

Sheridan Station

20-MINUTE NEIGHBORHOOD
IMPLEMENTATION STRATEGY



ACKNOWLEDGMENTS

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Thank you to all the community members and businesses who participated in this process

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TABLE OF CONTENTS

	EXECUTIVE SUMMARY	Key Elements	Replicability to Other Stations	PAGE 1
		Implementation Strategies	How to Use this Document	
01	BACKGROUND	Implementation Objectives	The 20-Minute Neighborhood	PAGE 7
		History	The Planning Process	
		The Catalytic Project	Replicability to Other Stations	
02	EXISTING CONDITIONS	Station Area Conditions and Opportunities		PAGE 13
		Issues and Challenges		
03	PRIORITY RECOMMENDATIONS & TRANSFORMATIVE PROJECTS	Connectivity and Mobility	Destinations and Community Events	PAGE 19
		Housing	Marketing and Branding	
		Jobs	Healthy Living	
04	FUNDING MECHANISMS & IMPLEMENTATION STRATEGIES	Implementation Strategies	Destinations and Community Events	PAGE 39
		Connectivity and Mobility	Marketing and Branding	
		Housing	Healthy Living	
		Jobs		
05	APPENDIX	Market and Demographics	Population Proximity Analysis	PAGE 53
		Related Plans	Existing Sidewalk Conditions	



RTD

SHERIDAN STATION

280

GOLDEN

pping up
a healthier you
Colorado Employees:
with you to help you live a healthier life
tools, resources and programs you

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

This document is about action. It puts forth specific implementation projects and strategies for the Sheridan Station area that are the building blocks to creating a 20-Minute Neighborhood.

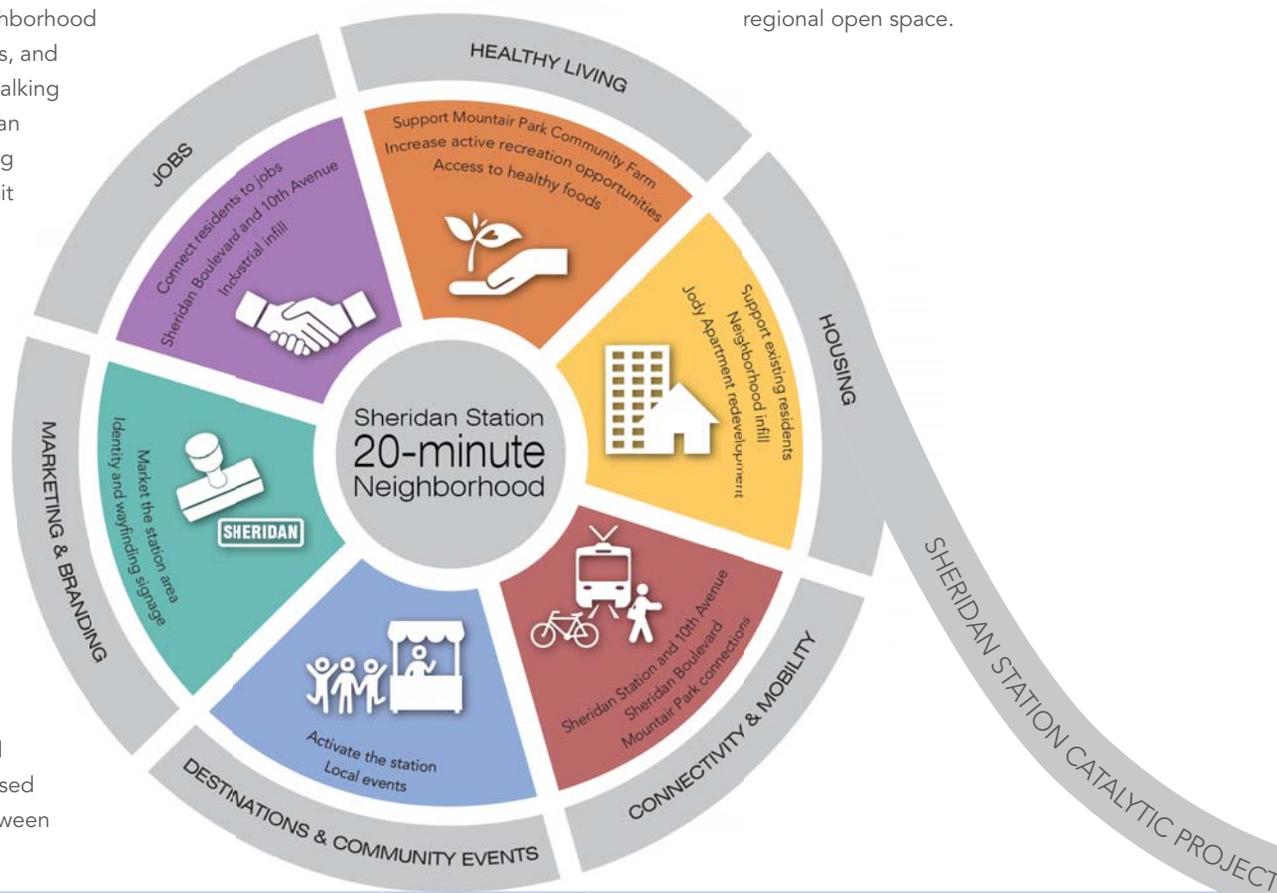
What is a 20-Minute Neighborhood? It's a neighborhood where residents have safe and convenient access by walking, bicycling, or transit to many of the places and services they use daily, including local markets and other neighborhood serving businesses, restaurants, schools, and parks within a half-mile or 20-minute walking distance, and in the case of the Sheridan Station 20-Minute Neighborhood, using the Sheridan light rail station as a transit hub. In short, it's a neighborhood where residents can have a high quality of life without needing to own a personal vehicle – either because they can't afford to or because they choose not to. Living in a 20-Minute Neighborhood has many benefits. Residents have more personal disposable income when vehicle ownership and maintenance is not a factor and also have the potential for improved personal health when shopping and errands can be completed within a short walk or bike ride. There is the potential for improved local air quality with reduced vehicle emissions, and there are increased opportunities for social interaction between

neighbors. A 20-Minute Neighborhood is also supportive of growing a local economy where residents in the area can easily walk or bike to meet their daily needs and support local businesses

The Sheridan Station 20-Minute Neighborhood study area encompasses approximately 1/2 mile radius around the station, and includes almost equal

portions of Denver and Lakewood.

The Sheridan Station area has many positive assets that support its transformation. It has well-established neighborhoods and commercial areas with a mix of uses. Besides automobile access, it is also served by an extensive trail network, a new park and ride, and now by light rail. It also has nearby parks, a variety of schools, and is adjacent to regional open space.



The area also has another important asset: Opportunity. There are large and small tracts of undeveloped land that can help preserve its rural character or be utilized for additional development. The light rail service itself is a huge opportunity to attract residents, businesses, and workers that will take advantage of very short travel times to and from downtown Denver and job centers to the west at the Federal Center and Jefferson County Government Center, as well as several institutions of higher learning including Red Rocks Community College, Rocky Mountain College of Art + Design, and the Auraria Campus.

Notwithstanding the assets and opportunities of this neighborhood, new and re-development has been slow to respond. This may be due to a variety of factors: the only-recently recovering economy, a lack of major developments at other stations, the low visibility of this station, or perhaps even the 'worn around the edges' image of the commercial areas of the neighborhood.

This plan addresses many of the potential obstacles, and presents recommendations that, layered together, will help build the foundations of the Sheridan Station 20-Minute Neighborhood.

Key Elements



Connectivity & Mobility: The circulation network for Sheridan Station includes improved streets, which provide increased identity and connectivity for the surrounding neighborhoods. Pedestrian and bicycle connections augment the street system providing a multimodal level of connectivity and access to the station.



Housing: The Jody Apartment redevelopment is currently being designed as mixed income high density housing, which is anticipated to be a catalytic development for the entire neighborhood.



Jobs: Many stakeholders have identified this area as an ideal location for neighborhood-serving businesses, as well as creative industries and clean industrial employment near 6th and Sheridan due to its regional ease of access, including US 6, West Colfax Avenue and the light rail. This corridor is only minutes away from downtown Denver, Golden, and much of metro Denver.



Destinations & Community Events: The plan incorporates a hierarchy of potential destinations that support a strong and vibrant community life, providing gathering opportunities and amenities for a variety of users. There are many locations that could become community destinations with improved design such as the Dry Gulch, the Sheridan Station Plaza, the

Holiday Shopping Center, and Mountair Park. The spaces could attract community events such as Hispanic celebrations, bicycle and running events, and farmers markets.



Marketing & Branding: One of the major goals of the 20-Minute Neighborhood effort is to improve the identity of the neighborhood. A priority implementation recommendation is to develop neighborhood branding that increases awareness and identity of the Sheridan Station, and the Two Creeks, West Colfax, and Villa Park neighborhoods that surround the Station.



Healthy Living: This plan recommended the newly implemented Mountair Park Community Farm. This is just one of many recommendations that will provide residents of the surrounding neighborhoods with opportunities for increased access to healthy food and recreation opportunities.



Implementation Strategies

The following implementation strategies offer specific solutions that relate to one or more of the aforementioned key elements. They're specific to the Sheridan Station 20-Minute Neighborhood and can be replicable to other stations.

1. Improve conditions for people walking and bicycling through the neighborhood and to the station.
2. Stimulate specific neighborhood infill opportunities consistent with adopted plans for each jurisdiction.



3. Pursue forming a Development District surrounding the station area in order to facilitate management and potential funding assistance.
4. Create and develop a 'champion' to support appropriate development for the area near 10th & Sheridan.
5. Pursue equitably sharing the cost of infrastructure and drainage improvements

6. Work with area property owners (residential and commercial) to utilize available tools/funding opportunities to improve their homes and businesses.
7. Identify/focus public investments in the Sheridan area to maximize quick impact.



8. Foster a greater sense of community—to improve cooperative problem solving, and to encourage support of local businesses.
9. Increase the visibility of the station, and raise the image and identity of the surrounding area.



10. Improve access to healthy foods.

Replicability to Other Stations

Many of the recommendations for the six major elements described above are replicable to other rail stations along the West Line as well as other stations in the RTD regional system. In particular, the 20-Minute Neighborhood concept itself is one that could be applied to similar community-oriented transit station areas where there is a desire and need to connect residents to transit, daily services and amenities, and to provide opportunities for a healthy lifestyle. Some elements of the wheel may be more relevant than others depending on the community, and additional elements may also be appropriate that weren't as relevant for building the Sheridan Station 20-Minute Neighborhood. Other key recommendations that could be replicated elsewhere include:

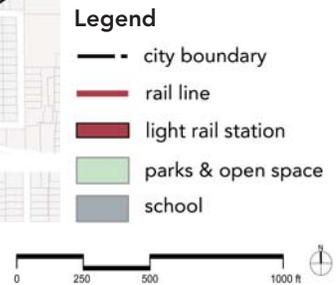
- Prioritization and implementation of critical last-mile connections
- Creating identity/branding and placemaking for each station area to ensure a diverse network of stations and neighborhoods throughout the fastracks system.
- Transformation of vacant or underutilized public space to provide healthy food access, community gathering space, and/or other neighborhood-serving amenities. Underutilized public space exists near many station areas. If used creatively, and with supportive partners on board, these spaces can be transformed into an important asset for the neighborhood. The Mountair Park Community Farm is just one

of many examples of an idea that could be implemented to transform public space near other station areas.

How to Use This Document

- To find the highest priority recommendations, and the relatively easy-to-accomplish “quick wins,” **go directly to Chapter 3: Priority Recommendations and Transformative Projects.** The Strategies and Actions here are organized by the elements of the “20-Minute Neighborhood.”
- To see ALL of the recommendations, **go to Chapter 4: Implementation Projects and Funding Mechanisms.** A table for each element identifies project descriptions, relative priorities and/or timeframes, responsible parties, funding strategies, and project costs where appropriate.
- To understand the context and impetus for this document, **go to Chapter 2: Background.**
- To find the plan’s additional details, **go to the Appendix.**

SHERIDAN STATION
20-MINUTE NEIGHBORHOOD







BACKGROUND

01

philanthropic and academic organizations) are working together to address one of our region's most pressing and exciting challenges: leveraging the \$6.7 billion investment in the FasTracks transit system.

SCI's overarching goal is to align investments, programs and policies to maximize the benefits that result from the region's investment in transit. Through this effort DRCOG anticipates helping bring about a region with greater access to job opportunities across the entire income spectrum, lower combined transportation and housing costs, reduced consumption of fossil fuels, and reduced strain on our air and water resources. Ultimately the vision is to develop concentrated, mixed-use, pedestrian- and bicycle-friendly "urban centers" along transit lines that allow residents to easily access their daily needs without having to get into a car.

The Catalytic Project

The SCI effort includes corridor implementation activities. As part of these efforts, each corridor selected a specific site that offers the potential for transformational changes as a catalytic project. These projects will serve as a template for future sites to expand upon and may include planning for new retail and restaurants, additional job opportunities, diverse housing availability, and more ways to incorporate a healthy lifestyle.

The West Line Corridor Collaborative (WLCC) is the entity responsible for carrying out the SCI catalytic project along the West Line Corridor. The WLCC is a multi-jurisdictional and multi-agency non-profit partnership of public and private agencies coordinating efforts to attract quality investment and support livable communities along the West Line, located within the Cities of Denver, Lakewood and Golden and unincorporated Jefferson County. The WLCC selected the Sheridan Station area for the catalytic project because of its location on the border of Lakewood and Denver. The location of the station, straddling two jurisdictions and bisected by a state highway, has led to some individuals in both communities feeling as though the area has been ignored over time. The catalytic project effort has provided an opportunity for a fresh look at the area by engaging new stakeholders, while continuing to work with previously invested stakeholders to implement ideas expressed through earlier planning efforts for the Sheridan Station. The diversity of stakeholders in the station area lends itself to the site having immense opportunity as a location for collaborative, interjurisdictional and interagency partnerships.

