.
- Improve visibility for all roadway users at intersections.
- Introduce new median treatments that identify the entrances into Downtown Denver.
- Complete sidewalk buffers, wayfinding, and urban design improvements west of Fox Street with redevelopment projects on both sides of the corridor.
- Implement the first phase of the Arts and Culture Trail with striping and signage across Colfax Avenue.
- Integrate “first and final mile” mobility improvements that result from the Colfax Corridor Connections project (the “first and final mile” is the walking or wheeling portion of a trip that occurs to and from the transit stops in the Colfax corridor).



New enhancements will augment existing intersection improvements along Colfax Avenue

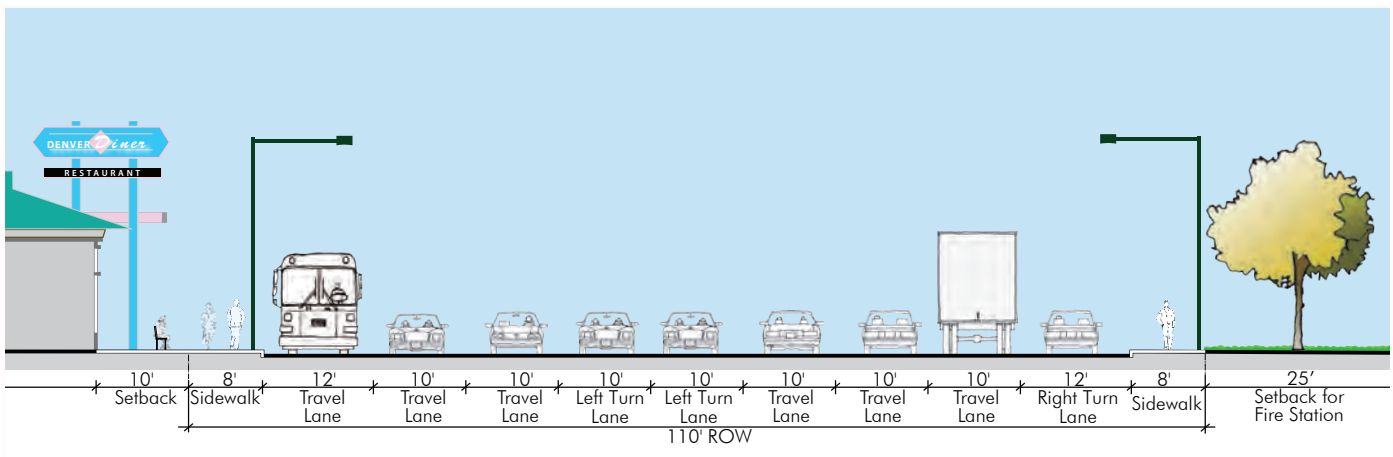


The potential concept on Colfax Avenue includes activation of a triangle at the corner of Speer Boulevard, potential lane and median modifications, and branding opportunities.

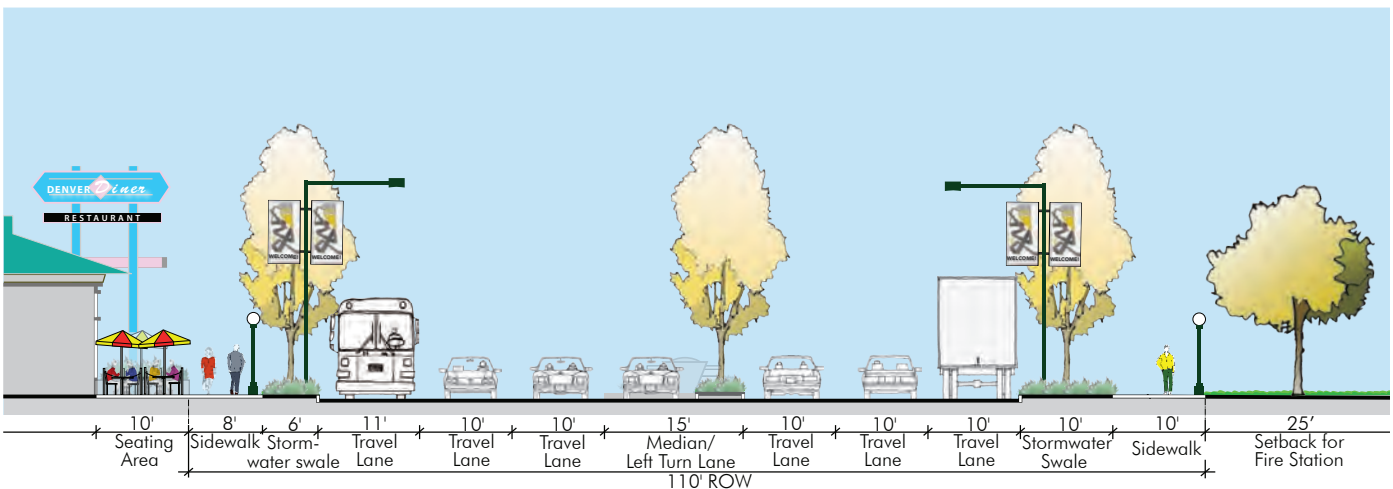
B2. Grand Boulevards - Colfax Avenue

The Colfax concept provides sidewalk buffers from traffic, and locations for gateway features into Downtown and the neighborhood. Narrowing crossing distances for pedestrians and providing colored crosswalks is also important. See D1. Connected Open Spaces for more details. *Note: dimensions are approximate. Any implementation of the proposed conditions will require further study to ensure feasibility.*

colfax avenue: existing section - looking west



colfax avenue: potential improvements



B3. Dynamic Parking

goal

In the short term, manage on-street parking contextually by utilizing the management strategies and tools identified in Denver's Strategic Parking Plan (SPP). In the long term, manage on and off-street parking assets more actively so that they intentionally support the various activities and user groups in the Golden Triangle and align with other neighborhood mobility goals.

why it's important

Parking is an important asset that needs to be managed actively in order to maximize its ability to support a variety of activities in the Golden Triangle neighborhood. Denver's Strategic Parking Plan (SPP) identifies a framework vision, management tools, and implementation steps that can help maximize available on and off-street parking assets and complement the multimodal transportation goals identified in Denver's Strategic Transportation Plan. The parking management toolbox and strategies outlined in the SPP are compatible with the other goals outlined in this plan and several are particularly relevant to the neighborhood. There is tremendous opportunity in the Golden Triangle to maximize available parking inventory through shifting existing parking demand to other modes of transportation; providing robust wayfinding or other types of communication to direct visitors to new and underutilized locations; adjusting time limits or pricing as appropriate to maximize turnover for existing on-street parking supply; and strategically considering the addition of new off-street parking supplies through partnerships as redevelopment occurs.

projects, policies and programs

short-term

B3a. Manage available public parking supplies utilizing the tools and strategies identified in Denver's Strategic Parking Plan (SPP).

B3b. Explore opportunities to introduce new parking options that serve a variety of stay duration needs, including demand during special events. Work with both public and private off-street providers to offer a mid-term stay of three to five hours to serve visitors who do not wish to stay for a full day. This may also help create more on-street availability for true short-term stays in the neighborhood.



Existing surface parking should transition to new development and parking structures over time



Clear, consistent signage and wayfinding is key to strong parking programs

B3. Dynamic Parking



New parking structures should be mixed-use and developed with active ground floor uses

B3c. Extend the on-street overnight parking program to cover all or portions of the Golden Triangle as activity increases in the neighborhood.

B3d. Consider repurposing some on-street parking spaces at strategic locations for bike corrals and parklets in conjunction with other economic, placemaking, and neighborhood transformations.

long-term

B3e. Promote a “park once” environment.

- Locate new inventory at gateway locations or on the edge of the neighborhood to capture vehicles and then facilitate multiple walking trips internally.
- Place a premium on on-street parking to facilitate shorter-term stays with spaces that turnover to support adjacent activities. On-street pricing should be set to encourage mid or long-term parking to occur off-street.

B3f. Introduce a comprehensive parking wayfinding system with new signage placed at gateway locations to help visitors to the Golden Triangle quickly locate public parking opportunities.

- New wayfinding programs should be easily understood by residents, workers, and visitors to help motorists find off-street parking facilities and then serve to direct visitors to find civic or cultural destinations on foot.
- New signage should be multimodal in nature, providing information on automobile parking, bicycle parking, and other modes of non-motorized transportation like B-Cycle stations.

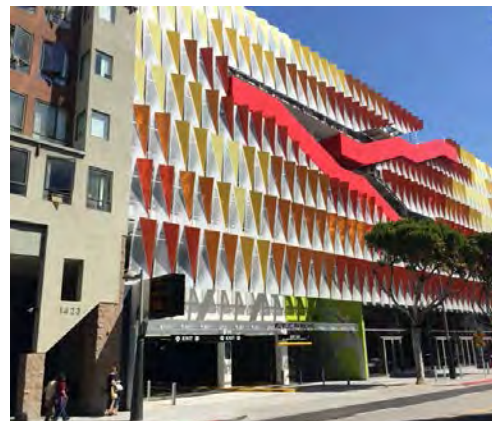
B3g. Construct a “landmark” parking facility as needed and as activities and densities increase. The facility would serve the needs of the Golden Triangle’s residents, workers and visitors.

- New developments built with parking facilities at the ground floor should be wrapped with residential, office or other uses, to provide active uses. Any new parking facilities should be designed to integrate with the eclectic neighborhood character (see A2).
- New public parking supplies should be built in gateway locations that supports a transition from driving to exploring the neighborhood by foot..
- New public parking supplies should be built in gateway locations that supports a transition from driving to exploring the neighborhood by foot.

B3. Dynamic Parking

B3h. Explore opportunities to create a universally managed parking system so that all on and off-street inventory works together as a system. Integrate various time duration and pricing strategies to provide short, mid, and long-term stay options. This management system could support and maximize remote parking opportunities that allow developers to meet all of some of their parking requirements off-site.

- Continue to make parking available for purchase for mid- and longer-term daily stays and provide monthly rates in facilities.
- Evaluate parking patterns and residential needs within the neighborhood as development occurs to ensure a proper balance of supply and demand for different users.
- Pursue “right sized” off-street parking supplies for residents and employees in the district as development occurs.



Parking structures can be bold and artistic to play off of the creative image of the neighborhood



c. a creative Golden Triangle



c. creative

The Golden Triangle is a thriving **hub of arts, culture and economic innovation** that will continue to flourish as new venues, activities, events and businesses are attracted to the neighborhood.

The Civic Center is a nationally-renowned place of arts and culture. An eclectic mix of museums, galleries, public art, and education amenities creates an unparalleled destination. Food truck and art walk events attract everyone from the suburban family to the urban hipster. Creative enterprise abounds throughout the Golden Triangle, whether someone is making original art, crafting cuisine, or developing an app at a local incubator space. Entrepreneurs are pushing beyond the established paradigms of business development, building environments of innovation, collaboration and creativity – but still much more can happen here.

This exciting combination of people and places fuels the spirit and identity of the Golden Triangle.