The 20-Minute Neighborhood

The vision for the area around Sheridan station was established in the preceding plans, and confirmed in this process – to bring about a mixed-use neighborhood center, with a predominantly residential focus.

A "20-MINUTE NEIGHBORHOOD:"

Residents within approximately 1/2 mile (a 20 minute walk) have easy, convenient access by walking, bicycling, or transit to many of the places and services they use daily, including local markets, other neighborhood serving businesses, restaurants, schools and parks.





Community members discussing the aspirations for the station area



An extensive community outreach process helped shape the implementation recommendations

Supporting that vision for the Sheridan Station are a range of specific objectives that can best be summarized in the concept of a “20-Minute Neighborhood ” (see inset). The elements of a 20-Minute Neighborhood are categorized in six key areas as described below:

The 20-Minute Neighborhood Implementation Strategy builds on the adopted Lakewood and Denver Sheridan Station area plans and adds a greater level of detail for implementation.

This document lays out actions that can result in real, on-the-ground changes in six key areas:

CONNECTIVITY & MOBILITY | Access for all ages and abilities, specific locations for walking and bicycling improvements, and a plan of action of how to build or obtain them (including bike share and car share programs).

HOUSING | Opportunities, partnerships, and locations for a variety of housing types and programs to help residents with the rehabilitation of existing homes.

JOBS | Strategies that improve and support existing business and align them with neighborhood needs, as well as development of new neighborhood businesses and jobs. Recommendations for marketing and promoting this neighborhood as a short train ride to regional job centers.

DESTINATIONS & COMMUNITY EVENTS | A hierarchy of potential places and events that support a strong and vibrant community life,

providing gathering opportunities and amenities for a variety of ages and interests, including Hispanic celebrations, bicycle and running events, and farmers markets.

MARKETING & BRANDING | Strategies to improve the identity of the neighborhood. A high priority recommendation is to develop a unique neighborhood “brand” that increases awareness of the Sheridan Station, as well as the Two Creeks, Villa Park and West Colfax neighborhoods that surround the Station.

HEALTHY LIVING | Opportunities to increase access to healthy food for people living and working in the Sheridan Station area. The Strategy also identifies critical food access partners and locations for food production and sales.

This document identifies and adds detail to specific catalytic actions in each category that can result in real, on-the-ground changes—that can overcome the barriers and lack of market inertia that are holding back the potential of the Sheridan Station neighborhood.

The Planning Process

Over the course of five meetings, the MIG team worked closely with the Project Steering Committee (PSC) which was made up of representatives of:

- City of Lakewood: Planning, Public Works, Community Resources, Economic Development
- City of Denver: Planning, Public Works, Parks, Economic Development, Business Development

- Denver Housing Authority (DHA)
- Metro West Housing Solutions (MWHS)
- NEWSED Community Development Corporation
- Regional Transit District (RTD)
- Urban Land Conservancy (ULC)

The MIG team led 8 public workshop meetings during the 12 month process which found consensus among local residents and area stakeholders as to implementation priorities for the station area and surrounding neighborhoods.

During the community workshops, and seven PSC meetings, dozens of community members discussed their aspirations for the station area and the local neighborhoods. Participants identified a vision, challenges, and opportunities related to: land use, urban design, circulation, walkability, economic development, health, livability, and safety. Engaging map-based exercises provided participants with a canvas for exploring areas of importance, areas of concern, and areas for improvements. This input led to the recommendations found later in this document.

Replicability to Other Stations

Many of the recommendations for the six major elements described above are replicable to other rail stations along the West Line as well as other stations in the RTD regional system. In particular, the 20-Minute Neighborhood concept itself is one that could be applied to similar community-oriented

transit station areas where there is a desire and need to connect residents to transit, daily services and amenities, and to provide opportunities for a healthy lifestyle. Some elements of the wheel may be more relevant than others depending on the community, and additional elements may also be appropriate that were not as relevant for building the Sheridan Station 20-Minute Neighborhood. Other key recommendations that could be replicated elsewhere include:

- Prioritization and implementation of critical last-mile connections
- Creating identity/branding and placemaking for each station area to ensure a diverse network of stations and neighborhoods throughout the fastracks system.
- Transformation of vacant or underutilized public space to provide healthy food access, community gathering space, and/or other neighborhood-serving amenities. Underutilized public space exists near many station areas. If used creatively, and with supportive partners on board, these spaces can be transformed into an important asset for the neighborhood. The Mountair Park Community Farm is just one of many examples of an idea that could be implemented to transform public space near other station areas.



Development near Lamar Station



The Urban Land Institute Technical Advisory Panel provided valuable implementation financing input





EXISTING CONDITIONS

02

02: EXISTING CONDITIONS

Station Area Conditions and Opportunities

The Sheridan light rail station project area is located approximately 3 miles west of Downtown Denver on the border between Denver and Lakewood. The “20-Minute Neighborhood” area extends approximately one-half mile from the station (see map). Sheridan Boulevard, which bisects the study area, is, with a few exceptions, the boundary between Lakewood and Denver (with the exception of the small area south of Lakewood Dry Gulch where the RTD Parking Structure and Jody Apartments are located).

ASSETS

The Sheridan Station area has many positive assets that support its transformation.

The Sheridan Station area is accessible to the region via Sheridan Boulevard, Colfax Avenue and Sixth Avenue.

The approximately 150-block study area is composed of a surprisingly wide variety of uses: stable residential neighborhoods, a cluster of industrial uses near 6th Avenue and Sheridan, and commercial and retail uses focused on Colfax Avenue and Sheridan Boulevard.

The three residential neighborhoods—Two Creeks (Lakewood), West Colfax (Denver) and Villa Park (Denver)—are primarily made up of single-family homes with a mix of small scale apartment buildings. There are 3 schools in the study area – Molholm Elementary, Cowell Elementary, and Beth Jacob which is a small, private Orthodox Jewish high school.

Light industrial, manufacturing, and small scale flex uses are concentrated around the southern edge of the study area, extending west from Sheridan Boulevard to Harlan Street. Neighborhood-serving commercial uses include a few small restaurants and bars at 7th and Sheridan, an Hispanic market, a 7-Eleven convenience store, and a Walgreens drug store at Colfax and Sheridan. Commercial uses on Colfax are dominated by small used car dealerships and automobile repair shops. At the intersection of 10th and Sheridan, there is a gas station, law offices, a Dollar Store, Aaron’s and the Holiday Shopping Center, whose tenants consist of a Hispanic bakery, a barber shop, liquor store, nightclub, and a pawn shop.

There are three small city parks located in the study area: Mountair Park in Lakewood and Martinez Park and Nettie Moore Playground in Denver. The east-west running Dry Gulch and Lakewood Gulch provides a large, publicly accessible open space in the center of the study area and immediately adjacent to the station area. The Dry Gulch Trail connects to over 100 miles of regional trails via the South Platte River trail 2 miles to the east.

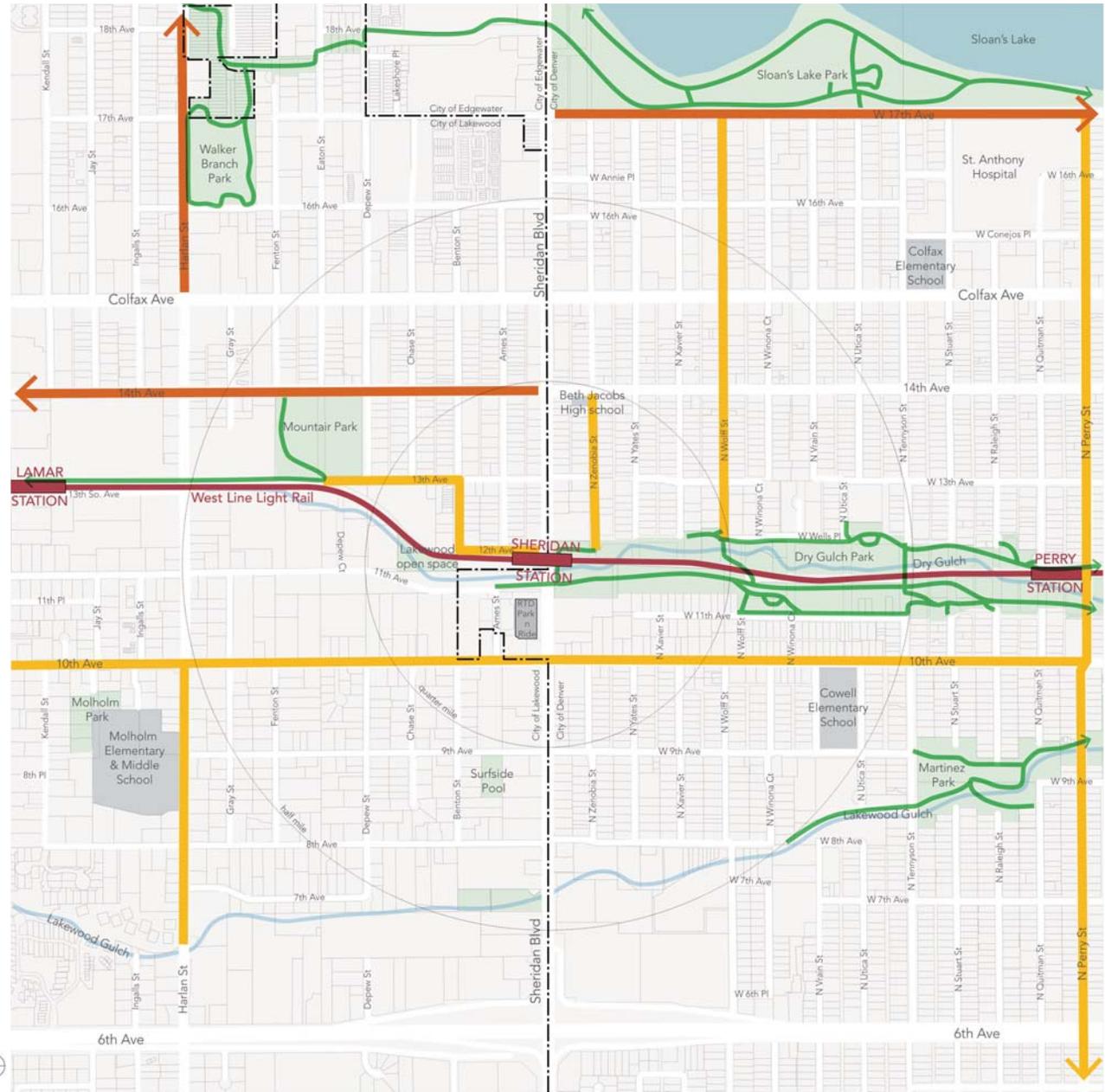


West Line Corridor

EXISTING CONDITIONS

Legend

-  city boundary
-  rail line
-  light rail station
-  parks & open space
-  school
-  existing bike lane
-  existing bike route
-  existing bike / ped path





Sheridan Boulevard has many pedestrian challenges including missing sidewalks and unmaintained sidewalks

There are a number of vacant tracts of land near the station that offer the potential of new uses that can take advantage of proximity to light rail, as well as uses that will further enrich the neighborhood.

Issues and Challenges

Notwithstanding the assets and opportunities of this neighborhood, new development and re-development have been slow to respond. As identified in previous plans as well as through this planning process, there are a number of challenges that need to be addressed to spur neighborhood revitalization that can take advantage of the West Line investment.

The items below were identified in stakeholder interviews with businesses, agencies, health organizations, neighborhood meetings, and the Project Steering Committee.

CONNECTIVITY AND MOBILITY

Generally the biggest mobility challenge within ½ mile of the Sheridan Station is the lack of sidewalks and connections to the station, particularly from areas west of Sheridan where land uses have historically been more rural and agricultural in nature.

Sheridan is difficult to cross due to high traffic volume.

Connecting Ames and Benton Streets between 10th and 11th Avenues is difficult and costly due to steep terrain.

Lakewood and Denver do not have consistent street standards.

Colfax is difficult to cross due to lack of signals, high traffic volume, and inadequate sidewalks. This makes north-south bicycle/pedestrian circulation challenging.

There is limited access to bike and car share programs.

Sidewalk connections to Molholm Elementary School are lacking.

There is no bicycle/pedestrian crossing of Dry Gulch for ½ mile between Sheridan and Harlan (all other sections of Dry Gulch have crossings every ¼ mile).

LIGHT RAIL STATION/TRANSIT

There is virtually no visibility of the station from Sheridan.

The station lacks basic amenities for transit users such as a coffee cart and a newsstand.

The cost to ride light rail is prohibitive for many neighborhood residents.

There is a lack of seating and shelters at bus stops along Sheridan.

PARKS AND TRAILS

There is little directional signage along Dry Gulch and Lakewood Dry Gulch trails and to and from Mountair Park.

A lack of lighting on the Dry Gulch Trail is a deterrent for walking and biking at night to and from the station.

Users are not alerted to a missing link in the Dry Gulch trail between Sheridan Station and Mountair Park.

There is a key missing link in the Dry Gulch trail north of the gulch between Zenobia and Xavier, and the RTD gates at 12th Place are barriers to connecting east and west through this area.

UTILITIES AND INFRASTRUCTURE

Challenging topography near Dry Gulch makes the area difficult to serve.

Storm water detention requirements by individual parcels make development costly.

There is generally poor lighting throughout the neighborhoods surrounding the station.

HOUSING

Fragmented land ownership and small lots make land assemblage difficult for significant developments.