Understanding that the fusion of arts, cultural and economy is intrinsic to the area's success, several strategies are required to advance this **Creative** neighborhood. These include:

C1. Innovation Economy

C2. Cultivation of Arts and Culture

C3. Arts and Culture Trail

C1. Innovation Economy



The innovation economy requires collaborative, flexible environments



Unconventional workspaces are a hallmark of the new economy

goal

Foster the growth of the innovation economy and creative industries within the Golden Triangle.

why it's important

The Golden Triangle has the opportunity to capitalize on its design and technology oriented businesses, creative talents, and cultural attractions to make the neighborhood a major destination for the innovation economy. Workers and businesses in the new economy require non-traditional office locations, flexible workspaces, shared amenities, and places for formal and informal collaboration. They desire proximity to Downtown, cultural amenities, entertainment venues and gathering spaces, as well as a range of alternative transportation options.

projects, policies and programs

C1a. Leverage existing neighborhood assets, such as Galvanize, galleries, museums and creative employers, to attract additional businesses.

C1b. Create innovation economy workspaces and/or leasing programs with new Catalytic Development projects.

C1c. Integrate arts and technology into public spaces and amenities.

- Incorporate public art and outdoor “workspaces” into streetscape and park improvements, as well as district-wide Wi-Fi access.
- Provide innovative transportation and parking solutions using technology.

C1d. Develop a program to collectively market and lease art and workspaces.

- Explore the creation of a master leasing entity to attract businesses.
- Reduce barriers to entry for new small businesses to create demand for underutilized commercial spaces by identifying ways to reduce length of lease agreements, marketing existing grant funding or loan options for small business formation.
- Explore the expansion of Denver’s Shared Space Program to include innovation economy and arts/culture startup businesses.

C1e. Build on Denver’s Cultural Plan, Imagine 2020, to fuel the development of art and creative districts.

C2. Cultivation of Arts and Culture

goal

Promote and cultivate a dynamic array of arts and culture facilities, programs and events, taking full advantage of the Golden Triangle's role as a nationally recognized destination for arts and culture in Denver.

why it's important

Arts and culture are fundamental to the Golden Triangle's identity and essential to the health and vitality of all Denverites. Promoting arts and culture in the neighborhood will help ensure the continued success of important institutions and invite new arts- and culture-related uses to co-locate in the area, as outlined in Denver's Cultural Plan, Imagine 2020. From small-scale artists to fledgling theatre companies to new cutting-edge galleries and museums, arts and culture drive the Golden Triangle. Supporting arts and culture of all types and formats will help ensure a continuous energy that provides a special spark to an already creative and urbane neighborhood.

projects, policies and programs

C2a. Leverage existing arts and culture programming and activities, such as Denver Art Museum tours, to help introduce visitors and tourists to the neighborhood and connect it to neighborhood arts and culture organizations.

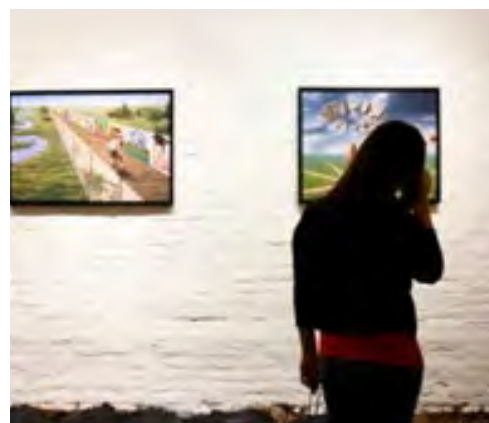
C2b. Promote First Friday Art Walks with extended gallery and museum hours; connect the Art Walks with the Art Bus.

C2c. Promote the outdoor film series in the Civic Center Park, community art and educational classes, and events at the Central Library.

C2d. Create a connection between the Golden Triangle and Sante Fe Arts District through events and activities.

C2e. Incorporate public art into the Speer Triangles to help define the cultural identity of the Golden Triangle.

C2f. Encourage the creative reuse of the Evans School as a space for arts and culture programming.



Extending the breadth and reach of First Friday Art Walks will generate greater visibility for arts and culture



Film nights, "pop-up" temporary art, festivals and more should all be a part of this vital neighborhood

C2. Cultivation of Arts and Culture



Street art should be encouraged, in both festival events and ad hoc form

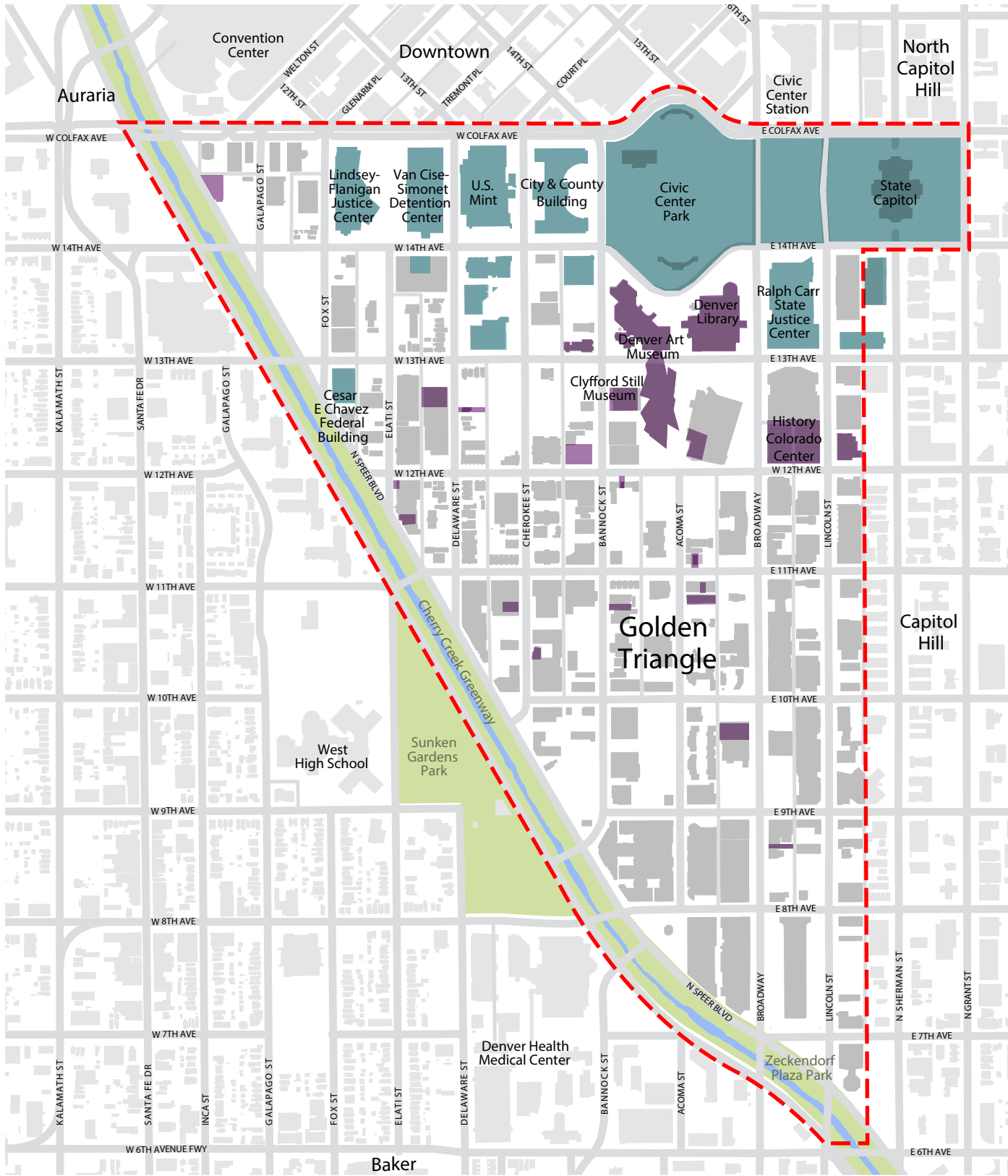
C2g. Explore opportunities to extend arts and culture programming and activities by extending museum programming onto streets and into the public right-of-way such as rotating art on the Speer Triangles.

C2h. Through partnerships with the Office of Economic Development and Arts and Venues, explore economic incentives to encourage creative and arts-based uses, including galleries, throughout the Golden Triangle.

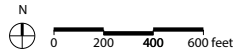
C2i. Create permanent and temporary outdoor art exhibits, as well as festivals, particularly along Acoma Street (see D2. Acoma Neighborhood Greenway).

C2j. Take advantage of the Arts and Culture Trail (see C3. Arts and Culture Trail) as a way to connect venues, institutions, organizations and people throughout the neighborhood, and to inform and direct users to arts and culture points of interest.

Arts and culture in the Golden Triangle go far beyond the main museums and galleries. Additional arts-related uses include design companies, media outlets, and art supply vendors. This richness is located throughout the neighborhood (see diagram on the following page) and is a major force in business and economic development, as well as the creative culture of the Golden Triangle.



Arts, Culture and Civic Uses



- - - Planning Area
- Roadway
- Arts and Culture
- Civic and Government

C3. Arts and Culture Trail



goal

Create a world-class pedestrian and bicycle pathway that connects the places and spaces of the Golden Triangle – and points beyond – while bolstering artistic expression, health and fun.

why it's important

The Golden Triangle has a rich diversity of artistic and cultural institutions, major civic destinations, businesses and programs. While some of what's in the buildings "spills out" into surrounding spaces – such as the Denver Art Museum plaza – more can be done to infuse arts and culture throughout the neighborhood, as well as connect the various venues. An exciting, high-profile and well-designed Arts and Culture Trail will help visitors and residents alike discover the Golden Triangle's wealth of arts and culture. It will also provide a safe, active and recreation-oriented transportation pathway for users of all ages and abilities, similar to Indianapolis's landmark Cultural Trail. The Arts and Culture Trail should also extend to other key destinations in Downtown Denver, creating an attraction that could eventually become well known nationally, similar to the 16th Street Mall.

projects, policies and programs

C3a. Work with arts and cultural institutions and stakeholders, residents, business owners, artists, developers, and the City to design and create a new pathway to connect the neighborhood's civic facilities, historic sites, museums, theaters, galleries, arts schools and related uses.

C3b. Encourage big, bold thinking in the trail's design and implementation – beyond just signage and marked routes along a street – to create permanent infrastructure that would support a world-class and iconic pathway.

C3c. Provide public art and sculpture projects along the route, as well as pavement markings, interpretive signage, integrated landscaping, cutting-edge stormwater design features, and enhanced bicycle and pedestrian facilities.

C3. Arts and Cultural Trail

C3d. Ensure that the new pathway connects to facilities and venues the in Golden Triangle as well as outside the neighborhood, such as the Santa Fe Arts District, 16th Street Mall, 14th Street cultural corridor, Denver Union Station, LoDo, Central Platte Valley, Capitol Hill and more.

C3e. Develop branding and marketing campaigns and materials to promote the Golden Triangle, and to make the Arts and Culture Trail a popular destination.

C3f. Consider a range of names, such as the Arts and Culture “Trail,” “Walk,” “Path” or other unique moniker.

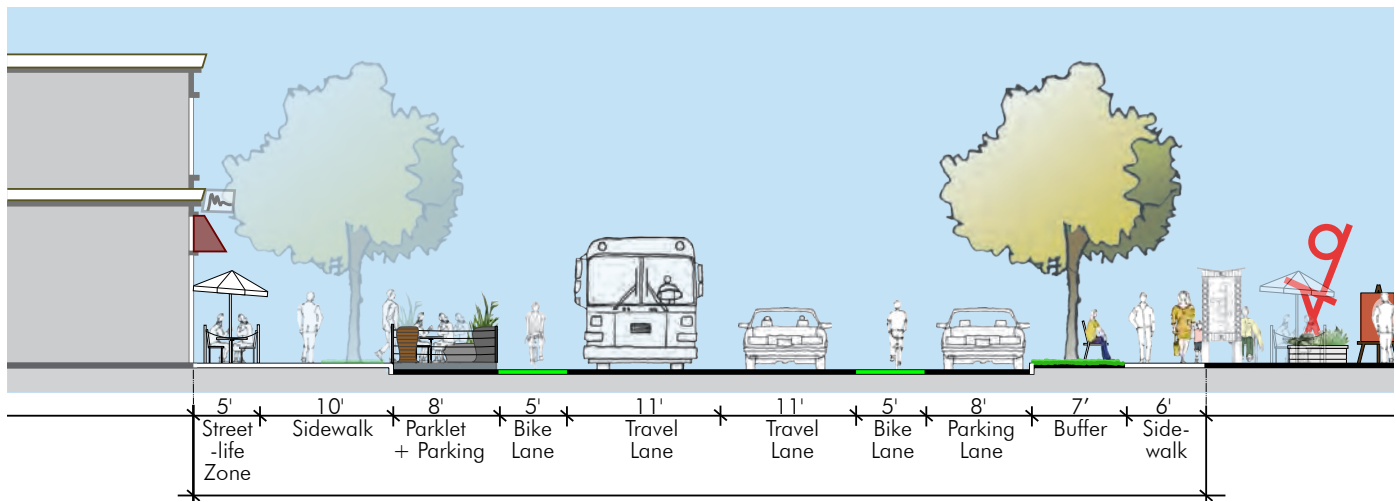


The Indianapolis Cultural Trail is a good example of a route that links key destinations along an extensive, well-marked, attractively designed walking and biking pathway

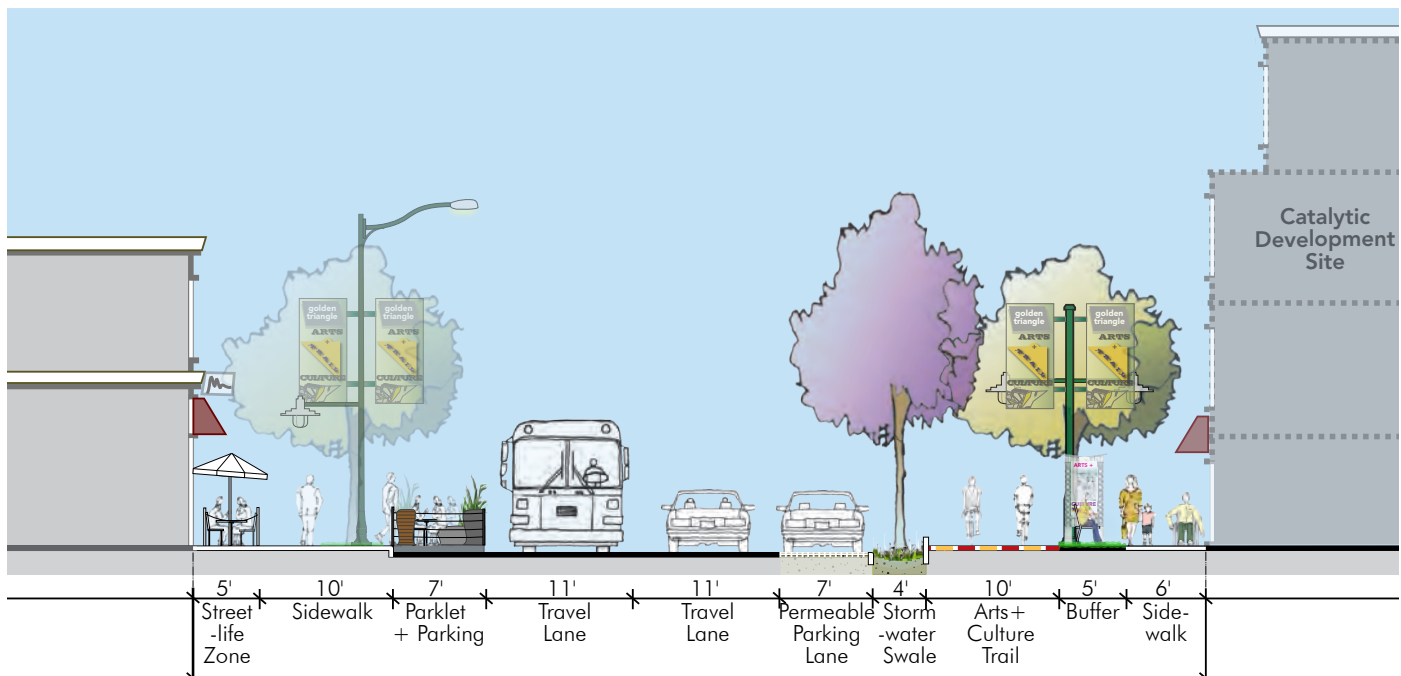
C3. Arts and Culture Trail

The sections below show potential applications of the Arts and Cultural Trail along a prototypical Golden Triangle street. In the short term, Arts and Cultural Trail elements can be implemented along sidewalks, bulbouts and various smaller spaces in the public and private realms. In the long term, permanent infrastructure can be implemented as resources and funding become available. *Note: any implementation of the proposed conditions will require further study to ensure feasibility.*

short-term improvements



long-term improvements



C3. Arts and Cultural Trail

existing conditions



Bannock Street, shown here in its current state, is one place where the Arts and Culture Trail could be implemented.

long-term improvements



Long term improvements could entail a permanent, dedicated path that would strengthen the brand image, include additional sculpture art, and help catalyze adjacent development.



c. a **livable** Golden Triangle



d. livable

The Golden Triangle is an **attractive, safe place for social gathering, recreation and living** that will be further enhanced as the neighborhood evolves.

Residents meet and chat over coffee, conduct clean up campaigns, and gather for neighborhood wine tastings. People from throughout the region come down the Cherry Creek Greenway by bike to check out the latest sculpture exhibit or sample a Taste of Colorado in Civic Center Park. Art and culture spill out of nearby museums and plazas onto area streets, creating a neighborhood that is colorful, lively and inventive. Views of the Rockies or the Downtown skyline bring an element of surprise and wonder at many a turn. Several streets and spaces are leafy and pleasant, though more can be done to ensure attractive, active and safe streets – and a range of activated park spaces – that engage everyone.

The mix of these places, green spaces and activities brings the heart and soul to the Golden Triangle.

With an emphasis on enhancing the area's street and open space networks, several strategies are required to create a **Livable** neighborhood. These include:

D1. Connected Open Spaces

D2. Acoma Neighborhood Greenway

D3. Safe and Clean

D1. Connected Open Spaces

goal

Create an interconnected network of open spaces, many of which will be privately owned and maintained, linked by attractive, green and navigable streets and paths.

why it's important

The Golden Triangle enjoys many open space assets, including the grand sweep of Civic Center Park and the green ribbon of the Cherry Creek Greenway. It also has several smaller hardscape plazas and open spaces. What's missing is a stronger, interconnected hierarchy of open spaces, including privately owned public spaces, that forms a cohesive whole and meets the variety of neighborhood needs. This includes a central neighborhood gathering space, small and intimate spaces, more play areas for kids, and green corridors to connect pedestrians and bicyclists from space to space. Existing and future spaces, in particular Civic Center Park, must also be environments in which all users feel comfortable and safe.

projects, policies and programs

D1a. Identify a location, design program, and funding sources, including partnerships with the private sector, to create a neighborhood gathering space(s) in the heart of the Golden Triangle.

- Target a strategic location(s) in the neighborhood core.
- Capitalize on nearby active uses to draw many users and create “eyes on the space.”
- Include hardscape and softscape features.
- Support a range of activities from social gathering and festivals to informal recreation and kid-friendly features.
- Incorporate movable furniture, benches, tables and water elements.
- Include infrastructure that can transform to accommodate a variety of activities, such as a farmers market, informal recreation and classes, and community events.
- Integrate temporary or seasonal uses and activities.
- Apply a “less is more” approach to size to ensure a maximum sense of activation.



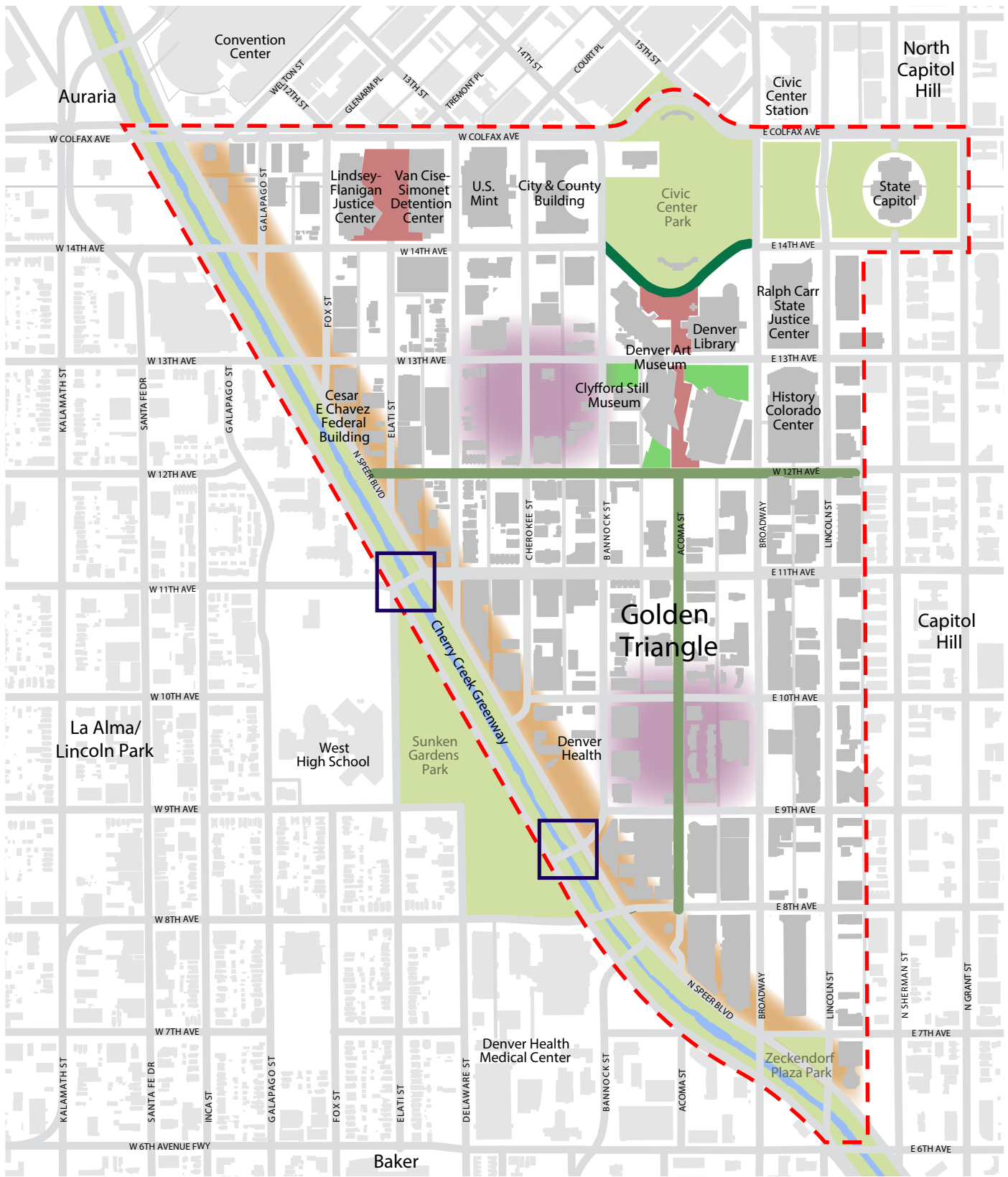
A central place to gather, socialize and relax is a great desire of the Golden Triangle community



A neighborhood gathering space could include hard and/or softscape features



Outdoor cafe dining and movable furniture help to activate public plazas and parks



Open Space Strategies



- - - Planning Area
- Roadway
- Existing Open Space
 - Plazas
 - Parks and Trails
 - Open Space
- Proposed Green Space
 - Gathering Space
 - Green Corridors
 - Speer Triangles
- Weekend Closure
- Cherry Creek Entrance Improvement

D1. Connected Open Spaces



Spaces and streets at the Speer Triangles can be transformed in a temporary to permanent manner and can include art, activities, retail kiosks and more



Parklets can be installed along commercial or residential streets



Beaux-arts inspired public spaces can integrate play features without disrupting their design integrity

D1b. Foster the development of small, intimate spaces throughout the Golden Triangle that are privately owned and/or maintained.