To outsiders, the image and first impression of the area does not convey a strong, cohesive identity.

Some existing properties in the area are not well maintained.

Lease rates are not high enough to stimulate new commercial development.

Some key properties in the station area are owned by absentee property owners and it is therefore difficult to involve them in a dialogue about their future plans for their properties.

JOB

The station area has historically been a residential neighborhood, with limited commercial uses, and therefore not a significant center for employment.

The jobs that ARE provided in the station area vicinity are primarily in retail sales and light industrial business.

Any attempt to attract employment to the area will need to recognize, and not compete with, revitalization efforts along Colfax.

The station area IS well located (via light rail) to major employment and higher education centers in the Denver metro area.

DESTINATIONS AND AMENITIES

There are few neighborhood-oriented services and amenities within walking distance of the station, including restaurants and healthy food options.

There is a general lack of wayfinding signage (directions to schools, parks, trails) throughout the neighborhood.

There are few community gathering spaces and community services.



Unmaintained and blighted properties surrounding the station area are one of the deterrents to new development



Many missing links and obstacles exist in Dry Gulch for cyclists and pedestrians



Many business have unappealing façades and parking lots



Low maintenance of many existing businesses is evident from unsightly façades and deteriorating parking lots.

There's a desire for more events in the neighborhood that promote a sense of community and identity.

HEALTHY LIVING

The area surrounding the station is designated by the U.S. Department of Agriculture as a "food desert," meaning there is low access to healthy food for residents living in the area. This is due to:

- significant distance to grocery stores (the closest is at 17th and Sheridan).
- a paucity of markets serving fresh food that are inexpensive and appealing.
- inadequate sidewalks and bike routes (missing links and/or lack of maintenance) to access the nearest locations where fresh food is available.

There is a lack of convenient recreational opportunities for youth and adults.



Sheridan Station is a short train or bus ride away from major employment and education facilities



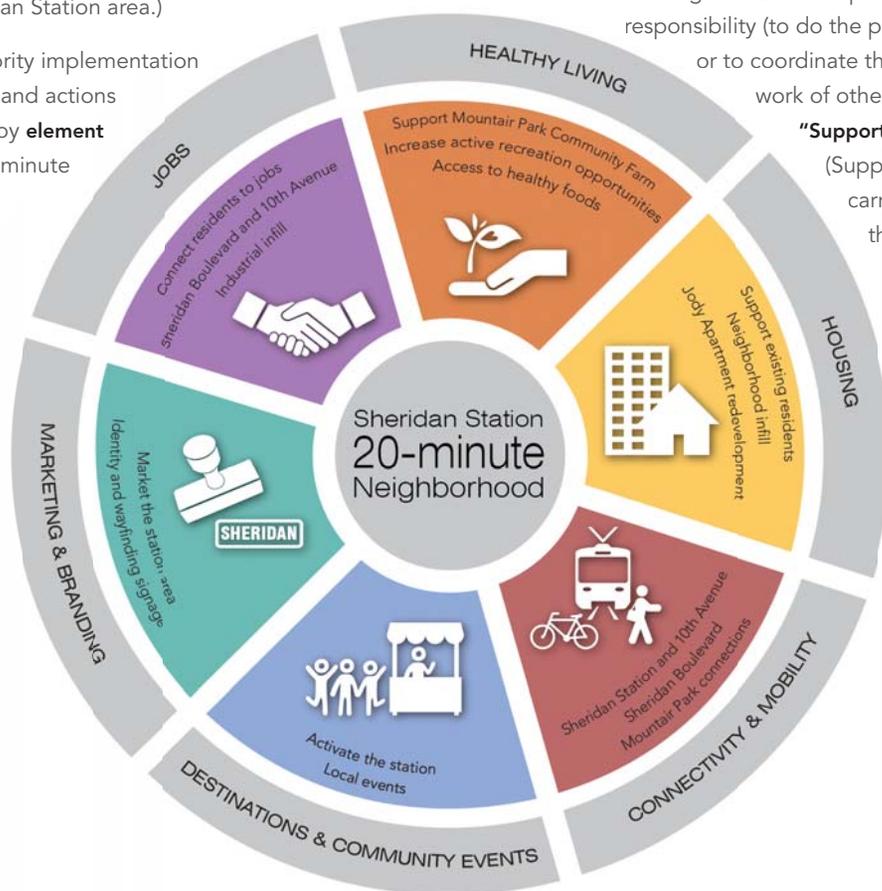
PRIORITY RECOMMENDATIONS &
TRANSFORMATIVE PROJECTS

03

03: PRIORITY RECOMMENDATIONS & TRANSFORMATIVE PROJECTS

This chapter describes in detail the priority implementation projects and strategies that will have the most transformative, positive impact for the areas surrounding the Sheridan Station relative to cost, and that can be completed relatively quickly. (Note: Chapter 4 contains the full list of projects and actions that have been identified to help transform the Sheridan Station area.)

These priority implementation strategies and actions are listed by **element** (of the 20-minute



Neighborhood—see inset on this page) and then by general **location within the study area**. The location is also identified by a symbol related to the Priority Projects map on page 21. The description of priority actions also includes:

Responsibility – the organization (or organizations) that should be assigned **“Lead”** or primary responsibility (to do the project, or to coordinate the work of others) and **“Supporting”** (Supp) roles in carrying out the actions.

Department acronyms / descriptions identified in this section include:

- COL:** City of Lakewood
- CCD:** City and County of Denver
- RTD:** Regional Transportation District
- PW:** Public Works
- CR:** Community Resources
- CDOT:** Colorado Department of Transportation
- BID:** Business Improvement District
- WLCC:** West Line Corridor Collaborative
- ULC:** Urban Land Conservancy
- NEWSED:** a Community Development Corporation (CDC) in Denver
- HUD:** Housing and Urban Development
- DURA:** Denver Urban Renewal Authority
- RMC:** Rocky Mountain Communities
- ED:** Economic Development
- JEFFCO:** Jefferson County
- RNO:** Registered Neighborhood Organization
- SCF:** Sprout City Farms
- MAP:** Mountair Park
- CPD:** Community Planning and Development
- PUC:** Public Utilities Commission

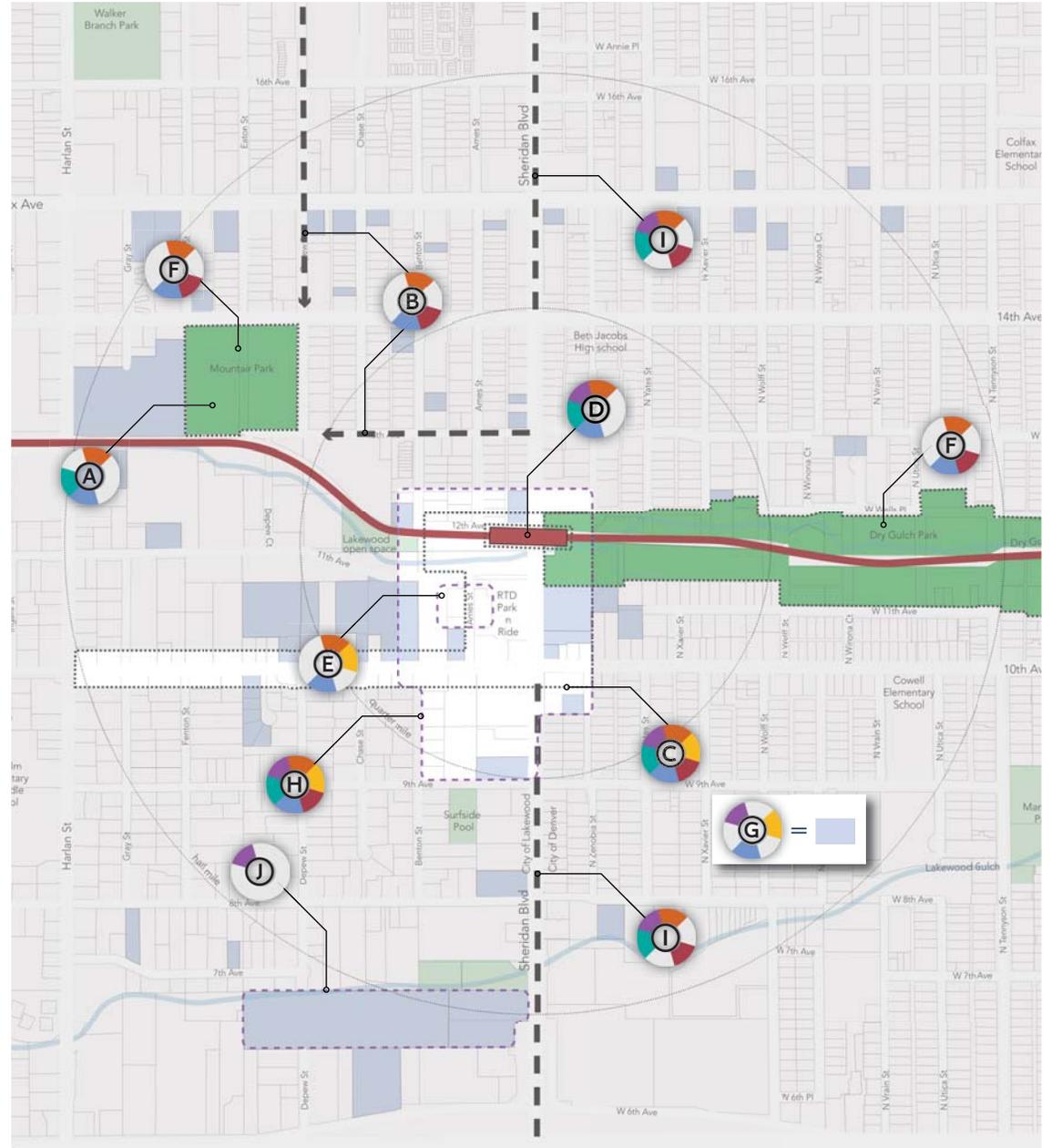
“Quick Win” – actions that can be implemented within 0-2 years to spur investment and show tangible progress. Quick win projects were identified based on: ability to capitalize on current efforts, willingness of the potential participants, anticipated cost, and perceived benefit in the short term.

Approximate Cost (± Cost) – order-of-magnitude estimations intended to assist in identifying resources and capacity to undertake the projects.

Note: potential funding sources for the priority implementation actions are included in the comprehensive list of actions in Chapter 4.

PRIORITY PROJECTS

-  Access to Healthy Foods
-  To Mountair Park
-  Immediate Station Area
-  Activate Space in the Station Area
-  Jody Apartment Redevelopment
-  Increase Active Recreation Opportunities
-  Neighborhood Infill Opportunities
-  General Station Area
-  On Sheridan Boulevard
-  Lakewood Gulch and 7th Avenue Industrial Infill





CONNECTIVITY & MOBILITY



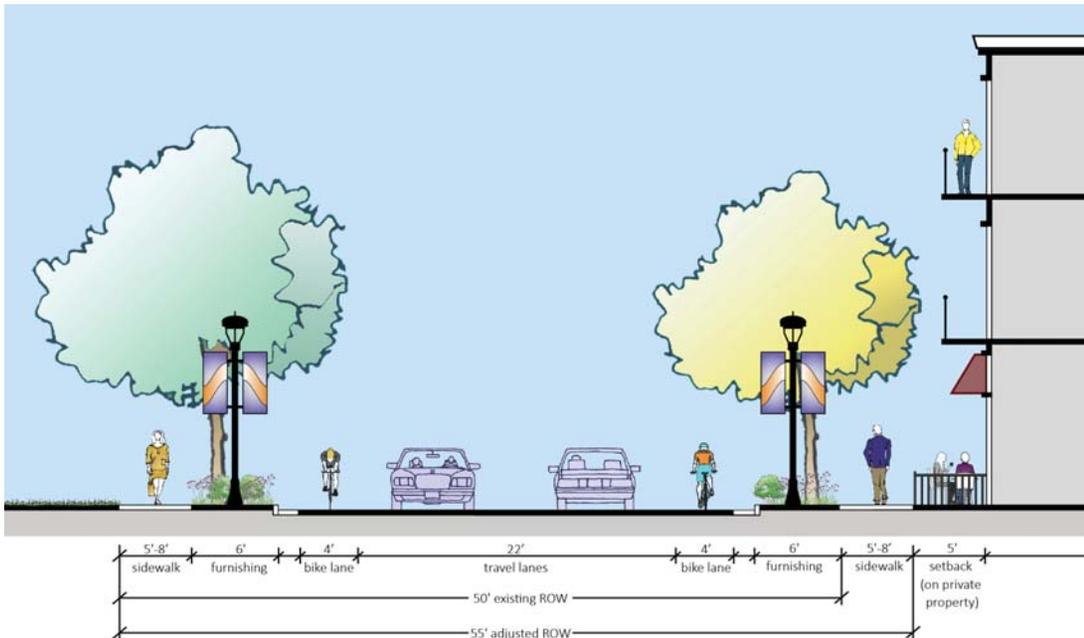
12th Place - removing the “do not enter” signs, adding “pedestrians and cyclists exempt” signs, and installing a trail connection around the gate will improve station connectivity



Proposed shared use path bypass of existing gate across 12th Place at Sheridan Station

Immediate Station Area

A key ingredient to making the Sheridan Station area attractive to people wanting to live, work, or invest in the area is to ensure people can get to, and from, the station conveniently. The primary connectivity and mobility issues in the station area are related to the missing links in pedestrian and bicycle connections. The recommendations below will substantially increase connectivity between the station and surrounding neighborhoods, allowing for healthier lifestyles and more active transportation opportunities.