- Encourage small-scale, cozy “pocket parks” that serve a wide range of users, including kid-friendly areas and dog parks.
- Allow for a range of elements such as movable furniture, temporary/rotating art, play features and urban agriculture.
- Encourage the creation of privately-owned public spaces adjacent to existing or new development to ensure “eyes on the space.”
- Incorporate “parklets”, which transform parking spaces into mini parks, along identified green corridors and retail streets.

D1c. Focus on the “Speer Triangles” as potential places for creation of usable open space (see images on pages 84-85).

D1d. Establish landscaped green corridors along key streets to connect and provide safe passage between open spaces, neighborhood destinations, and areas outside of the Golden Triangle.

- Begin with an initial focus on Acoma Street and 12th Avenue.
- Provide shade trees, native plantings, and natural stormwater drainage.
- Identify opportunities to incorporate art, signage and wayfinding, urban agriculture, and gathering spaces such as parklets.
- Improve and redesign intersections accessing Cherry Creek Greenway to create safer connections for pedestrians and cyclists.

D1e. Enhance Civic Center Park while respecting its City Beautiful history and design.

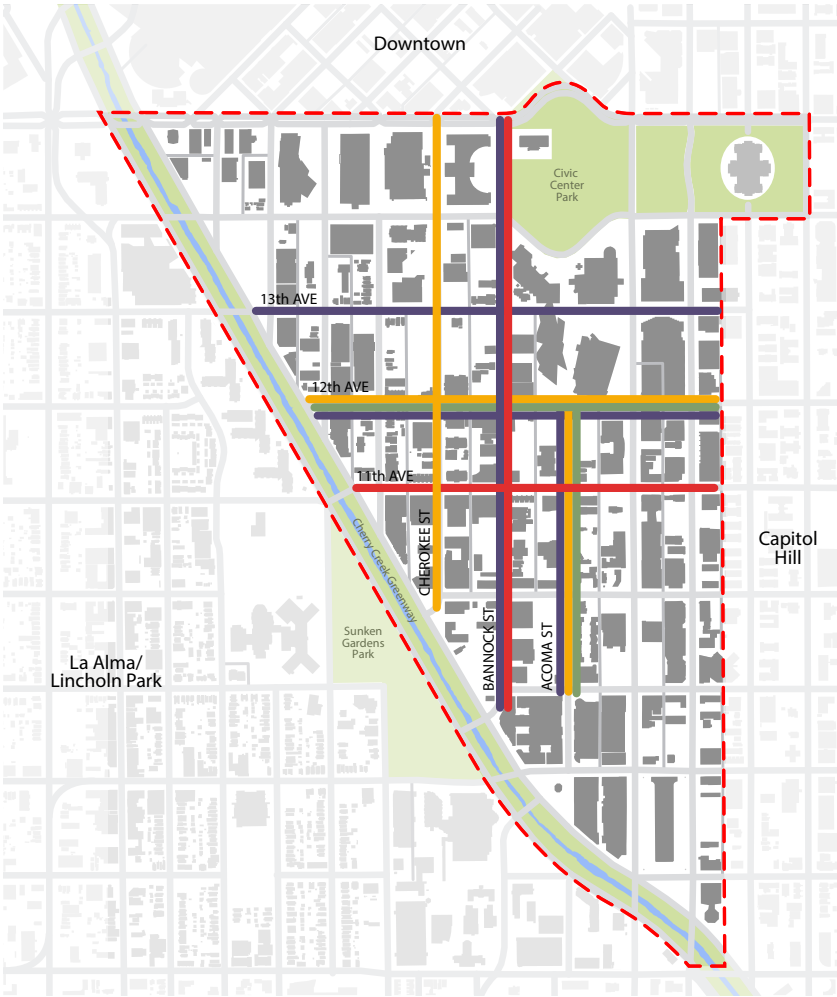
- Create a safe and clean environment for residents, workers and tourists.
- Activate the space through low-cost, small-scale, innovative projects (“tactical urbanism”) that attract new users. Consider the incorporation of temporary seating, plantings, and play features for children that will draw users of all types to the park.
- Explore weekend closure of 14th Avenue to connect the park to active uses to the south, including the Denver Art Museum and public library.
- Commission art installations to engage local artists and create a connection between the Civic Center and Arts and Culture Trail. Note: all art should comply with the Civic Center Design Guidelines adopted in 2009.

D1f. Utilize regulatory tools, such as zoning requirements for landscaping and pedestrian lighting, that will encourage the “greening” of surface parking lots.

D1. Connected Open Spaces

internal street network

The Golden Triangle’s internal streets (see diagram below) are generally slower, narrower roads that fit the neighborhood scale. While all streets are important, certain key streets play important roles in **connecting to surrounding land uses, promoting a walkable and bikeable place, and cultivating a sense of image and purpose** (see also A1. Urban Mosaic). Key street types include:



residential and mixed-use streets

With their existing concentrations of housing - and opportunities for additional mixed-use development - these streets can foster an even more neighborhood-oriented character. Street furniture, pocket parks, linear parks or promenades, specially marked intersections, and a leafy tree canopy are all potential enhancements.

commercial/retail streets

Centrally located as north-south and east-west spines, these streets have existing retail shops, cafes, and restaurants that can be further leveraged as neighborhood-serving commercial blocks. Additional stores and dining establishments should be part of the land use mix, along with street furniture dining-oriented parklets, bike facilities, public art, banners, wayfinding and signage, and other features that foster walking and shopping.

green streets

While all streets in the neighborhood should integrate green components, these roads should enhance the neighborhood character by incorporating potential features such as pocket parks, parklets, community gardens, educational elements, natural stormwater drainage, and a leafy tree canopy.

arts and culture streets

These streets should draw upon the energy of the existing arts and cultural institutions, incorporate public realm design features, and connect other arts-related uses throughout the neighborhood. Potential elements could include additional galleries, venues and arts-oriented businesses, temporary and permanent public art, bike facilities, Arts Walk events, and other programs with the Arts and Culture Trail (see C3).

D1. Connected Open Spaces

speer triangles: existing conditions



The oddly shaped, leftover spaces of the Speer Triangles (above, at 14th Avenue) offer opportunities for creative open space design.

short-term improvements - option 1



A short-term change could include movable plantings and furniture and a shade structure to encourage social gathering. Such changes will likely require investment and maintenance by private partners.

Note: any future changes to the Speer Triangles should be evaluated for compliance with Speer Boulevard's designation as an historic district.

D1. Connected Open Spaces

short-term improvements - option 2



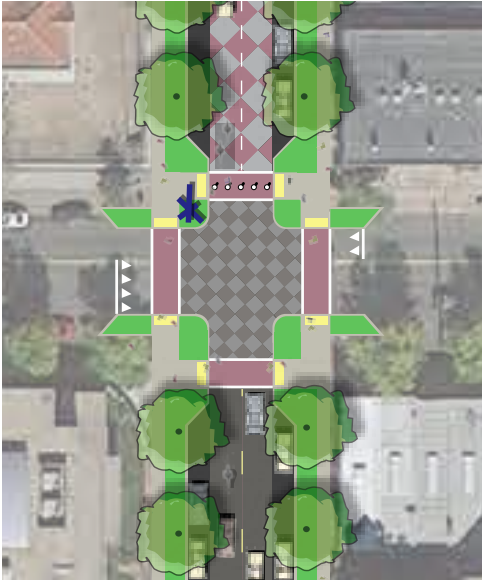
Short-term change could include art and sculpture to activate the space. Such changes will likely require investment and maintenance by private partners.

long-term improvements



Ultimately, permanent plaza infrastructure, water elements, outdoor dining, art, adjacent development and other features could be a part of this Speer Triangle. Such changes will require investment and maintenance by private partners.

D2. Acoma Neighborhood Greenway



goal

Create a green, attractive, dynamic and multi-use street that is a community social space and neighborhood identifier.

why it's important

Acoma Street is an important street for the future of the Golden Triangle. Its quiet, calm character and short four-block length offer the potential to create a special “slow” street designed for pleasant, easy walking and biking for everyone. The Acoma Neighborhood Greenway will create a new neighborhood “spine” and defining place for the community that will complement other streets and open spaces. Gracious street trees, vibrant sidewalk gardens, and cutting-edge design features will remake Acoma into a true greenway. The central location of the greenway will create an important connection between the southern end of the neighborhood to the museums and civic buildings. This one-of-a-kind street will provide space for quiet reflection and neighborly contact, welcome a wide range of users, support special uses such as urban gardens, and even serve as an improved habitat corridor for city wildlife.

projects, policies and programs

D2a. Create a specially-designed, green, “slow” street that prioritizes active transportation enhancements such as bulb-outs, improved intersections, and bike facilities for safe, pleasant, easy walking and biking along its length.

D2b. Encourage bold and forward-thinking design for the Greenway, using best practices and including the most advanced and innovative features available, potentially including:

- Parklets and pocket parks
- New plaza space in the right-of-way
- Community gardens
- Pavement features that are flush with street, creating a curbless environment
- Swales, rain gardens, and other advanced stormwater management design features

D2. Acoma Neighborhood Greenway

- Programmed activities such as art festivals and farmers markets
- A portion of the Arts and Culture Trail, including permanent and/or temporary art

D2c. Capitalize on the opportunity to link and activate the street’s mix of residential, retail, dining, small offices, neighborhood-oriented goods and services, and arts and culture facilities.

D2d. Use the Greenway as the catalyst for a new community focal point and space for both formal, programmed events and informal gathering.

D2e. Leverage public investment to boost private development on potential Catalytic Development Sites along and near the Greenway.

D2f. Create a flexible design that respond uniquely to current programmed uses and evolves as new uses and development occurs.

D2g. Consider two bold alternatives on the section of Acoma between 9th and 10th avenues, including:

- Alternative 1: a green linear park down the middle of a slow-speed roadway
- Alternative 2: a boardwalk-like promenade facilitating safe and graceful pedestrian travel along the west side of the street



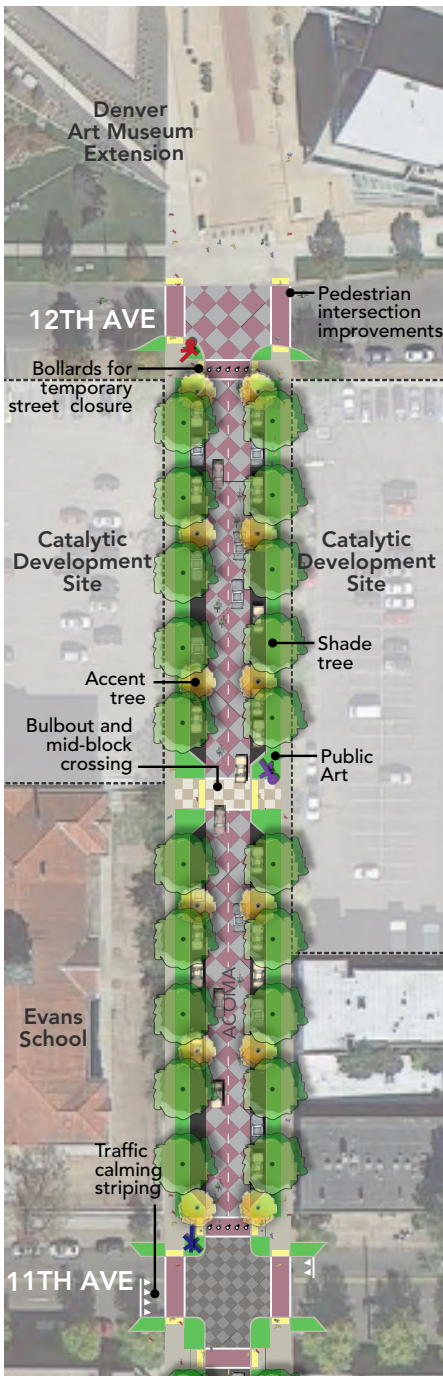
The Acoma Neighborhood Greenway could include promenade-like features



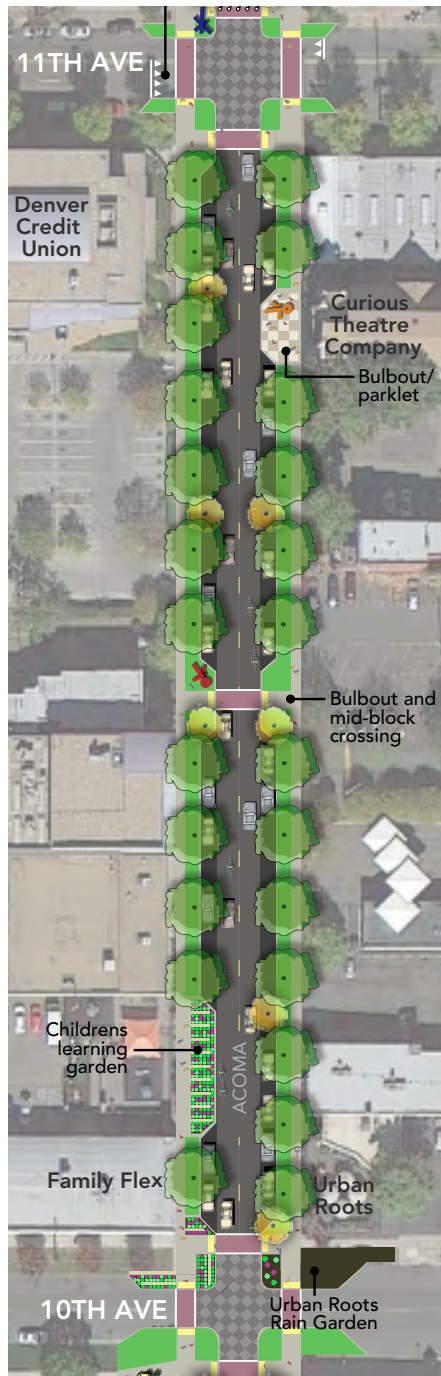
Acoma Street could incorporate flush-curb, slow street concepts to promote play and activity

D2. Acoma Neighborhood Greenway

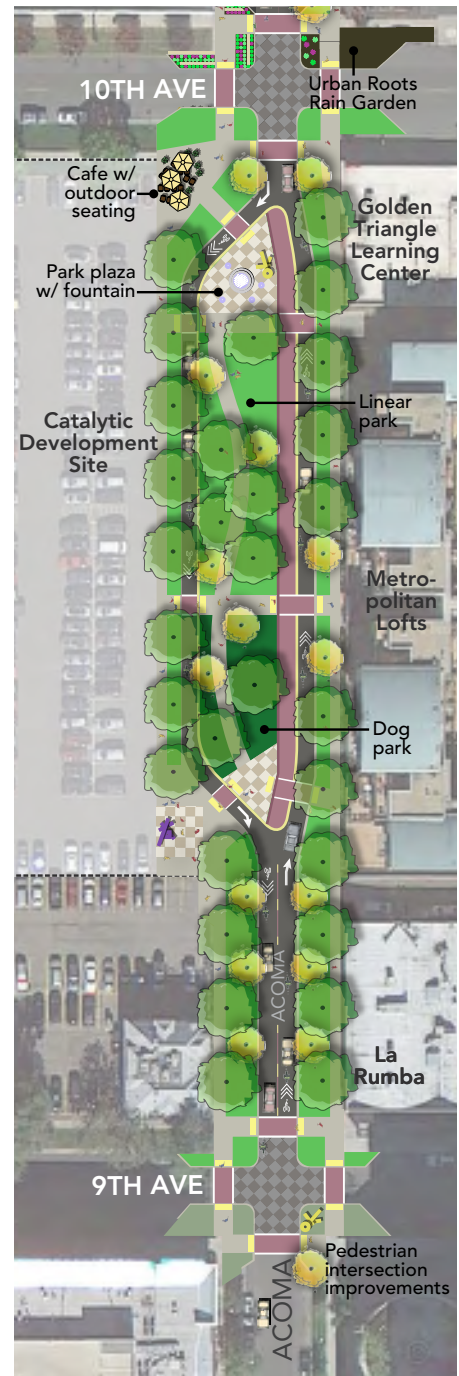
Three unique blocks along Acoma Street from 9th Avenue to 12th Avenue have the opportunity to create distinct identities. Potential concepts include from 11th to 12th avenues, a "festival street" that could be closed to automobile traffic during events; from 10th to 11th, opportunities for art, gardens, parklets and other improvements; and from 9th to 10th, a neighborhood linear park with cafe seating, plaza space and a dog park in conjunction with new catalytic development. *Note: dimensions are approximate. Any implementation of the proposed conditions will require further study to ensure feasibility.*



11th to 12th Avenues



10th to 12th Avenues

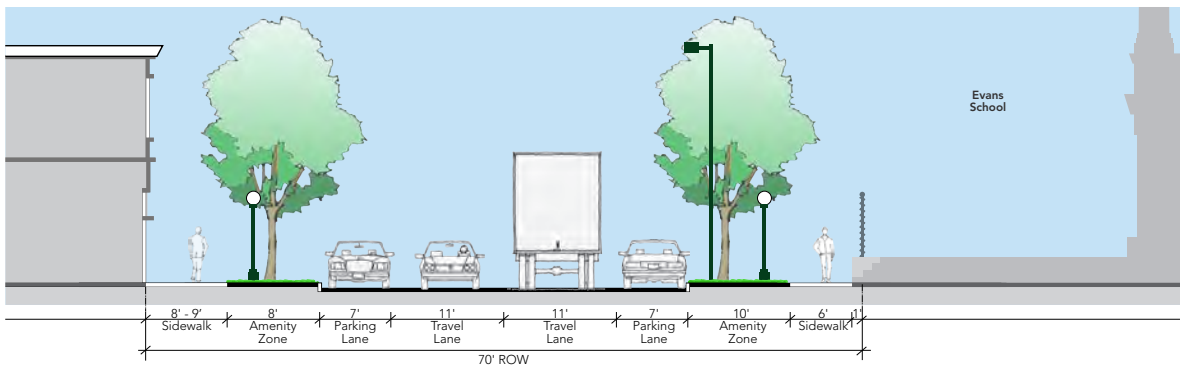


9th to 10th Avenues

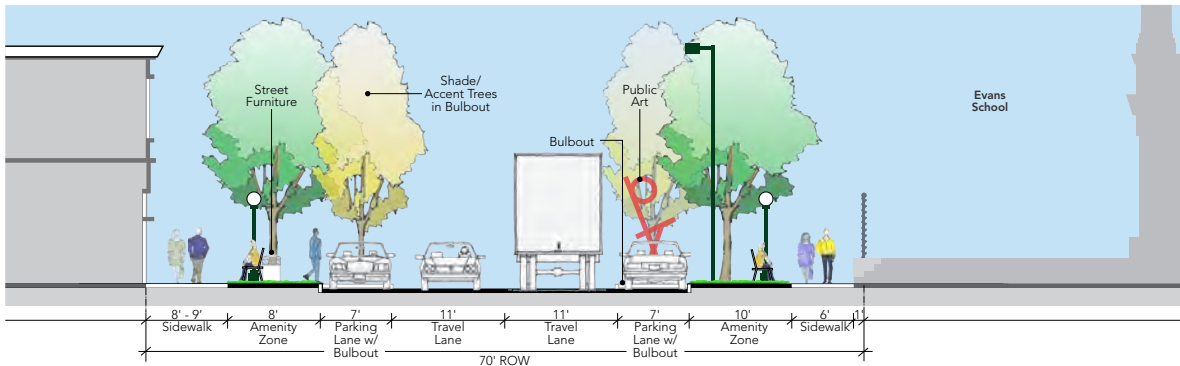
D2. Acoma Neighborhood Greenway

Concepts for Acoma Street between 11th and 12th avenues introduce new landscaping elements such as bulbouts, public art and street furniture to be implemented along the existing sidewalk, buffer and parking lane. Parking lanes are potential opportunities for additional street trees and parklets. An occasional street closure could offer opportunities for temporary events such as farmers markets and festivals.