The proposed 10th Avenue section includes sidewalks, curb and gutter, bike lanes, street trees, and furnishings



03 PRIORITY RECOMMENDATIONS & TRANSFORMATIVE PROJECTS

Number	Quick Win Project	Specific Action	Responsibility	± Cost
Immediate Station Area (10th Avenue, 11th Avenue, 12th Avenue, and the transit plaza)				
1		Construct street improvements: on south side of 10th Avenue between Sheridan and Harlan add detached sidewalks, curb, gutter, and street trees	Lead: COL PW	\$1.2 m
2		Construct street improvements: on north side of 10th Avenue between Sheridan and Harlan, in conjunction with redevelopment (by ULC/NEWSSED), add detached sidewalks, curb, gutter, and street trees	Lead: COL Supp: CCD, private developers	\$2 m
3	✓	Add bike sharrows: on 10th Avenue from Sheridan to Harlan	Lead: COL Supp: CCD	\$6,000
4	✓	Replace signage: remove “do not enter” and “authorized vehicles only” signs on 12th Place barrier gate, replace with “Road Closed” sign and “Pedestrian and Bicycle Access only” sign	Lead: COL Supp: RTD, CCD	\$500
5	✓	Construct path: at 12th Place barrier gate construct an 8’ wide concrete pedestrian and bicycle path bypass around north side of barrier gate to facilitate access under the Sheridan bridge and install bike route signage	Lead: COL Supp: RTD, CCD	\$5,000
6	✓	Study logistics and cost to completing Dry Gulch Trail's missing segments: include partners in the process	Lead: CCD	TBD
7		Establish safer trail lighting: establish higher standards for safe trail/sidewalk lighting within ½ mile of transit stations and especially areas not visible from well-traveled streets. Create schedule for phased implementation along Dry Gulch Trail	Lead: COL, CCD	Internal
8	✓	Install directional signs: add directional signs to the Sheridan Station along the Dry Gulch Trail	Lead: COL PW, COL CR Supp: CCD, RTD	\$10,000
9	✓	Install directional signs: at the Sheridan Station platform and on the plaza add directional signs to the Dry Gulch Trail and D-10 bike route	Lead: RTD	\$2,000
10	✓	Review sidewalk policy: review the City of Lakewood’s sidewalk policy to consider placing a high priority on public installations ¹ of “missing links” within ½ mile of transit stations. Exemptions could be considered for sites anticipating imminent private development.	Lead: COL	Internal

¹ Currently Lakewood’s policy is to require sidewalks primarily with new development proposals. The City has a small budget each year to add sidewalks



there is a lack of recreation opportunities and walking connections surrounding the station





The Dry Gulch multi-use trail should be extended from Sheridan to Harlan on the south side of the light rail tracks



The 20-Minute Neighborhoods first implementation project: Mountair Park Community Farm

To Mountair Park

An already-completed 'quick win' for the station area was the Spring 2014 opening of the Mountair Park Community Farm operated by Sprout City Farms. To improve connections and wayfinding between the park and the station through the Two Creeks neighborhood:



Number	Quick Win Project	Specific Action	Responsibility	± Cost
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To Mountair Park

12		Construct detached sidewalks: <ul style="list-style-type: none"> • 12th and 13th Avenues from Sheridan to Mountair Park (Depew) • on Benton from 12th to Colfax 	Lead: COL Supp: private developers	\$1.2 m
13		Construct detached sidewalks: <ul style="list-style-type: none"> • on Depew from 13th (both sides) to Colfax 	Lead: COL PW Supp: private developers	\$900,000
14	✓	Extend Dry Gulch Trail: along south side of light rail tracks, from Sheridan to Harlan.	Lead: COL CR	\$250,000
15		Extend Dry Gulch Trail: along north side of light rail tracks between Sheridan and Depew.	Lead: COL PW, COL CR Supp: private developers	\$150,000
16	✓	Install wayfinding signage: along bike route (12th Avenue from Sheridan to Benton, north on Benton to 13th Avenue, 13th Avenue to Depew): show distances, walk times to: Sheridan Station, Mountair Park and Community Farm, Dry Gulch Trail, W-line bike path (D-10 route)	Lead: COL	\$10,000
17	✓	Install creative wayfinding signage: Harlan Street from Molholm Elementary School to W-line bike path (D-10 route) / Mountair Park and MAP Farm	Lead: COL	\$2,000

03 PRIORITY RECOMMENDATIONS & TRANSFORMATIVE PROJECTS

On Sheridan Boulevard

Sheridan Boulevard is a busy arterial and state highway – and also a major connection to the station. For the success of the area, it is essential to provide a safer and more convenient walking experience along Sheridan Boulevard – for people living, working, visiting, or traveling through the

area. Specific improvements to Sheridan Boulevard, and at key streets/intersections that cross Sheridan Boulevard outside of the immediate station area, should include:



the west side of Sheridan Boulevard between 8th and 10th Avenues should be the highest priority for new sidewalks

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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On Sheridan Boulevard

18		Construct sidewalks: from 6th Avenue to 10th Avenue, west side	Lead: COL PW, CDOT	\$900,000
19		Construct sidewalks: north of 10th Avenue to the RTD parking structure, west side	Lead: CCD, CDOT	\$900,000
20		Construct sidewalks: between 6th Avenue (US 6) and 10th Avenue, east side	Lead: CCD, CDOT	\$200,000
21		Construct sidewalks: from 14th to 17th Avenues, east side	Lead: CCD, CDOT	\$200,000
22	✓	Construct directional pedestrian ramps: 14th Avenue, NE, SE corners	Lead: CCD	\$20,000
23	✓	Install bus shelters: Sheridan bridge	Lead: RTD	\$5,000
25	✓	Install wayfinding signage: from 17th to 6th Avenue, to promote Sheridan Station location	Lead: CDOT, RTD Supp: BIDs, COL, CCD	\$150,000
26	✓	Enhance fencing: on Sheridan bridge to be more attractive	Lead: RTD, CDOT Supp: COL, CCD, WLCC	\$15,000

14th Avenue

28	✓	Increase bike facilities: improve street with sharrows from Sheridan to Tennyson	Lead: CCD PW	\$15,000
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8th Avenue/Lakewood Gulch

33		Evaluate enhanced crossing treatments: such as a traffic signal, a HAWK signal, or RRFB treatments at Sheridan and 8th Ave.	Lead: CCD PW Supp: CDOT	Internal
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Implement bus shelters that identify and brand the station



HOUSING



High quality mixed income housing should be constructed surrounding the station



The preliminary concept for mixed income housing on the ULC/Newsed property provides a variety of housing types

The neighborhoods surrounding Sheridan Station are composed predominantly of single-family homes with a mix of multifamily townhomes and small apartments. In the vicinity of the station there are a number of vacant lots as well as low-intensity uses that can be infilled at the same or higher densities, (as envisioned by both the Lakewood and Denver zoning).

There is great opportunity within the 20-Minute Neighborhood study area to maintain existing housing and create new housing at a variety of price points, and densities, to sustain a mixed-income and mixed-age community where individuals can age in place in a neighborhood with key amenities and accessible, regional transit access.

Jody Apartment Redevelopment

The Jody Apartment site is owned by the Urban Land Conservancy (ULC). Their vision for the area is a mixed use and mixed income community. The Jody Apartment Redevelopment project on approximately 5 acres adjacent to the Sheridan Station parking structure will be a major catalyst for further redevelopment.



JODY APARTMENT REDEVELOPMENT
(Priority Projects Map p. 21)

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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Jody Apartment Redevelopment

44	✓	Request CHFA priority: jointly provide a recommendation to CHFA requesting that NEWSED's application for 9% LIHTC allocation application be given priority in the February 2015 LIHTC Allocation Round.	Lead: NEWSED Supp: ULC, CCD, COL, HUD Region 8	Internal
45	✓	Conduct charrette(s): conduct a design charrette(s) with ULC/Newsed's architect to relate their project to the needs of the larger neighborhood.	Lead: ULC, NEWSED Supp: COL, CCD, HUD Region 8, WLCC, DURA	\$5,000 - \$10,000
46	✓	Resolve Jody Apartments HUD home transfer issue	Lead: ULC, NEWSED Supp: COL, CCD, HUD Region 8, WLCC, DURA	Internal

03 PRIORITY RECOMMENDATIONS & TRANSFORMATIVE PROJECTS

Neighborhood Infill Opportunities and Infrastructure Needs

Many properties have been identified during this process as potential locations for small scale infill housing projects that could include single family, duplexes, small multifamily apartments, or townhomes. A few developers are currently pursuing projects in the neighborhoods. However,

townhome developers in Lakewood have indicated that costs associated with inadequate drainage and no sidewalks can add up to \$25,000 per unit to the cost of developing townhomes in Lakewood—a major disincentive. Identification of cost saving measures or a source of reasonable financing for these infrastructure costs might increase townhome development activity in many parts of the 20-Minute Neighborhood study area. A regional storm

drainage plan should be created to reduce the small scale development burden.



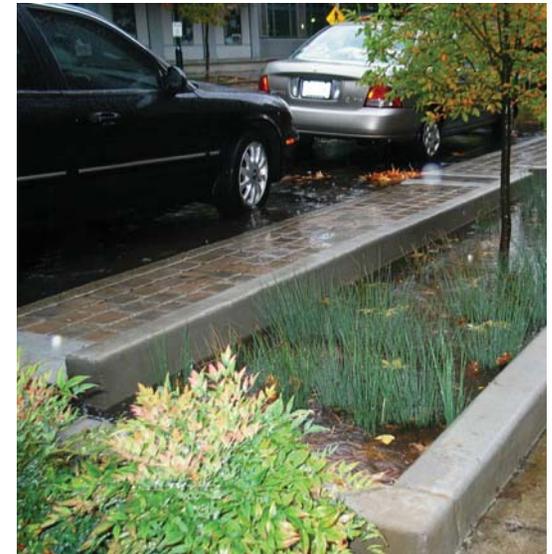
NEIGHBORHOOD INFILL OPPORTUNITIES
(Priority Projects Map p. 21)

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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Neighborhood Infill and Infrastructure Needs

47		Expedite development of vacant land: expedite development of the twelve two-story affordable townhome units at 11th & Yates ³ .	Lead: RMC Supp: ULC, CCD ED	\$800,000
48	✓	Create, maintain, and disseminate a map of development opportunities: in the Sheridan Station area (see the "Development Opportunities" map on the following page). Use as a device to connect buyers and willing sellers.	Lead: COL Planning Supp: CCD CPD, COL PW, DURA, townhome developers, RMC, ULC	Internal
49		Analyze infrastructure needs to support housing and related uses: commission analysis of regional or area wide infrastructure needs (drainage, circulation, water, and sewer) and costs to identify barriers to development in specific priority areas and to propose solutions for cost saving/sharing for future development.	Lead: CCD PW Supp: COL PW, CCD CPD, COL Planning, private civil engineering consultant, private developer	\$30,000 - \$50,000
50	✓	Examine CIP budgets: examine city 5-year CIP budgets to identify improvements in Station area that will support housing and other 20-minute neighborhood needs, including potential infrastructure, drainage, and access. Consolidate implementation into 1 or 2 consecutive years for maximum impact	Lead: COL PW, COL Planning, CCD Supp: COL ED	internal

³ Eight of those units will be offered for sale to households with incomes at or below 80% AMI. The design of the units will include two-bedroom and three-bedroom units ranging in size from 1,200 to 1,500 square feet. The pricing is anticipated to be in the range of \$200,000.



Creative storm drainage improvements will help the developability near the station



A variety of housing types should be constructed surrounding the Sheridan Station



Existing infill housing in Lakewood at Chase and 16th



Preserve existing housing in the surrounding neighborhoods

Support Existing Residents in the Neighborhood

Many residents in the surrounding neighborhoods earn less than average wages, and are struggling to maintain their properties. In addition, it is likely that eventually the presence of the station will make the surrounding area more desirable and property values will rise, with higher property taxes to follow. To prepare homeowners, an effort could be made by the Cities of Denver and Lakewood to educate residents about the anticipated changes and help them benefit from the evolution of the neighborhood.

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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Support Existing Residents and Property Owners

51		<p>Engage property owners: engage commercial and property owners and homeowners to discuss:</p> <ul style="list-style-type: none"> • the area's vision and potential • benefits of maintenance and upgrading (pride and property values) • examples of affordable improvements • potential sources of help (e.g. Brother's Paint-a-Thon) 	Lead: COL, CCD	Internal
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03 PRIORITY RECOMMENDATIONS & TRANSFORMATIVE PROJECTS

General Station Area

Numerous residents and public agency staff identified the Holiday Shopping Center at the southwest corner of 10th and Sheridan as the ‘eyesore’ of the neighborhood. What used to be a retail center with a neighborhood-serving grocery store is now a mostly vacant and unmaintained strip mall surrounded by a parking lot right across the street from the transit station. This site can become a catalyst for the neighborhood, particularly if planned in conjunction with the Jody

Apartment redevelopment across the street and other infill opportunities in the area. It would send a positive signal to the market that reinvestment is taking place and would also potentially provide desired goods and services currently lacking in the neighborhood.



Improve Holiday Shopping Center at Sheridan and 10th Ave.