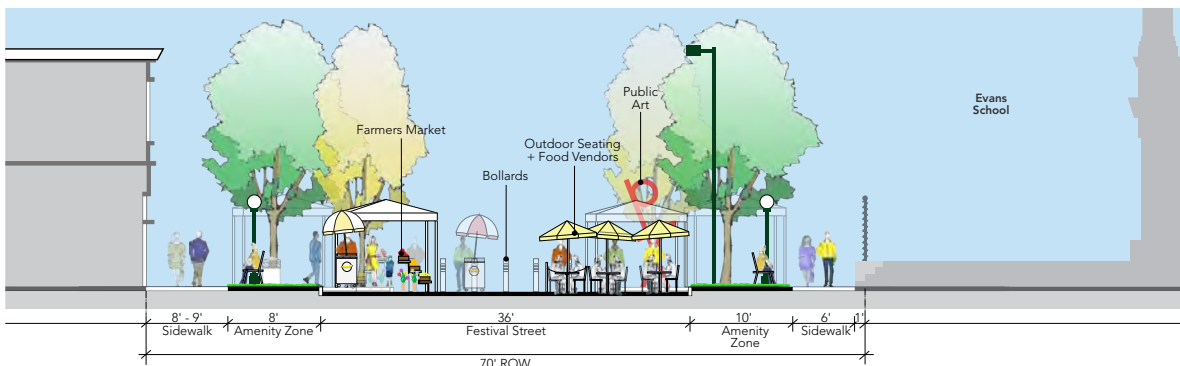
existing acoma street between 11th and 12th avenues



small-scale changes to the landscape, buffer and parking lane



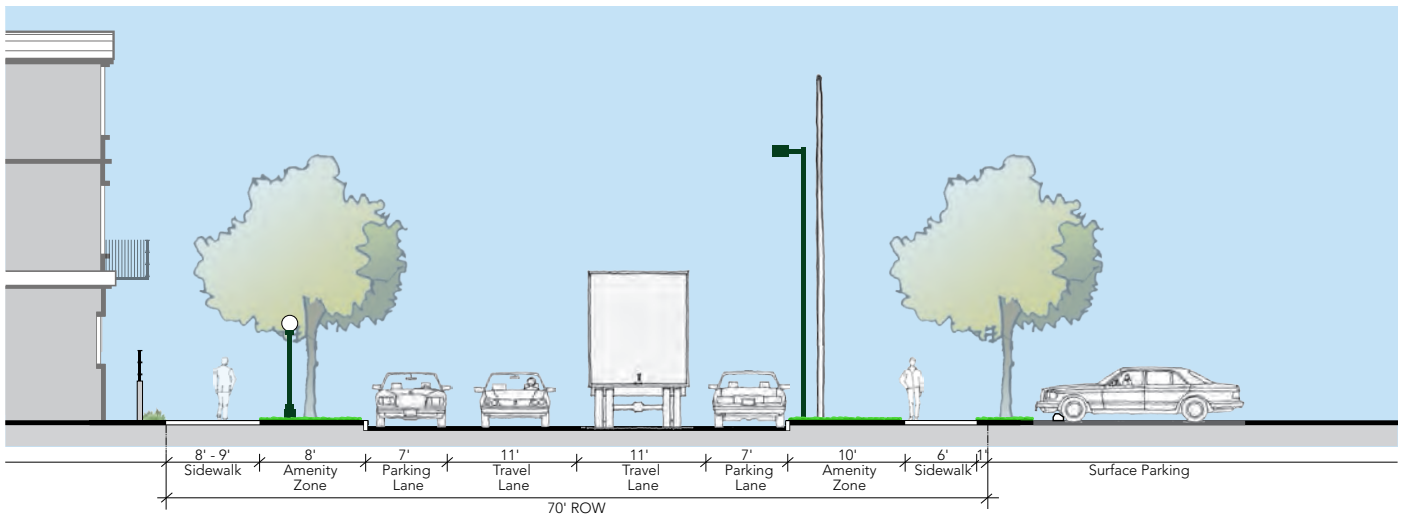
temporary closings for art and food festivals



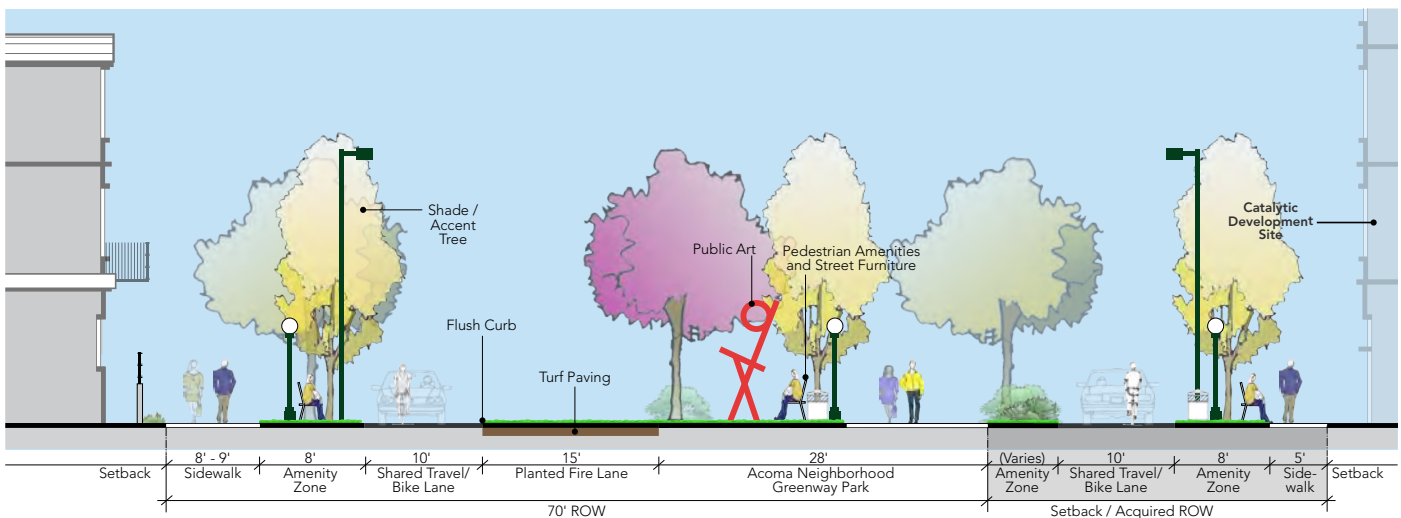
D2. Acoma Neighborhood Greenway

Acoma Street between 9th and 10th avenues could offer an opportunity to create a unique type of neighborhood park space in the southern portion of Golden Triangle. The proposed design below would only work as a private street (a public street would require significant modifications to meet public works and fire standards). *Note: dimensions are approximate. Any implementation of the proposed conditions will require further study to ensure feasibility.*

existing acoma street between 9th and 10th avenues



potential linear park



D3. Safe and Clean

goal

Ensure that the Golden Triangle is safe and clean with well-maintained amenities that foster a livable, productive and attractive environment for residents, workers and visitors.

why it's important

The urban mosaic of uses and users in the Golden Triangle requires the provision of a variety of amenities and services to allow this dynamic environment to function properly. The perception of safety is paramount, and providing and maintaining amenities is essential to creating a lively, vibrant public realm in which all users feel comfortable and secure. In turn, the neighborhood's active streets and opens spaces will allow residents, businesses and visitor attractions to prosper.

projects, policies and programs

D3a. Establish a Golden Triangle Neighborhood advisory committee to explore the next steps for creating organizational and funding mechanisms to support the construction, operations and maintenance of planned improvements and programs (see Implementation Chapter).

D3b. Establish a plan for addressing safety concerns, with clear roles and responsibilities to guide the creation of any new or additional services or entities.

D3c. Work with utility providers to explore the feasibility of relocating overhead utility wires to underground locations.

D3d. Consider regulatory tools, potentially through the updated zoning for the Golden Triangle, that will require existing surface parking lots to meet minimum standards for lighting and landscaping.

D3e. Explore tools, such as a special district, to install and maintain a consistent network of pedestrian lighting to provide visibility and safety in evening hours.

D3f. Encourage the application for becoming a Colorado Creative District and support its application effort.

- Designation as a Colorado Creative District will make the Golden Triangle eligible for grants and technical assistance to aid in design and creation of the Arts and Culture Trail or other cultural amenities.



The Golden Triangle will not achieve its full potential until crime and safety concerns are addressed



implementation



implementation

The Golden Triangle Neighborhood Plan is designed to be implemented over time by a broad spectrum of residents, business and property owners, institutional stakeholders, nonprofit organizations, City planners, and elected and appointed officials. It is a community-driven plan that offers realistic, common-sense and “quick win” solutions to the main concerns identified by stakeholders.

This does not mean, however, that the plan thinks small, or avoids addressing the most pressing, complex or resource-scarce issues. On the contrary, this plan tackles the biggest challenges head on. While some actions will be straightforward and relatively easy to achieve, others will demand significant investment of time and money and will require steadfast commitment on numerous levels.



To be successful, implementation of the broad range of goals in the Golden Triangle Neighborhood Plan will require the implementation of numerous strategies. In some cases, regulatory action and policy strategies may be the best ways to facilitate implementation. In other instances, significant public, private, or joint public-private investment may be required. As always, good **working collaboration between key stakeholders will be crucial**, and where gaps in partnerships exist, the formation of new partnerships will be needed.

This Implementation chapter includes the following major sections:

- A set of **Regulatory Actions and Policy Strategies** that outlines initiatives the public sector can undertake to set the course for change
- Guiding direction for a series of **Partnerships** that can help steer the course for implementation
- A compilation of **Investment Strategies** that will help in financing plan actions and strategies

Note: these categories are intended as guides only; in reality, many goals in this plan will require actions and strategies in more than one – and perhaps all three – categories for their implementation to ultimately prove successful.

regulatory actions and policy strategies

Regulatory and policy strategies are a critical first step in creating an effective pathway to positive change over time.

Small changes in regulations and policies can have big impacts, both in the short-term and over the accrual of many years worth of policy implementation. Strong and actively-managed regulations are critical in assuring that the Golden Triangle preserves what it wants to preserve and grows the way it wants to grow.

On the other hand, policy flexibility is important to enable and encourage new, creative approaches to solving enduring problems that existing policies and regulations may not have been able to fix, or may even have made worse. Supporting this policy creativity is especially important in the Golden Triangle, because it is a hub of creativity, arts, culture, and new energy within Denver. Doing so will help ensure that local government is a partner rather than an impediment to the new approaches, ideas and solutions that the neighborhood demands.

The policy and regulation recommendations that follow offer common-sense regulatory changes and proven policy solutions. They seek to offer steadfast support to preserve and strengthen the best things going for the Golden Triangle, while remaining flexible in approach and intent to help encourage and make possible a wide range of new directions to come.

Any plan without the force of policy and law behind it risks sitting on a shelf, ineffective and unused. It is therefore critical for the City of Denver to adopt the simple change of making the Golden Triangle Neighborhood Plan itself into a policy, requiring that all future development and change be consistent with the goals, policies, and strategies set forth within this plan. It is especially crucial that all plan elements are incorporated into any future Catalytic Development project encouraged in this plan.

Recommended Regulatory Actions and Policy Strategies are shown at right and described in detail on the following pages.



key next steps

- Update D-GT zoning to the Denver Zoning Code context-based and form-based approach.
- Shift current floor area ratio (FAR) regulations to form-based tools, such as flexible façade articulation and upper-story step backs (see strategies A2a. and A2b.).
- Explore tools to encourage the reuse of existing buildings.
- Evaluate the required vehicle parking ratios appropriate for the neighborhood given its placement in the Downtown Neighborhood Context.
- Incorporate minimum standards for parking lot landscaping and pedestrian lighting and explore ways for existing parking lots to comply.

zoning code updates

Denver's Zoning Code, recently updated in 2010, sets forth many forward-thinking zoning policies and regulations that can be used effectively in advancing the goals of the Golden Triangle Plan. The regulations and policies contained within the Denver Zoning Code are intended to provide clear guidance and a context-based approach to regulation, and should be used as tools to help promote the goals of the Golden Triangle. The Golden Triangle will retain its designation in Blueprint Denver as an Area of Change, as well as the Blueprint Denver concept land use designations.

Aligning and updating the Golden Triangle's existing regulations with the Denver Zoning Code's context-based and form-based approach is an important first implementation step. This will help increase predictability, and ensure building form requirements that clarify and support the neighborhood's design context. The updated D-GT zoning would remain in the Downtown Neighborhood Context in the Denver Zoning Code.

The revised D-GT zoning should incorporate the recommended zoning strategies under A2. This includes tools such as requiring pedestrian-active uses at the ground floor to ensure a quality pedestrian experience, as well as tools such as an upper-story mass reduction and/or upper-story setbacks to encourage access to views and sunlight. The updated zoning should include requirements for parking lot landscaping and pedestrian lighting and explore ways for existing parking lots to comply.

An important goal for the new zoning should be to ensure the continued stewardship of the Golden Triangle's diverse historic resources and to maintain neighborhood identity. Regulatory tools that encourage and enable the reuse of existing buildings, such as parking reductions and the Transfer of Development Rights (TDR), should be evaluated as effective means for preserving the neighborhood's varied design context while providing affordable opportunities for startup businesses, galleries, artists and new residents. The updated zoning should also explore tools to encourage the provision of privately-owned public gathering spaces, such as parklets and plazas, as part of new development.

urban design guideline updates

With its rich culture and vibrant creative arts sector, the Golden Triangle has unique needs and goals that demand a sensitive approach to design. The approach must be one that holds design and development to a high standard and at the same time flexible enough to enable and even encourage the unexpected and unknown.

Carefully crafted and thoughtfully implemented urban design guidelines will create the conditions for both big, bold new Catalytic Development of the highest design quality, as well as small, unique and artistic changes to the public and private realms – even whimsical, unplanned events, and “tactical urbanism” interventions (tactical urbanism is loosely defined as inexpensive, small-scale projects that increase livability and inspire long-term change to the built environment). Guidelines crafted in such a way will create conditions such that visitors may find a world-class art museum on the same block as a one-of-a-kind neighborhood bike corral designed by a local merchant, welded by local metal artisans, and “yarn-bombed” by the neighbors.

Existing design guidelines should be updated to work with the updated D-GT zoning to ensure that the height and overall mass of new development preserves the neighborhood’s diverse design context, considers area landmarks, and is compatible with adjacent, smaller-scale buildings. At the same time, design guidelines should introduce a range of options, including flexible façade articulation, upper-story step-backs and other tools. These will help ensure that the overall building mass of new development is compatible with the diverse range of existing building scales.

It is also crucial to update the existing design guidelines in key areas to help shape new development so it is consistent with the vision for an Eclectic, Connected, Creative and Livable neighborhood.

Existing design guidelines should be coordinated with updated zoning regulations, and any areas in the guidelines that do not adequately promote current design objectives should be addressed. In particular, guidelines that ensure pedestrian-oriented, context-sensitive design solutions applied to all new public capital improvement and maintenance projects should be adopted.

key next steps

- Update outdated design guidelines within the Design Guidelines for Golden Triangle Zone District (adopted in 2002) that are not consistent with the Neighborhood Plan vision and do not promote the goals of the neighborhood. Key areas for improvement include ensuring a quality pedestrian experience and encouraging new development to respond to the surrounding context, including cultural landmarks and historic assets.

Context-sensitive design guidance should be provided for particular and unique neighborhood subareas such as the Broadway/Lincoln Avenue frontage, the southern tip of the neighborhood, and the neighborhood core. Development strategies that are consistent with Plan objectives should also be illustrated. Urban design tools that address the street level design of new development, including transparency, entrance location, façade articulation and height at the sidewalk edge, are critical to ensuring a vibrant public realm. Pedestrian connections through larger new developments should be promoted and, whenever appropriate, required, to improve accessibility to open space, parking areas, the Cherry Creek Greenway, and other potential new neighborhood amenities such as the Acoma Neighborhood Greenway and the Arts and Culture Trail.

Finally, to ensure safety and enhance crime prevention, streets, parks, plazas and open spaces should be designed using design principles, to ensure that buildings provide “eyes” on the space through placement of windows, doorways and active uses, and include appropriate landscape design, adequate lighting, and active programming.

public realm and public art guidelines and requirements

Many of the Neighborhood Plan's recommendations for enhanced public spaces, including new public gathering spaces and pocket parks, will require private partners for implementation. Existing entities - such as business owners, property developers, and cultural institutions - as well as new entities, such as a special district that may form in the future, will be the best actors to implement and maintain quality public spaces over time. At the same time, the City should evaluate and revise policies, rules, and regulations that relate to the public realm and public art in order to allow and promote investment in enhanced public spaces.

Through the updated design guidelines, privately-owned public spaces on private property should be encouraged to accommodate active uses and to highlight pedestrian connections, primary building entrances, public art, stops on the Arts and Culture Trail, or views to historic and civic buildings.

Public Works Rules and Regulations should be updated, as needed, to enable the bold rethinking of the public realm that is called for in many of the Neighborhood Plan's goals. Parklets, adding new arts and cultural elements to the public right-of-way, and "closing" street stubs to cars in order to "re-open" them as new open space (as identified for the Speer Triangles), are among the bold, transformative goals intended to foster civic engagement and rethink use of the public realm. Existing rules and regulations may need to be rethought to make the most efficient transition of these spaces to the proposed new uses.

Policies that encourage or require the incorporation of public art into development, streetscape and park improvements should likewise be examined to assure they promote public art to the greatest extent possible in all Golden Triangle development. Public art should be integrated into both public and private development, not as an afterthought but as a central and important part of any new project.

key next steps

- Identify opportunities for private partners, including business owners, property developers, cultural institutions, and future special districts, to fund and maintain public spaces including plazas, parklets, and public art.
- Update existing regulations, including Public Works Rules and Regulations, the City's Public Art Program, and Design Guidelines for the Golden Triangle and Civic Center, that are specific to public space and public art to make them consistent with the vision and goals.
- Update and streamline existing public event, block party, and temporary street closure regulations and permitting to encourage arts and culture programming and activities on streets and in the public right-of-way.
- Revise Public Works regulations, as needed, to permit parklets in the right-of-way across from businesses.
- Create a City Parklet Guide to inform development of parklet spaces.

key next steps

- Evaluate all parking policies to ensure they align with and contribute to the multi-modal travel goals in the City's Strategic Transportation Plan.
- Manage available public parking supplies by utilizing the tools and strategies identified in Denver's Strategic Parking Plan (SPP)
- Introduce new parking options that serve a variety of stay-duration needs and different modes.
- Promote a "park once" environment by creating a universally managed, intuitive parking system so that all on- and off-street parking inventory works together as a system.
- Construct a landmark parking facility as needed with area partners as demand and activity increases in the neighborhood.

parking policies

Policies to guide the supply and utilization of on- and off-street parking are among the most critical aspects of ensuring that the Golden Triangle continues to transform into a vibrant neighborhood and prevents it from simply becoming the "parking lot" for Downtown.

Large gaps currently exist in the urban fabric from the many large parcels being used as surface parking lots today. These surface parking lots consume substantial, valuable land within the neighborhood and can often contribute to a poor environment for pedestrians due to a lack of investment, absence of streetscape amenities, and low street activation. Smart parking management policy decisions, as well as active and forward-thinking management strategies, will play a crucial role in repairing and transforming the urban fabric.

Parking policies should be implemented with the overarching goal of managing on-street and off-street public parking supplies to best support the adjacent activities and overall quality of life in the Golden Triangle. They should also be designed to help support the multi-modal travel goals in Denver's Strategic Transportation Plan.

To achieve the plan's goals the management tools in the City's Strategic Parking Plan should be utilized to achieve the identified economic, social, placemaking and design goals in this plan.

green infrastructure policies

Several corridors within the Golden Triangle are identified as key green streets, including 12th Street and Acoma Street, the latter of which has a special identification as the major Neighborhood Greenway. Designating streets as “green streets” is a worthy goal, but too often the idea is used without real understanding or specific criteria. This Neighborhood Plan aims to encourage policy changes that will help ensure green street designations in Denver have clear expectations and specific intent for the particular streets selected. It is the goal of this plan that its green streets designations are implemented by policy guidelines that will ensure the development of green streets into unique roadways that are distinct from “standard” streets.

Green streets policies should detail the specific goals of green streets in Denver. Green streets can take advantage of worldwide best practices and the latest innovations in green infrastructure, sustainable energy use, stormwater management, and green street design, among other key ideas.

key next steps

- Adopt green streets policies to ensure that they are held to a high standard, with clear aims and measurable goals, and innovative ideas from best practices around the world.
- Designate 12th Street and Acoma Street as “green streets”, to open all potential new incentive programs to owners and ensure all future development is held to the green street standard.
- Explore the formation of a Special Improvement District in the Golden Triangle, which would charge a special assessment on property. Revenue generated could help finance streetscape improvements.



partnerships

The best plans are the product of extensive feedback and input from a variety of groups working toward collective goals and aims.

Long after a plan is adopted, partnerships formed during the plan process can remain among the best new assets for which a plan can claim responsibility. Partnerships can play key roles in accomplishing and implementing particular plan goals, and indeed in some cases may be the only realistic or feasible way to solve a problem or implement a policy. The Golden Triangle Neighborhood Plan encourages the strengthening of all existing partnerships that contributed to the creation of the plan. Key new partnerships have been identified in this plan and will be critical to ensuring success on several important fronts. Recommended partnerships strategies are shown at left and described in detail on the following pages.

**Golden Triangle Neighborhood
Advisory Committee**

Transit Partnerships

Arts and Culture Trail Partnership

New Colorado Creative District

golden triangle neighborhood advisory committee

This plan calls for the creation of a new Golden Triangle Neighborhood Advisory Committee (GTNAC). This critical step will keep the momentum moving forward on all aspects of this plan, and will help strengthen the bonds formed between stakeholders during its creation. After formation, the committee can continue to work collaboratively to explore the next steps for creating organizational and funding mechanisms to support the construction, operations and maintenance of planned improvements and programs within the Golden Triangle (see strategy D3).

A priority task for the Committee would be to explore potential organizational structures, such as a Business Improvement District or other special district, that could help to fund and maintain key plan recommendations in the future. The special district would need to cover all or most of the neighborhood and could play an essential role in funding and maintaining public improvements including pedestrian lighting, street and streetscape improvements, and public art.

transit partnerships

Extending RTD's Free MetroRide into the Golden Triangle is an essential plan recommendation. Implementation will require partnerships between RTD, DRCOG, and the City and County of Denver, and key private sector partners such as the Downtown Denver Partnership, the Denver Art Museum, private property owners, local business owners, and any future special district that might be formed in the Golden Triangle. See more on page 106 for potential public-private funding sources.