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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General Station Area

53		<p>Help facilitate redevelopment to support housing: jointly explore creating a special “district” or “area” focusing on the Station Area, the Holiday Shopping Center, Jody apartment redevelopment and other properties available for redevelopment. Discuss and coordinate with Lakewood and Denver the range of potential financial tools and implementation strategies applicable in this district to facilitate redevelopment.</p> <p>Consider:</p> <ul style="list-style-type: none"> • Development District • Urban Renewal District • “Champion” Overlay Organization² 	<p>Lead: CCD CPD, COL Planning Supp: ULC, RMC, CCD Planning, CCD ED, COL Planning, COL ED, CCD URA, COL URA</p>	\$150,000
55	✓	<p>Clarify development standards: clarify and coordinate Lakewood/Denver development standards to ensure that the development community understands the expectations and differences between the two cities.</p>	<p>Lead: COL Planning Supp: CCD CPD, COL PW, CCD PW</p>	internal

² Champion: To bridge the two jurisdictions “The Champion” could operate similar to a single redevelopment district and to manage and promote the station area. The Champion should be a non-profit organization that has the ability to apply for and receive federal, state, or local public funds or foundation funding to promote redevelopment of the district. (The champion could be a subgroup of the West Line Corridor Collaborative or a development group such as ULC or NEWSED.) Initially a staff person from the City of Denver or Lakewood might provide assistance for coordinating the different stakeholders and moving forward on implementation tasks. Ultimately, the Champion should create a staff position, or positions, to carry out the work.



The Holiday Shopping Center could become a thriving pedestrian oriented redevelopment



JOBS



Promote creative businesses and flexible spaces near the US 6 and Sheridan Boulevard interchange



Existing industrial site near Sheridan Station

The Sheridan Station 20-Minute Neighborhood has been identified by many stakeholders as an ideal location for employment due to its regional ease of access, including US 6, West Colfax Avenue and light rail. This corridor is only minutes away from downtown Denver, Golden, and much of metro Denver. As discussed previously, in addition to the ample housing opportunities surrounding the station, there is potential for new job creation near 10th Avenue and Sheridan, along Colfax, and adjacent to the US 6 and Sheridan Boulevard interchange.

Lakewood Gulch and 7th Avenue Industrial Infill

This area has been identified by stakeholders and residents as a convenient location for light industrial uses due to its zoning and proximity to US 6 and Sheridan Blvd; placing the area near the center of the metropolitan area. In addition, Lakewood's existing industrial properties have a very low vacancy which is consistent with west metro Denver suggesting an opportunity to create additional industrial real estate and associated employment.



LAKWOOD GULCH AND 7TH AVENUE INFILL
(Priority Projects Map p. 21)

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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Lakewood Gulch and 7th Avenue Industrial Infill

56	✓	Evaluate space needs for municipal operations: at the Lakewood Water and Sewer District's 700 Depew Street parcel to enable redevelopment of a portion of the parcel and work on attracting a developer and tenants to the area.	Lead: COL ED	Internal
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Business Development

In addition to the potential for businesses in light industrial space near US 6 and Sheridan Boulevard, there are several commercial businesses along Sheridan Boulevard. Many of them serve a regional market; some of them primarily serve area Hispanic residents. Opportunities exist to strengthen these businesses to better serve the local community.

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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Business Development Tools

58		Facilitate business development: examine and develop a range of potential business development tools to help businesses in study area.	Lead: COL ED, CCD ED	internal
59	✓	Explore options to engage Sheridan businesses: by forming a business association and/or by working with the existing neighborhood organizations, WCCA, and the West Colfax Business Improvement Districts in Denver and Lakewood.	Lead: COL, CCD Supp: CCD ED, Colfax Improvement Districts	Internal
61	✓	Explore opportunities for area residents to earn income from home food businesses: in compliance with Colorado Cottage Foods Act	Lead: COL, CCD CPD	Internal



Pursue opportunities for creative work spaces near the station



Encourage patronage of local businesses



Downtown Denver is only minutes away from Sheridan Station by light rail



Pursue opportunities for creative work spaces near the station

Connecting Residents to Jobs

By definition, a 20-Minute Neighborhood must connect residents to employment in the neighborhood or use transit to connect residents to nearby, transit-adjacent jobs. Several steps can be taken to achieve these objectives:

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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Connecting Residents to Jobs

62	✓	Encourage low income transit ridership: work with RTD during its fare study to encourage additional opportunities for low income riders	Lead: COL / CCD CPD Supp: WLCC	Internal
63	✓	Educate locals about transit ridership benefits: create a business roundtable that focuses on educating businesses and employees about benefits of riding transit	Lead: WLCC Supp: Colfax Improvement District, RTD	Internal
64		Identify training and internship opportunities: work with Sprouts City Farms to help identify training and internship candidates among members of the community	Lead: COL Planning Supp: COL ED, JEFFCO Workforce Center	Internal
65	✓	Promote transit when marketing neighborhood: Market this neighborhood as a quick train ride to/from major employment centers Downtown Denver, Federal Center/Union Corridor, Jefferson County Government center and educational institutions.	Lead: COL ED Supp: CCD ED, Colfax Improvement District, WLCC	Internal

DESTINATIONS & COMMUNITY EVENTS



Throughout the community outreach process, many residents and stakeholders identified the lack of neighborhood destinations and community events. There are many locations that could become community destinations with improved design such as the Dry Gulch, the Sheridan Station Plaza, the Holiday Shopping Center, and Mountair Park. The spaces could attract community events such as Hispanic celebrations, bicycle and running events, and farmers markets.

Activate Space in the Station Area

There are several spaces in the immediate vicinity of the light rail station, including the station plaza, which could be activated with commercial or cultural uses. Some could be temporary or on a reoccurring basis, as well as permanent destinations.

ACTIVATE SPACE IN THE STATION AREA
(Priority Projects Map p. 21)



Provide locations for temporary events and activities, such as food trucks

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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Activate Space in the Station Area

66	✓	Activate underutilized space near station: temporarily activate underutilized or vacant space for community activities such as a farmer’s market, cultural events with food trucks, and family activities.	Lead: COL Planning, CCD CPD Supp: RTD	\$2,000 to \$15,000 dependent on site
67	✓	Utilize station plaza: establish a simple process/checklist for utilizing the station plaza for community events, permanent commercial stands, and retails carts or kiosks	Lead: RTD Supp: COL Planning CCD CPD	Internal
68	✓	Beautify Dry Gulch: improve appearance of Dry Gulch from Sheridan Station west to Benton Street with trash clean up, native plantings, seating areas and public art.	Lead: Partnership to be studied between CCD, COL, RTD, and any other land owners	Requires further study



Utilize the rooftop of the RTD park and ride for events



Promote regular bicycle and pop-up events

Establish Neighborhood Events Focused on Walking and Biking

To become a more active community both physically and socially, the neighborhood organizations should work together with other local organizations, such as the municipalities, Colfax BIDs, the 40 West Arts District and RTD, to create events that focus on walking and bicycling in the neighborhood.

These can be recreation or culturally oriented, or a combination of both:

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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Establish Neighborhood Events

71	✓	<p>Establish a 20-minute committee to champion local community building events: work with Two Creeks, Villa Park, and WeCAN neighborhood associations on potential neighborhood events such as:</p> <ul style="list-style-type: none"> • Bike events along the Dry Gulch Trail / W-Line • Regular pop-up events – food trucks, artists, musicians (potentially on top of the RTD parking structure) • Cultural events such as a Cinco De Mayo Celebration, Children’s Day, and Mexican Independence Day • Community farm events: support/collaborate with Sprout City Farms on events at Mountair Park Community Farm that involve all the neighborhoods around the Sheridan Station as well as the schools, etc. 	<p>Lead: COL Planning Supp: CCD CPD, RNO’s, WLCC, BIDs</p>	<p>Internal</p>
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MARKETING & BRANDING



One of the major goals of the 20-Minute Neighborhood effort is to improve the identity of the neighborhood. A priority implementation recommendation is to develop neighborhood branding that increases awareness and identity of the Sheridan Station, and the Two Creeks and Villa Park neighborhoods that surround the Station.

Currently the Lakewood - West Colfax Business Improvement District (BID) in Lakewood and the West Colfax BID in Denver are working on branding and wayfinding projects for the Colfax Corridor that need to be considered when branding the Sheridan station area. Preliminary designs have been prepared for wayfinding and signage on Colfax between Sheridan and Federal Boulevards which includes signage on Colfax, Zenobia, Wolff, and 14th Avenue to direct people to and from Sheridan Station.

The 20-Minute Neighborhood should be branded and marketed to the younger millennial generation as well as the student population at Auraria Campus, Rocky Mountain College of Art and Design, Red Rocks Community College and Colorado Christian University. This neighborhood could potentially be marketed as a young, affordable, active, and sustainable neighborhood a short train ride away from downtown Denver, the Federal Center and other major Lakewood and Jefferson County employment and entertainment centers.

The cities of Lakewood and Denver, the Colfax BIDs, and RTD should coordinate on a wayfinding

and signage program to maintain consistency surrounding the station area. The Dry Gulch/D10 bicycle trail should be branded as the Dry Gulch/W Line trail. Wayfinding signs or other pavement markings should be installed along the Dry Gulch trail with street identification and distances provided on the signs so walkers and cyclists know where they are, how to get to destinations, and how long it will take.



RTD utility boxes near the station will be wrapped in summer 2014 similar to those at Lamar station



The draft Colfax BID wayfinding plan illustrates where wayfinding signs are needed



Provide wayfinding signage with maps, walk and bike times



Number	Quick Win Project	Specific Action	Responsibility	± Cost
72	✓	Develop station area identity and give it a name: preliminary identity design and coordination with the Colfax BIDs in Lakewood and Denver and RNO's. Also, give the station area a name.	Lead: WLCC Supp: RNO's	Internal
73	✓	Design wayfinding signage: for signage at the station describing connectivity, develop a unique design character relating to the neighborhood (see "identity" above).	Lead: RTD Supp: COL Planning, CCD CPD, WLCC, BID's	Internal
74	✓	Create a marketing brochure: highlighting the destinations and amenities near the Sheridan Station (and the other W Line stations.)	Lead: COL Planning Supp: Colfax BIDs WLCC, RNO's	\$20,000
75		Install prominent station identity signage: on both ends of the Sheridan Boulevard bridge near 11th and 12th	Lead: RTD Supp: COL Planning, CCD CPD, CDOT	\$40,000
76	✓	Install wayfinding signage: at the intersection of Colfax and Sheridan install signs with walk times that directs motorists, pedestrians, and cyclists to Sheridan Station	Lead: RTD Supp: Lwd/Den BIDs, WLCC	\$15,000
77	✓	Enhance crosswalks: at 10th/Sheridan with unique, colored pavement treatments.	Lead: CCD, CDOT, COL	\$50,000



Neighborhood branding and wayfinding can greatly improve the image of the neighborhood



Improving opportunities for access to healthy food, as well as providing increased opportunities for physical and social health, are key goals of the Sheridan Station 20-Minute Neighborhood Implementation Strategy.

Access to Healthy Foods

The new Mountair Park Community Farm will produce thousands of pounds of produce annually that will be donated and sold throughout the neighborhood. A farm stand or market should be implemented for this, as well as to provide an additional community gathering destination.

The Mountair Park Community Farm provides numerous opportunities to increase healthy living within the study area. Many community members have expressed the desire to be a part of the Mountair Park Community Farm or be involved in additional community gardens in the neighborhood. In addition, Molholm and Cowell Elementary have expressed interest in connecting with the farm for nutrition and garden-related programming. The recommendations below will maximize the impact of the farm within the community

ACCESS TO HEALTHY FOODS
(Priority Projects Map p. 21)



Provide a location for a farm stand for the newly implemented Mountair Park Community Farm

Number	Quick Win Project	Specific Action	Responsibility	± Cost
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Access to Healthy Foods

79	✓	Implement farm stand: seasonally operating in neighborhood	Lead: SCF Supp: COL CR	\$20,000
80	✓	Implement mobile produce markets: identify and assist local businesses, organizations and individuals to implement mobile produce markets.	Lead: COL ED Supp: SCF, CCD ED	Internal
84	✓	Distribute produce to those in need: work with neighborhood organizations such as food banks and Colorado Coalition for the Homeless to distribute produce to those in need in the neighborhood	Lead: SCF	Internal
85		Support development of Mountair Phase 2: support the development of Phase 2 of the farm in Spring 2015: Explore the potential of integrating a community garden in Phase 2 development	Lead: COL CR Supp: SCF, MAP Farm Community Advisory Group	Internal



Expand recreation opportunities in Dry Gulch such as family friendly mountain bike trials and skateboard elements

Increase Active Recreation Opportunities

The Two Creeks and Villa Park neighborhoods are both bisected by the Lakewood Dry Gulch. The existing multi-use trail is a great asset but has limited access from the neighborhood. Steps should be made to improve the access and recreation opportunities for this great open space, and to embrace opportunities for additional recreation in existing open spaces:



Initiate the Backyard Neighborhood Garden Network

Number	Quick Win Projects	Specific Action	Responsibility	± Cost
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Increase Active Recreation Opportunities

86	✓	Dry Gulch enhancements: study the opportunity to construct an off-road bicycling and walking trail in Dry Gulch Park	Lead: CCD Parks	To be determined through study
87	✓	Consider and study appropriateness of park activation elements: such as skate elements or other amenities in existing Dry Gulch parks	Lead: CCD Parks	To be determined through study
88	✓	Encourage park programs: encourage/ invite programming in Mountair Park or Dry Gulch, such as yoga or tai chi in the park	Lead: COL CR Supp: CCD Parks	Internal



FUNDING MECHANISMS &
IMPLEMENTATION STRATEGIES

04: FUNDING MECHANISMS AND IMPLEMENTATION STRATEGIES



Building on the over-arching priority recommendations in chapter three, this chapter includes matrices for all the recommended implementation projects that were identified during the 20-Minute Neighborhood process.

Implementing these recommended projects will require sustained participation and coordination between public and private stakeholders as identified in the responsible parties column. This process has activated many stakeholders who are already engaged, committed, and ready to move on key action items.

The following parties are identified as important players in leading or supporting roles for one or more specific implementation actions:

- City of Lakewood
 - Planning
 - Public Works
 - Community Resources
 - Economic Development
- City and County of Denver
 - Public Works
 - Community Planning and Development
 - Economic Development
- Denver Urban Renewal Authority (DURA)
- Lakewood Redevelopment Authority (LRA)
- Denver Housing Authority (DHA)

- Metro West Housing Solutions (MWHS)
- Regional Transit District (RTD)
- Colorado Department of Transportation (CDOT)
- Urban Land Conservancy (ULC)
- NEWSED Community Development Corporation
- Two Creek Neighborhood Association
- Villa Park Neighborhood Association
- West Colfax Association of Neighbors (WeCAN)
- Private developers and Investors

Periodic review and assessment of the progress toward the achievement of goals and implementation actions are needed to ensure that public and private resources are producing desired results for the Sheridan Station 20-Minute Neighborhood. New opportunities and challenges will undoubtedly arise over the next decade, which will necessitate that specific actions be reviewed, reconsidered and augmented. The implementation plan is intended as a living document that should be updated annually with a report of progress, a snapshot of recent successes, an assessment of funding opportunities, and rounds of critical review and reprioritization. A yearly stakeholder's meeting would be a remarkable tool for this purpose.



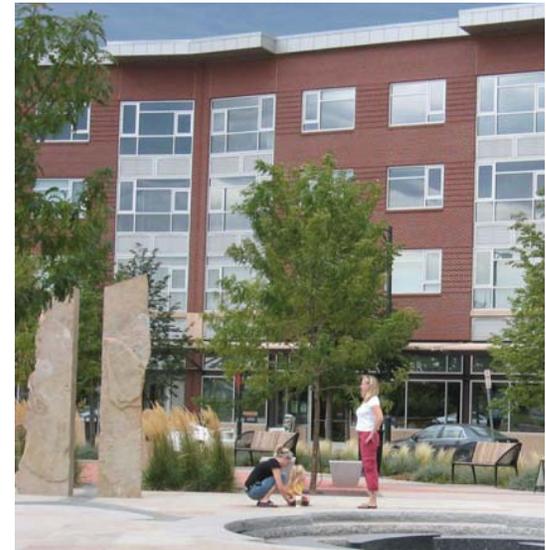
Implementation Strategies

The following implementation strategies offer specific solutions that relate to one or more of the aforementioned key elements. They're specific to the Sheridan Station 20-Minute Neighborhood and can be replicable to other stations.

1. Improve conditions for people walking and bicycling through the neighborhood and to the station.
2. Stimulate specific neighborhood infill opportunities consistent with adopted plans for each jurisdiction.
3. Pursue forming an Economic Development District surrounding the station area in order to facilitate management and potential funding assistance.
4. Create and develop a 'champion' to support appropriate development for the area near 10th & Sheridan.
5. Pursue equitably sharing the cost of infrastructure and drainage improvements.
6. Work with area property owners (residential and commercial) to utilize available tools/ funding opportunities to improve their homes and businesses.

7. Identify/focus public investments in the Sheridan area to maximize quick impact.
8. Foster a greater sense of community—to improve cooperative problem solving, and to encourage support of local businesses.
9. Increase the visibility of the station and raise the image and identity of the surrounding area.
10. Improve access to healthy foods.

The following matrices include projects (including priority projects and quick win projects) with specific actions, time frames (0-2 years, 3-5 years, and 5+ years), responsible parties, preliminary costs when applicable, and funding strategies and notes.





CONNECTIVITY & MOBILITY

Number	Priority Project	Quick Win Project	Specific Action	Responsibility	Time Frame	± Cost	Notes/Funding
Immediate Station Area (10th Avenue, 11th Avenue, 12th Avenue, and the transit plaza)							
1	✓		Construct street improvements: on south side of 10th Avenue between Sheridan and Harlan add detached sidewalks, curb, gutter, and street trees	Lead: COL PW	0 - 2 years	\$1.2 m	Lakewood CIP, DRCOG, TIP
2	✓		Construct street improvements: on north side of 10th Avenue between Sheridan and Harlan, in conjunction with redevelopment (by ULC/NEWSED), add detached sidewalks, curb, gutter, and street trees	Lead: COL Supp: CCD, private developers	3 - 5 years	\$2 m	Tied to redevelopment opportunities
3	✓	✓	Add bike sharrows: on 10th Avenue from Sheridan to Harlan	Lead: COL Supp: CCD	0 - 2 years	\$6,000	CIP
4	✓	✓	Replace signage: remove "do not enter" and "authorized vehicles only" signs on 12th Place barrier gate, replace with "Road Closed" sign and "Pedestrian and Bicycle Access only" sign	Lead: COL Supp: RTD, CCD	0 - 2 years	\$500	CIP
5	✓	✓	Construct path: at 12th Place barrier gate construct an 8' wide concrete pedestrian and bicycle path bypass around north side of barrier gate to facilitate access under the Sheridan bridge and install bike route signage	Lead: COL Supp: RTD, CCD	0-2 years	\$5,000	CIP
6	✓	✓	Study logistics and cost to completing Dry Gulch Trail's missing segments: include partners in the process	Lead: CCD	3 - 5 years	TBD	Will require prioritization within extensive list of on-going capital improvements. Link from Zenobia to Xavier should be first priority.
7	✓		Establish safer trail lighting: establish higher standards for safe trail/sidewalk lighting within ½ mile of transit stations and especially areas not visible from well-traveled streets. Create schedule for phased implementation along Dry Gulch Trail	Lead: COL, CCD	0 - 2 years	Internal	
8	✓	✓	Install directional signs: add directional signs to the Sheridan Station along the Dry Gulch Trail	Lead: COL PW, COL CR Supp: CCD, RTD	0-2 years	\$10,000	CIP
9	✓	✓	Install directional signs: at the Sheridan Station platform and on the plaza add directional signs to the Dry Gulch Trail and D-10 bike route	Lead: RTD	0 - 2 years	\$2,000	RTD budget, grants
10	✓	✓	Review sidewalk policy: review the City of Lakewood's sidewalk policy to consider placing a high priority on public installations ¹ of "missing links" within ½ mile of transit stations. Exemptions could be considered for sites anticipating imminent private development.	Lead: COL	0 - 2 years	Internal	
11			Continue to explore developing 13th Avenue between Sheridan Boulevard and Yates Street	Lead: CCD	5+ years	Requires further study	Recommendation from Denver Sheridan Station Area Plan. Would require ROW acquisition.

¹ Currently Lakewood's policy is to require sidewalks primarily with new development proposals. The City has a small budget each year to add sidewalks

04 FUNDING MECHANISMS AND IMPLEMENTATION STRATEGIES

Number	Priority Project	Quick Win Project	Specific Action	Responsibility	Time Frame	± Cost	Notes/Funding
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To Mountair Park

12	✓		Construct detached sidewalks: • 12th and 13th Avenues from Sheridan to Mountair Park (Depew) • on Benton from 12th to Colfax	Lead: COL Supp: private developers	3 - 5 years	\$1.2 m	Lakewood Sidewalk Program
13	✓		Construct detached sidewalks: • on Depew from 13th (both sides) to Colfax	Lead: COL PW Supp: private developers	5+ years	\$900,000	Lakewood Sidewalk Program
14	✓	✓	Extend Dry Gulch Trail: along south side of light rail tracks, from Sheridan to Harlan.	Lead: COL CR	0 - 2 years	\$250,000	Lakewood Community Resources, GOCO
15	✓		Extend Dry Gulch Trail: along north side of light rail tracks between Sheridan and Depew.	Lead: COL PW, COL CR Supp: private developers	5+ years	\$150,000	Lakewood Community Resources, GOCO, private dev.
16	✓	✓	Install wayfinding signage: along bike route (12th Avenue from Sheridan to Benton, north on Benton to 13th Avenue, 13th Avenue to Depew); show distances, walk times to: Sheridan Station, Mountair Park and Community Farm, Dry Gulch Trail, W-line bike path (D-10 route)	Lead: COL	0 - 2 years	\$10,000	Partnerships, grants
17	✓	✓	Install creative wayfinding signage: Harlan Street from Molholm Elementary School to W-line bike path (D-10 route) / Mountair Park and MAP Farm	Lead: COL	0 - 2 years	\$2,000	Partnerships, grants

On Sheridan Boulevard

18	✓		Construct sidewalks: from 6th Avenue to 10th Avenue, west side	Lead: COL PW, CDOT	0 - 2 years	\$900,000	Improvements between 9th and 10th will most likely occur with redevelopment. DRCOG TIP, CDOT FASTER Safety Program.
19	✓		Construct sidewalks: north of 10th Avenue to the RTD parking structure, west side	Lead: CCD, CDOT	0 - 2 years	\$900,000	DRCOG TIP, CDOT FASTER Safety Program.
20	✓		Construct sidewalks: between 6th Avenue (US 6) and 10th Avenue, east side	Lead: CCD, CDOT	0 - 2 years	\$200,000	DRCOG TIP, CDOT FASTER Safety Program
21	✓		Construct sidewalks: from 14th to 17th Avenues, east side	Lead: CCD, CDOT	0 - 2 years	\$200,000	DRCOG TIP, CDOT FASTER Safety Program
22	✓	✓	Construct directional pedestrian ramps: 14th Avenue, NE, SE corners	Lead: CCD	0 - 2 years	\$20,000	CIP
23	✓	✓	Install bus shelters: Sheridan bridge	Lead: RTD	0 - 2 years	\$5,000	Business Improvement District
24			Install bus shelters: at all stops from 6th Avenue to 17th Avenue	Lead: RTD	3 - 5 years	\$30,000	Business Improvement District
25	✓	✓	Install wayfinding signage: from 17th to 6th Avenue, to promote Sheridan Station location	Lead: CDOT, RTD Supp: BIDs, COL, CCD	3 - 5 years	\$150,000	Grants, possible merchant's association
26	✓	✓	Enhance fencing: on Sheridan bridge to be more attractive	Lead: RTD, CDOT Supp: COL, CCD, WLCC	0 - 2 years	\$15,000	Business Improvement District
27			Consider development of a Sheridan Boulevard Corridor Study: to recommend a long term configuration and design speed of Sheridan.	Lead: CCD Supp: COL, CDOT, DRCOG	3 - 5 years	Requires further study	Recommendation from Denver Sheridan Station Area Plan.

14th Avenue

28	✓	✓	Increase bike facilities: improve street with sharrows from Sheridan to Tennyson	Lead: CCD PW	0 - 2 years	\$15,000	Denver Public Works
29			Construct street improvements: from Sheridan to Harlan, on the north side, add detached sidewalks, curb & gutter, and street trees	Lead: COL PW Supp: private developers	3 - 5 years	\$1.2m	Lakewood Sidewalk Program

Number	Priority Project	Quick Win Project	Specific Action	Responsibility	Time Frame	± Cost	Notes/Funding
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Molholm Elementary

30			Construct street improvements: 9th Avenue from Sheridan to Harlan: detached sidewalks, curb & gutter, both sides	Lead: COL PW	5+ years	\$500,000	Lakewood Sidewalk Program
31			Construct street improvements: on Harlan from 7th to 10th Avenues, east side, add detached sidewalks, curb & gutter; and on Harlan from 10th to Colfax, west side, add detached sidewalks, curb & gutter	Lead: COL PW	3 - 5 years	\$300,000	Lakewood Sidewalk Program, SRTS Grant
32			Construct sidewalk: Jay Street from 10th Avenue to Molholm Park, add sidewalk	Lead: COL PW	3 - 5 years	\$5,000	Lakewood Sidewalk Program, SRTS Grant

8th Avenue/Lakewood Gulch

33	✓		Evaluate enhanced crossing treatments: such as a traffic signal, a HAWK signal, or RRFB treatments at Sheridan and 8th Ave.	Lead: CCD PW Supp: CDOT	0 - 2 years	Internal	This will require detailed engineering study and coordination with and approval from CDOT. CDOT or Lakewood to perform or pay for study.
34			Install sharrows: on 8th from Harlan to Wolff (if crossing improvements of Sheridan are made at 8th Ave).	Lead: COL PW, CCD PW Supp: CDOT	0 - 2 years	\$6,000	This will require further engineering study and coordination with and approval from CDOT. If approved, Denver Public Works would implement.
35			Consider and study potential installation of wayfinding signage: along Lakewood Gulch Trail with destinations and distances on signs.	Lead: COL CR, CCD PW Supp: CDOT	0 - 2 years	To be determined through study	Will require prioritization within extensive list of on-going capital improvements
36			Construct underpass: under Sheridan and extend the Lakewood gulch trail from Wolff to Depew Street, if traffic signal/HAWK or RRFB is not warranted.	Lead: COL PW, CCD PW Supp: CDOT	3 - 5 years	\$4,000,000	DRCOG TIP, CDOT FASTER Safety Program

Depew Street

37			Install a pedestrian/bike crossing: across the light rail tracks at grade or grade separated. (Adding a pedestrian/bicycle crossing of the LRT tracks at Depew would be consistent with other crossing spacing in the area, generally ¼ mile.)	Lead: COL PW Supp: COL CR, PUC, RTD, private dev.	5+ years	\$200,000 for at-grade; \$3m for bridge	CIP, GOCO, grants
38			Improve intersection: at the Depew St/Colfax Ave intersection, add a traffic signal, crosswalks, and pedestrian ramps. This would make the intersection consistent with other crossing spacing along Colfax (about 1/4 mile).	Lead: COL PW Supp: CDOT	3 - 5 years	\$360,000	Improvements to the Depew/Colfax intersection will require detailed engineering study and coordination with and approval from CDOT.
39			Install wayfinding signage: along Depew between 13th and 17th Ave.	Lead: COL PW	5+ years	\$5,000	Lakewood Public Works, Business Improvement District