Golden Triangle stakeholders should also explore partnerships with businesses, residents, landowners, and civic associations in the Cherry Creek area to continue work on a private shuttle connection between Denver Union Station and Cherry Creek, which would help to bring visitors to and throughout the Golden Triangle.

key next steps

- Create a new Golden Triangle Neighborhood Advisory Committee, and select members to serve on Committee.
- Define Committee charge, goals and priorities.
- Through the Committee, explore future organizational and funding mechanisms, such as a Business Improvement District, that could implement key plan recommendations.

key next steps

- Identify joint-funding partnerships to extend RTD's Free MetroRide service into the Golden Triangle neighborhood, utilizing the new bus lanes on Broadway and Lincoln Avenue.
- Partner with Cherry Creek area stakeholders to explore a potential private shuttle, or circulator, connection between Denver Union Station and Cherry Creek.

key next steps

- Encourage local arts and cultural institutions to spearhead the organization of a new Arts and Culture Trail Partnership. This organization should work with stakeholders, residents, business owners, artists, developers, and the City to design and create a new pathway to connect the neighborhood's civic facilities, historic sites, museums, theaters, galleries, and related uses.
- Implement the Arts and Culture Trail to encourage and enhance walking and biking between neighborhood destinations, nearby districts, and greater Downtown Denver. Explore potential funding sources that connect art and placemaking such as the National Endowment for the Art's Our Town Grant.

key next steps

- Support the Golden Triangle Museum District in its application to become a Colorado Creative District.
- Engage Civic Center Conservatory in recommendations to continue the improvement of Civic Center Park

arts and culture trail partnership

This plan calls for the creation of a new Arts and Culture Trail to connect the area's many arts and cultural facilities. Making this creative vision a reality will depend on the work of many different stakeholders. It will demand a strong lead organization, with funding from both the private and public sectors, which has access to resources and represents the interests of the collective stakeholders. A new Arts and Cultural Trail Partnership could serve as the lead organization dedicated to building and maintaining the trail. This organization will oversee all aspects of trail development, fundraising, management, and maintenance, and ensure that the new pathway aligns with the neighborhood vision and goals. The Partnership will ensure that the path connects to facilities and venues within the Golden Triangle as well as outside the neighborhood, such as the Sante Fe Arts District, 16th Street Mall, 14th Street cultural corridor, Denver Union Station, LoDo, Central Platte Valley, and Capitol Hill.

golden triangle museum district: a new colorado creative district

This plan calls for the City and stakeholders to encourage and support the Golden Triangle Museum District in pursuing designation as a Colorado Creative District. A designation will align with the Neighborhood Plan's many goals related to its unique identity as a place for the creative arts. Designation as a Colorado Creative District will also make the Golden Triangle Museum District eligible for grants and technical assistance to aid in design and creation of the Arts and Culture Trail, as well as other arts and cultural amenities. Additionally, a Colorado Creative District designation offers the potential to further brand the Golden Triangle as a creative district located in the heart of Denver. Even prior to designation, the Golden Triangle Museum District can play a key role in implementing plan recommendations related to arts, culture, and creativity.

investment strategies

The range of new infrastructure development outlined in the Golden Triangle Neighborhood Plan will require significant investment in both capital cost and ongoing maintenance.

Significant public investment will be needed to redesign and upgrade outdated streets, parks, and other infrastructure to achieve plan goals. Key investment strategies are needed to secure funding sources that will cover the capital and ongoing costs of new and current investments. Public-private partnerships will be critical for other needs and plan goals. Private investment will be important in helping to shape the public and private realms to the standards the plan sets forth.

Recommended Investment Strategies are shown at right and described in detail on the following pages.



New and Ongoing Funding Sources

Public-private Partnerships

Network-level Public Investment

**Corridor-level Investment:
Acoma Neighborhood
Greenway**

**Corridor-level Investment:
Speer Boulevard**

**Corridor-level Investment:
Broadway-Lincoln Couplet**

key next steps

- Identify district funding options to support ongoing maintenance and capital improvements of existing and proposed enhancements within the neighborhood.
- Identify and implement a public financing funding mechanism(s) to raise revenue to build and/or maintain planned neighborhood amenities such as streetscape, parks and plazas, parking, and safety services.
- Identify joint-funding partnerships to extend RTD's Free MetroRide service into the Golden Triangle neighborhood, utilizing the new bus lanes on Broadway and Lincoln Avenue.
- Explore funding opportunities through organizations such as the National Endowment for the Arts, to finance placemaking through art programs and projects.

new and ongoing funding sources

More than one new funding mechanism may be needed to ensure that civic users, residential and commercial property owners, renters, and visitors collectively and equitably contribute to, and benefit from, the investment called for in this plan. Potential mechanisms include a Community Coordinating District, General Improvement District, Business Improvement District, master home owner/renter association, Metropolitan District, and Parking Benefit District. The Plan recommends exploring all options on the table and pursuing those found to be most beneficial. A joint-funding partnership with local businesses and museums could use Public Improvement Fees (PIFs) or Retail Sales Fees (RSFs). Through PIFS and RSFs, businesses and museums who would benefit from the Free Metro Ride extension, could contribute to the fund through existing sales to customers. The newly-formed Golden Triangle Neighborhood Advisory Committee (GTNAC) can be instrumental in guiding the decision-making process for all new and future funding opportunities. Any new district formed would need to include commitment and financial contribution from tax-exempt landowners, including the City of Denver.

public-private partnerships

Public-private partnerships are an important tool in advancing development goals while sharing the burden of upfront capital and maintenance costs. The Neighborhood Plan identifies several particular areas where public-private partnerships are likely to have the greatest success. It encourages creative thinking in forging other new public-private relationships as needed to achieve the plan's overall goals.

Public-private partnerships are recommended as the best strategy to facilitate incremental change to Colfax Avenue west of Fox Street over time, building upon recent considerable investments. A mix of funding from public sources as well as from future development along this section of Colfax should be used to achieve plan goals. These include strategies that will support new person-trip capacity by enhancing transit service; improve visibility for all roadway users at intersections; introduce new median treatments that identify the entrances into Downtown Denver; and complete the sidewalk buffers, wayfinding, and urban design improvements west of Fox Street with redevelopment projects on both sides of the corridor.

Public-private partnerships for building new creative workspaces should also be encouraged to assure a steady supply of reasonably-priced space and increase the variety of spaces for an array of uses. The construction and operation of a new parking structure is another possible opportunity to leverage public-private partnership investment opportunities.

key next steps

- Identify the preferred funding source for short- and long-term improvements to Colfax Avenue.
- Develop a program to collectively market and lease art and workspaces, by exploring the creation of a master leasing entity to attract innovation businesses to existing properties and/or create a program similar to Denver's Shared Space program for non-profits.
- Solicit an RFP to build a joint venture "landmark" parking facility with one existing surface parking lot owner in the neighborhood.
- Develop an investment in a cash-in-lieu system to pay for parks, plazas and open space development and maintenance.

key next steps

- Leverage investment strategies and funding sources identified by the Denver Moves Plan to fund improvements to complete the bicycle network on streets within the Golden Triangle, including 11th Avenue and Bannock Street.
- Identify funding for the construction of “first and final mile” connections to and from enhanced transit stops that are identified in the Colfax Corridors Connection project.

network-level public investment

Specific long-term public investment strategies are needed to achieve the goals of the plan that are best addressed on a network level. These strategies are closely related to corridor-level investment strategies, but are broader in scope and are often citywide network projects that have segments within the Golden Triangle.

One key network-level investment includes the citywide goal of completing the bicycle network plan, as identified in the Denver Moves Plan. Completing those segments of the bicycle network that are within the Golden Triangle aligns with the goals of the Neighborhood Plan, which seeks to increase trips and encourage new trips for “interested but concerned” bicyclists. For this plan, bicycle network-level investment affects improvements called for on 11th Avenue, Bannock Street, Delaware Street, 13th Avenue, Broadway and Speer Boulevard. The Colfax Corridors Connection project applies to a smaller network project, but a similar goal applies of addressing all “first and final mile” connections to and from enhanced transit stops within the Golden Triangle.

corridor-level public investment: acoma neighborhood greenway

Significant public investment strategies are needed to achieve the goals of the Plan related to key corridors in the Golden Triangle. This includes Acoma Street, which is highlighted for major improvements that will effect its transformation into a major new Neighborhood Greenway. The Plan seeks to leverage public investment to create a specially-designed, green, “slow” street that prioritizes active transportation enhancements such as bulb-outs, improved intersections, and next-generation bike facilities for safe, pleasant, easy walking and biking along its length. The Plan promotes a vision for a transformative new design, offering two bold alternatives design concepts on the section of Acoma between 9th and 10th avenues.

The Plan also calls for leveraging private investment to encourage and stimulate additional investment at key Catalytic Development Sites along the Acoma Street corridor that will complement public investment in the Greenway itself. Through the implementation of a general improvement district (GID), funds could be generated by additional property taxes. Similarly, a special improvement district (SID) could charge a special assessment on all properties, including those that are tax exempt, for a specified amount of time to finance improvements. The SID assessment can be varied based on the proximity to improvements. Both the GID and SID places the pressure on property owners to finance investments along the corridors and at key Catalytic Development Sites. An alternative strategy is the implementation of a public improvement fee or retail sales fee, where local retailers collectively agree to charge a fee that emulates a sale tax. This strategy helps to alleviate the burden of costs off of the residents and property owners.

key next steps

- Implement the Acoma Neighborhood Greenway concept as a north-south connection for walking, bicycling, and neighborhood placemaking (see D2. Acoma Neighborhood Greenway).
- Leverage public investment to boost private development on potential Catalytic Development Sites along and near the Greenway.
- Coordinate with all Green Streets policies to assure the Acoma Neighborhood Greenway aligns with and is designed to Green Streets standards.

key next steps

- Implement traffic calming and control measures to safely manage access to and from the Cherry Creek Regional Trail at signalized intersections for non-motorized users of all abilities and ages.
- Reclaim underutilized portions of the intersecting streets for Speer Triangles that will foster placemaking, art, open space and economic development opportunities (see D1. Connected Open Spaces).
- Provide new bicycle and pedestrian capacity along Speer Boulevard to support “first and final” access to destinations within the Golden Triangle from the Cherry Creek Regional Trail.
- Plan for long-term interventions at the unsignalized intersections of Cherokee Street, 10th Street and 12th Street, that will enhance these open space connections and improve safety for all users.
- Initiate a long-term planning and study process for Speer Boulevard north of Broadway.

corridor-level public investment: speer boulevard

The Speer Boulevard corridor is also targeted for significant public investment to achieve the goals of the plan, specifically those that apply to the Grand Boulevards. Placemaking opportunities, managing access points to the Cherry Creek Greenway, and building sustainable infrastructure that is safe for all modes should all be enhanced along Speer Boulevard. Short-term safety improvements and reclaimed “pop-up” parks are envisioned to offer new public space and lay the groundwork for more long-term investment.

Other long-term investments to be studied further include (1) increasing person trip capacity by planning for future transit services within the existing travel lanes and (2) planning for long-term design changes such as traffic lane reductions and right-of-way reallocation that will calm traffic on Speer Boulevard, give it more gracious edges, improve traffic flow and potential transit operations, and make it a safer, more livable street.

corridor-level public investment:

broadway-lincoln couplet

The vision for the Broadway/Lincoln Avenue corridor includes investments that will enhance the current configuration by introducing new streetscapes, safety features, and mobility improvements that create a unified Grand Boulevard.

These investments should seek to ensure the removal of perceived and real physical barriers of Broadway and Lincoln Avenue between the Golden Triangle and Capitol Hill neighborhoods. The plan recommends rebuilding the current intersections as attractive, well-marked mobility hubs for all modes of travel. New transit “super stops” will allow RTD’s Free MetroRide and other local routes to more effectively serve the area. The introduction of innovative protected bicycle facilities is also recommended to complement economic development efforts.

key next steps

- Fund, plan and initiate appropriate corridor-level studies and plans for the Broadway/Lincoln Avenue corridor, such as traffic and transit studies, cycle track design study, and a community streetscape design and implementation plan.