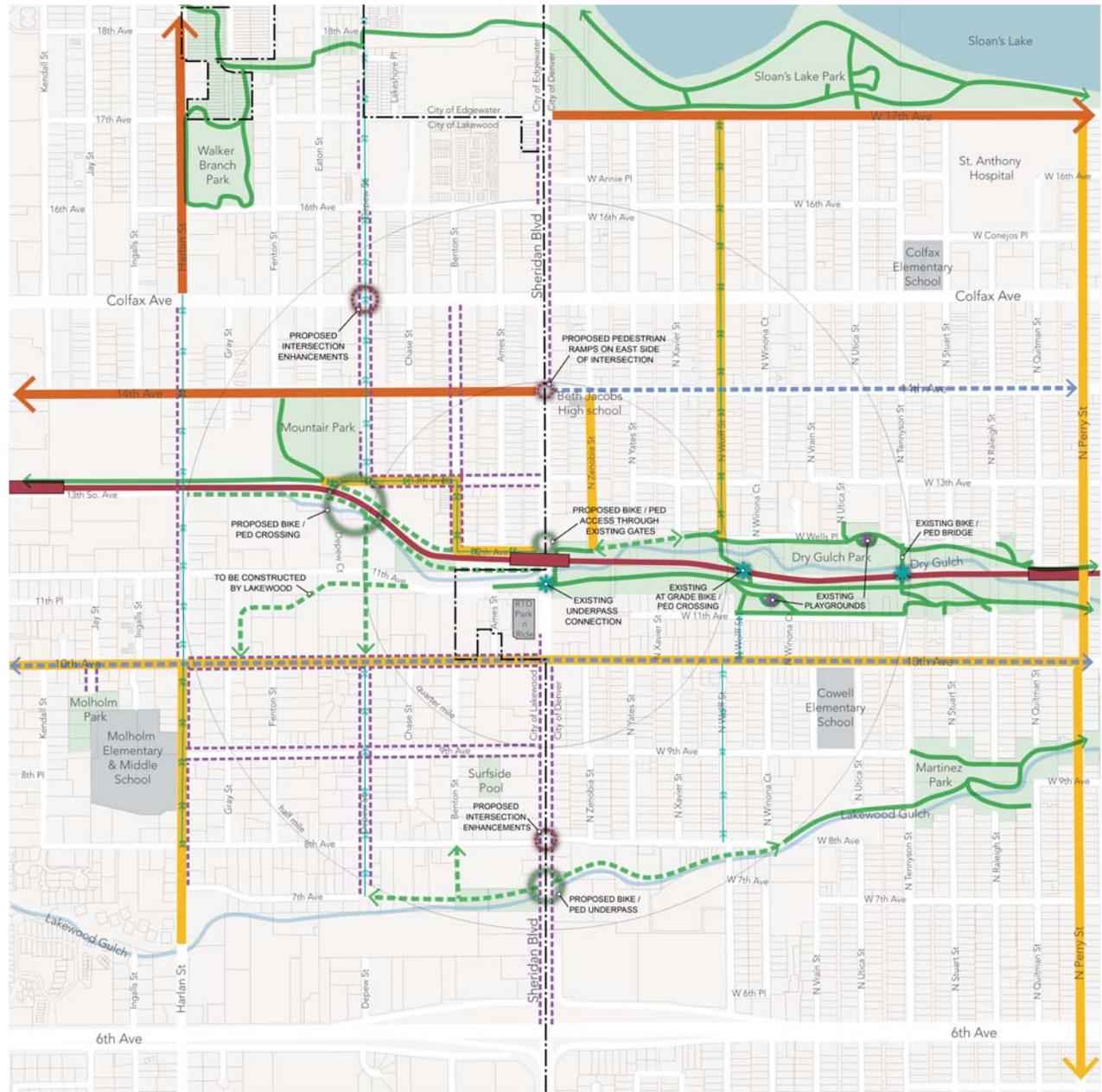
Car and Bike Share

40			Explore car sharing: explore ways to attract car share operators and allow seamless regional integration with Denver	Lead: COL Planning Supp: COL ED	0 - 2 years	Internal	
41			Identify car share parking: identify potential dedicated car share parking spaces in the area to support car share operations like Occasional Car	Lead: COL Planning Supp: COL ED, RTD, CCD	0 - 2 years	Internal	
42			Establish a bike library: Form, or invite, a non-profit operator to manage bike library system and seek sponsorships/funding for operational start up - form partnerships with local entities for location of bicycles and operations staffing.	Lead: COL Planning Supp: CCD CPD, housing authorities, private housing developers, SCF	0 - 2 years	\$20,000	Grants
43			Work with Denver B-Cycle: to expand to Sheridan Station and other locations along the W-Line	Lead: COL Planning, CCD CPD Supp: B-Cycle	5+ years	Internal	Grants, CIP

CONNECTIVITY RECOMMENDATIONS

Legend

- city boundary
- rail line
- light rail station
- parks & open space
- school
- existing bike lane
- existing bike route
- proposed bike lane
- proposed sharrow / party parking
- existing bike / ped path
- proposed bike / ped path
- proposed sidewalks
- proposed intersection enhancement
- proposed trail crossing / connection enhancement
- existing trail crossing / connection





HOUSING

Number	Priority Project	Quick Win Project	Specific Action	Responsibility	Time Frame	± Cost	Notes/Funding
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Jody Apartment Redevelopment

44	✓	✓	Request CHFA priority: jointly provide a recommendation to CHFA requesting that NEWSED's application for 9% LIHTC allocation application be given priority in the February 2015 LIHTC Allocation Round.	Lead: NEWSED Supp: ULC, CCD, COL, HUD Region 8	0 – 2 years	Internal	9% LIHTC, Project Based Section, HOME, CDBG, FHLB, Other Colorado and Denver secondary financing Programs.
45	✓	✓	Conduct charrette(s): conduct a design charrette(s) with ULC/Newsed's architect to relate their project to the needs of the larger neighborhood.	Lead: ULC, NEWSED Supp: COL, CCD, HUD Region 8, WLCC, DURA	0 – 2 years	\$5,000 - \$10,000	Grants
46	✓	✓	Resolve Jody Apartments HUD home transfer issue	Lead: ULC, NEWSED Supp: COL, CCD, HUD Region 8, WLCC, DURA	0 – 2 years	Internal	

Neighborhood Infill and Infrastructure Needs

47	✓		Expedite development of vacant land: expedite development of the twelve two-story affordable townhome units at 11th & Yates ³ .	Lead: RMC Supp: ULC, CCD ED	0 – 2 years	\$800,000	Denver Inclusionary Housing Ordinance Funds
48	✓	✓	Create, maintain, and disseminate a map of development opportunities: in the Sheridan Station area (see the "Development Opportunities" map on the following page). Use as a device to connect buyers and willing sellers.	Lead: COL Planning Supp: CCD CPD, COL PW, DURA, townhome developers, RMC, ULC	0 – 2 years	Internal	Update and expand existing map (see the "Development Opportunities" map on the following page).
49	✓		Analyze infrastructure needs to support housing and related uses: commission analysis of regional or area wide infrastructure needs (drainage, circulation, water, and sewer) and costs to identify barriers to development in specific priority areas and to propose solutions for cost saving/ sharing for future development.	Lead: CCD PW Supp: COL PW, CCD CPD, COL Planning, private civil engineering consultant, private developer	0 – 2 years	\$30,000 - \$50,000	City Funds, Sustainable Example: conduct one or more case studies to explore utility and storm drainage infrastructure needs Community Planning Grant Funding.
50	✓	✓	Examine CIP budgets: examine city 5-year CIP budgets to identify improvements in Station area that will support housing and other 20-minute neighborhood needs, including potential infrastructure, drainage, and access. Consolidate implementation into 1 or 2 consecutive years for maximum impact	Lead: COL PW, COL Planning, CCD Supp: COL ED	0 – 2 years	internal	

³ Eight of those units will be offered for sale to households with incomes at or below 80% AMI. The design of the units will include two-bedroom and three-bedroom units ranging in size from 1,200 to 1,500 square feet. The pricing is anticipated to be in the range of \$200,000.

04 FUNDING MECHANISMS AND IMPLEMENTATION STRATEGIES

Number	Priority Project	Quick Win Project	Specific Action	Responsibility	Time Frame	± Cost	Notes/Funding
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Support Existing Residents and Property Owners

51	✓		<p>Engage property owners: engage commercial and property owners and homeowners to discuss:</p> <ul style="list-style-type: none"> the area's vision and potential benefits of maintenance and upgrading (pride and property values) examples of affordable improvements potential sources of help (e.g. Brother's Paint-a-Thon) 	Lead: COL, CCD	0 – 2 years	Internal	<p>Range of tools:</p> <ul style="list-style-type: none"> Matching grants Low interest loans "onions and orchards" block competitions volunteer projects to assist poor/ elderly Brother's Paint-a-Thon CDBG
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General Station Area

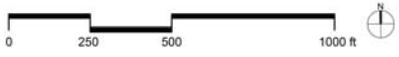
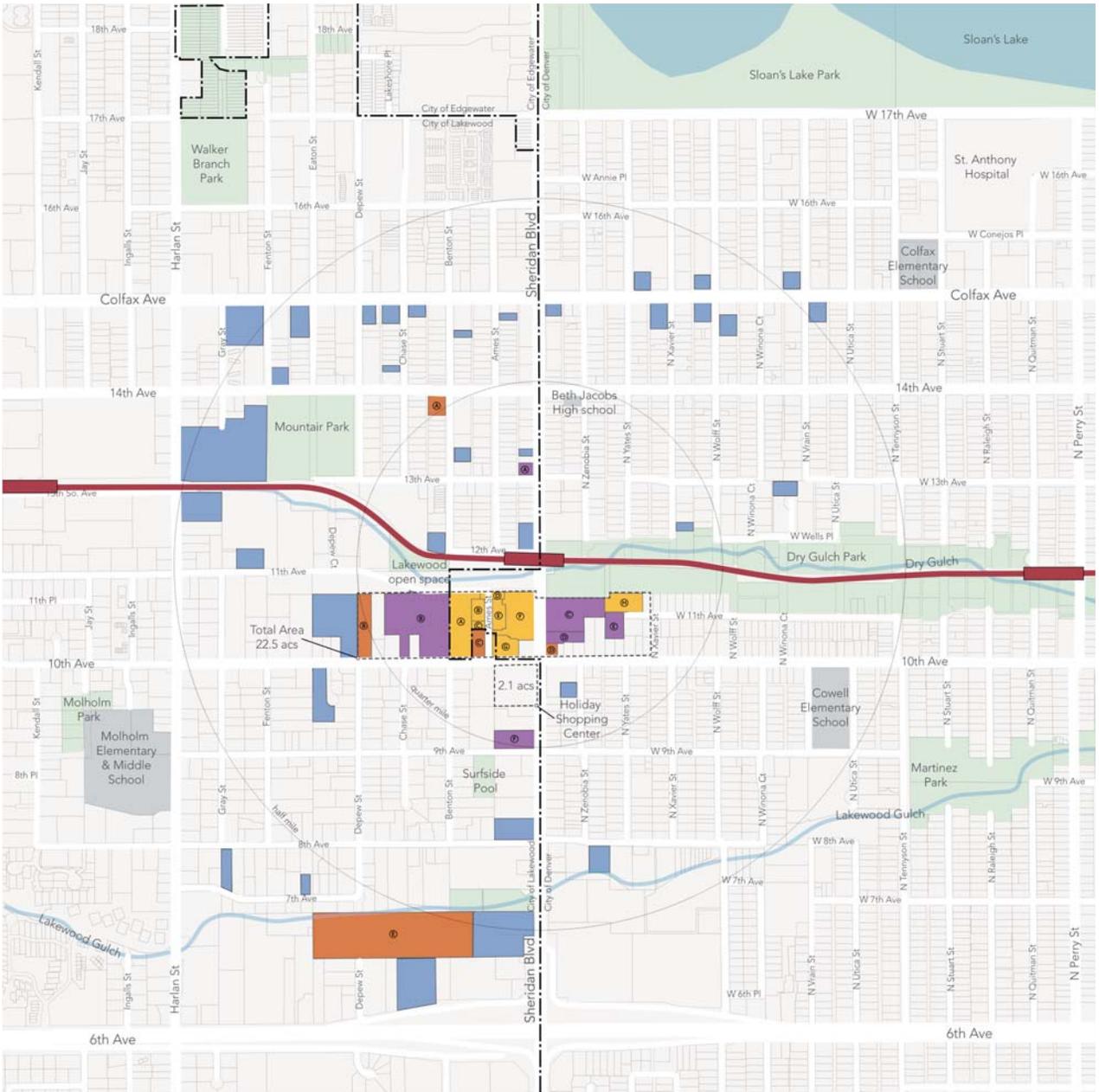
52			<p>Attract development to support housing: help attract development/redevelopment by creating "idea" plans for the redevelopment of the Holiday Shopping Center (e.g. extended Ames Street south of 10th to create a 'green street' with potential for commercial services, activities, farm stands, etc.). Also discuss potential sources for redevelopment funding.</p>	Lead: CCD, COL Planning	0 - 2 years	\$30,000	<p>Create conceptual site plan and illustrations (UCD student project potential)</p> <p>Range of tools:</p> <ul style="list-style-type: none"> city CIPs, waiving of development fees, tax rebates, Title 32 Metro District where appropriate, Urban Renewal where appropriate, other special districts, Public Improvements Fees, economic development grants, LIHTC tax credits in key redevelopments New Market Tax Credits, if appropriate. <p>Potential project specific tools include:</p> <ul style="list-style-type: none"> EPA Brownfields Grants, EPA Assessment Grants, CDBG and HOME funds, LIHTC tax credits, New Market Tax Credits, Community Development Financial Institution (CDFI) loan funds
53	✓		<p>Help facilitate redevelopment to support housing: jointly explore creating a special "district" or "area" focusing on the Station Area, the Holiday Shopping Center, Jody apartment redevelopment and other properties available for redevelopment. Discuss and coordinate with Lakewood and Denver the range of potential financial tools and implementation strategies applicable in this district to facilitate redevelopment.</p> <p>Consider:</p> <ul style="list-style-type: none"> Development District Urban Renewal District "Champion" Overlay Organization² 	Lead: CCD CPD, COL Planning Supp: ULC, RMC, CCD Planning, CCD ED, COL Planning, COL ED, CCD URA, COL URA	0 - 2 years	\$150,000	Non-profit and private develop funds. City, Urban Renewal Authority, Non-profit and private developer staff time.
54			<p>Pursue master developer by holding a "developer forum": to assist major property owners in Lakewood and Denver to collectively pursue a master developer that can provide strong expertise, vision and resources to develop the remaining undeveloped parcels for housing and supportive uses.</p>	Lead: COL Planning Supp: CCD, RTD, ULC/NEWSED, other landowners	3 – 5 years	\$10,000	Public/Private Partnership, TIF
55	✓	✓	<p>Clarify development standards: clarify and coordinate Lakewood/Denver development standards to ensure that the development community understands the expectations and differences between the two cities.</p>	Lead: COL Planning Supp: CCD CPD, COL PW, CCD PW	3 – 5 years	internal	

² Champion: To bridge the two jurisdictions "The Champion" could operate similar to a single redevelopment district and to manage and promote the station area. The Champion should be a non-profit organization that has the ability to apply for and receive federal, state, or local public funds or foundation funding to promote redevelopment of the district. (The champion could be a subgroup of the West Line Corridor Collaborative or a development group such as ULC or NEWSED.) Initially a staff person from the City of Denver or Lakewood might provide assistance for coordinating the different stakeholders and moving forward on implementation tasks. Ultimately, the Champion should create a staff position, or positions, to carry out the work.

DEVELOPMENT OPPORTUNITIES

Legend

- city boundary
- rail line
- light rail station
- parks & open space
- school
- for sale
- Ⓐ 0.3 acs (Win King Real Estate)
- Ⓑ 4.4 acs
- Ⓒ 2.1 acs
- Ⓓ 0.5 acs
- Ⓔ 0.6 acs
- Ⓕ 0.9 acs
- willing seller
- Ⓐ 0.45 acs
- Ⓑ 1.5 acs
- Ⓒ 0.45 acs
- Ⓓ 0.25 acs
- Ⓔ 9.2 acs (City of Lakewood)
- proposed development
- Ⓐ 1.9 acs (Newsed/ULC)
- Ⓑ 0.35 acs (RTD)
- Ⓒ 0.15 acs (RTD)
- Ⓓ 0.25 acs (ULC)
- Ⓔ 0.4 acs (RTD)
- Ⓕ 1.7 acs (RTD Park N Ride)
- Ⓖ 0.6 acs (RTD)
- Ⓗ 0.9 acs (RMC)
- vacant lot / potential infill





JOBS

Number	Priority Project	Quick Win Project	Specific Action	Responsibility	Time Frame	± Cost	Notes/Funding
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Lakewood Gulch and 7th Avenue Industrial Infill

56	✓	✓	Evaluate space needs for municipal operations: at the Lakewood Water and Sewer District's 700 Depew Street parcel to enable redevelopment of a portion of the parcel and work on attracting a developer and tenants to the area.	Lead: COL ED	0 – 2 years	Internal	
57			Promote future creative businesses: and flexible work spaces in conjunction with 40 West Arts District. While outside the District, there could be potential to help advertise and coordinate on efforts to enhance the creative hub in the area.	Lead: COL Supp: 40 West	3 – 5 years	Internal	

Business Development Tools

58	✓		Facilitate business development: examine and develop a range of potential business development tools to help businesses in study area.	Lead: COL ED, CCD ED	0 – 2 years	Internal	Examples might include gap financing, revolving loan funds, tenant improvement assistance, façade improvement assistance, physical improvements, business management, advertising, etc.
59	✓	✓	Explore options to engage Sheridan businesses: by forming a business association and/or by working with the existing neighborhood organizations, WCCA, and the West Colfax Business Improvement Districts in Denver and Lakewood.	Lead: COL, CCD Supp: CCD ED, Colfax Improvement Districts	0 – 2 years	Internal	
60			Assist food related business: including Sprout City Farms and/or others with a desire to develop food related businesses	Lead: COL Planning Supp: COL ED, CCD ED	5+ years	Internal	
61	✓	✓	Explore opportunities for area residents to earn income from home food businesses: in compliance with Colorado Cottage Foods Act	Lead: COL, CCD CPD	0 – 2 years	Internal	Zoning changes, education and training / partnership with SCF for value added agriculture products, etc.

Connecting Residents to Jobs

62	✓	✓	Encourage low income transit ridership: work with RTD during its fare study to encourage additional opportunities for low income riders	Lead: COL / CCD CPD Supp: WLCC	0 – 2 years	Internal	
63	✓	✓	Educate locals about transit ridership benefits: create a business roundtable that focuses on educating businesses and employees about benefits of riding transit	Lead: WLCC Supp: Colfax Improvement District, RTD	0 – 2 years	Internal	
64	✓		Identify training and internship opportunities: work with Sprouts City Farms to help identify training and internship candidates among members of the community	Lead: COL Planning Supp: COL ED, JEFFCO Workforce Center	0 – 2 years	Internal	
65	✓	✓	Promote transit when marketing neighborhood: Market this neighborhood as a quick train ride to/from major employment centers Downtown Denver, Federal Center/Union Corridor, Jefferson County Government center and educational institutions.	Lead: COL ED Supp: CCD ED, Colfax Improvement District, WLCC	0 – 2 years	Internal	



DESTINATIONS & COMMUNITY EVENTS

Number	Priority Project	Quick Win Project	Specific Action	Responsibility	Time Frame	± Cost	Notes/Funding
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Activate Space in the Station Area

66	✓	✓	Activate underutilized space near station: temporarily activate underutilized or vacant space for community activities such as a farmer's market, cultural events with food trucks, and family activities.	Lead: COL Planning, CCD CPD Supp: RTD	0 - 2 years	\$2,000 to \$15,000 dependent on site	Work with neighborhoods. CDBG grants
67	✓	✓	Utilize station plaza: establish a simple process/checklist for utilizing the station plaza for community events, permanent commercial stands, and retail carts or kiosks	Lead: RTD Supp: COL Planning CCD CPD	0 - 2 years	Internal	
68	✓	✓	Beautify Dry Gulch: improve appearance of Dry Gulch from Sheridan Station west to Benton Street with trash clean up, native plantings, seating areas and public art.	Lead: Partnership to be studied between CCD, COL, RTD, and any other land owners	0 - 2 years	Requires further study	Cost dependent on scale of improvements
69			Locate city services: solicit city departments to seek ways to locate city services in neighborhood (e.g. lease space in Holiday Shopping Center)	Lead: COL Planning Supp: COL ED	5+ years	Internal	CIP
70			Continue to explore the concept of creating two "Great Streets": along the park frontage	Lead: CCD, COL, private developers	5+ years	Requires further study	Recommendation from Denver Sheridan Station Area Plan.

Establish Neighborhood Events

71	✓	✓	Establish a 20-minute committee to champion local community building events: work with Two Creeks, Villa Park, and WeCAN neighborhood associations on potential neighborhood events such as: <ul style="list-style-type: none"> • Bike events along the Dry Gulch Trail / W-Line • Regular pop-up events – food trucks, artists, musicians (potentially on top of the RTD parking structure) • Cultural events such as a Cinco De Mayo Celebration, Children's Day, and Mexican Independence Day • Community farm events: support/collaborate with Sprout City Farms on events at Mountair Park Community Farm that involve all the neighborhoods around the Sheridan Station as well as the schools, etc. 	Lead: COL Planning Supp: CCD CPD, RNO's, WLCC, BIDs	0 - 2 years	Internal	
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MARKETING & BRANDING

Number	Priority Project	Quick Win Project	Specific Action	Responsibility	Time Frame	± Cost	Notes/Funding
72	✓	✓	Develop station area identity and give it a name: preliminary identity design and coordination with the Colfax BIDs in Lakewood and Denver and RNO's. Also, give the station area a name.	Lead: WLCC Supp: RNO's	0 - 2 years	Internal	A naming competition could be held as a community Event
73	✓	✓	Design wayfinding signage: for signage at the station describing connectivity, develop a unique design character relating to the neighborhood (see "identity" above).	Lead: RTD Supp: COL Planning, CCD CPD, WLCC, BIDs	0 - 2 years	Internal	
74	✓	✓	Create a marketing brochure: highlighting the destinations and amenities near the Sheridan Station (and the other W Line stations.)	Lead: COL Planning Supp: Colfax BIDs WLCC, RNO's	0 - 2 years	\$20,000	Grants
75	✓		Install prominent station identity signage: on both ends of the Sheridan Boulevard bridge near 11th and 12th	Lead: RTD Supp: COL Planning, CCD CPD, CDOT	0 - 2 years	\$40,000	Grants
76	✓	✓	Install wayfinding signage: at the intersection of Colfax and Sheridan install signs with walk times that directs motorists, pedestrians, and cyclists to Sheridan Station	Lead: RTD Supp: Lwd/Den BIDs, WLCC	0 - 2 years	\$15,000	Grants, Business Improvement Districts
77	✓	✓	Enhance crosswalks: at 10th/Sheridan with unique, colored pavement treatments.	Lead: CCD, CDOT, COL	0 - 2 years	\$50,000	The cost estimate includes asphalt demolition, colored concrete installation, and finishing patch work for 4 crosswalks on 10th and Sheridan.
78			Establish a subcommittee: create the West Line Corridor Collaborative Citizen Subcommittee to market and promote the corridor by championing local community - building events and serving as a resource for sharing information about events and opportunities along the corridor.	Lead: WLCC Supp: RNO's, BIDs	0 - 2 years	Internal	



HEALTHY LIVING

Number	Priority Project	Quick Win Project	Specific Action	Responsibility	Time Frame	± Cost	Notes/Funding
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Access to Healthy Foods

79	✓	✓	Implement farm stand: seasonally operating in neighborhood	Lead: SCF Supp: COL CR	0 - 2 Years	\$20,000	Grants
80	✓	✓	Implement mobile produce markets: identify and assist local businesses, organizations and individuals to implement mobile produce markets.	Lead: COL ED Supp: SCF, CCD ED	0 - 2 Years	Internal	Grants: • Colorado Health Foundation, • Denver Foundation Economic Development, • USDA Farmers' Market Promotion Program, • Denver Office of Economic Development • Small Business Loan: Local Matters Investments
81			Increase availability of healthy foods: work with existing corner stores to increase healthy foods availability. Continue discussions with Walgreens to expand the store at Colfax and Sheridan as a Food Oasis store	Lead: CCD ED Supp: COL ED	3 - 5 years	Internal	Grants: • Colorado Health Foundation, • Denver Office of Economic Development
82			Establish a community garden: support residents in pursuing a community garden in the Two Creeks and Villa Park neighborhoods	Lead: COL Planning, CCD CPD Supp: Two Creeks, Villa Park neighborhoods	3 - 5 years	Internal	Denver Urban Gardens (partner) Grants: • Colorado Health Foundation
83			Explore building a community orchard: explore opportunities with land owners to develop a community orchard along 11th Avenue from the north side of the Jody site to the station	Lead: CCD Parks, CPD	5+ years	Requires further study	Grants: • Colorado Health Foundation
84	✓	✓	Distribute produce to those in need: work with neighborhood organizations such as food banks and Colorado Coalition for the Homeless to distribute produce to those in need in the neighborhood	Lead: SCF	0 - 2 years	Internal	
85	✓		Support development of Mountair Phase 2: support the development of Phase 2 of the farm in Spring 2015: Explore the potential of integrating a community garden in Phase 2 development	Lead: COL CR Supp: SCF, MAP Farm Community Advisory Group	0 - 2 years	Internal	

Increase Active Recreation Opportunities

86	✓	✓	Dry Gulch enhancements: study the opportunity to construct an off-road bicycling and walking trail in Dry Gulch Park	Lead: CCD Parks	3 - 5 years	To be determined through study	Will require prioritization within extensive list of on-going capital improvements
87	✓	✓	Consider and study appropriateness of park activation elements: such as skate elements or other amenities in existing Dry Gulch parks	Lead: CCD Parks	3 - 5 years	To be determined through study	Will require prioritization within extensive list of on-going capital improvements
88	✓	✓	Encourage park programs: encourage/ invite programming in Mountair Park or Dry Gulch, such as yoga or tai chi in the park	Lead: COL CR Supp: CCD Parks	0 - 2 years	Internal	
89			Establish and support school community gardens: assist in developing a school garden at Molholm Elementary (if desired), and in expanding the school garden at Cowell Elementary (if desired).	Lead: COL Planning, CCD CPD Supp: JEFFCO Schools, Denver Urban Gardens, Slow Foods	3 - 5 years	Internal	Denver Urban Gardens (partner) Grants: • Whole Kids Foundation, kidsgardening.org, • Colorado Health Foundation
90			Extend The Sustainable Neighborhood Program: explore potential for expanding The Sustainable Neighborhood Program beyond West Colfax	Lead: COL Planning Supp: CCD CPD, RNO's	3 - 5 years	Internal	
91			Encourage gardening education: initiate the Backyard Neighborhood Garden Network where residents share skills, conduct workshops, and trade or sell home produce in cooperation with the Mountair Park Community Farm	Lead: Mountair Park Farm, RNO's	0 - 2 years	Internal	



APPENDIX

05

05: APPENDIX

Market and Demographics

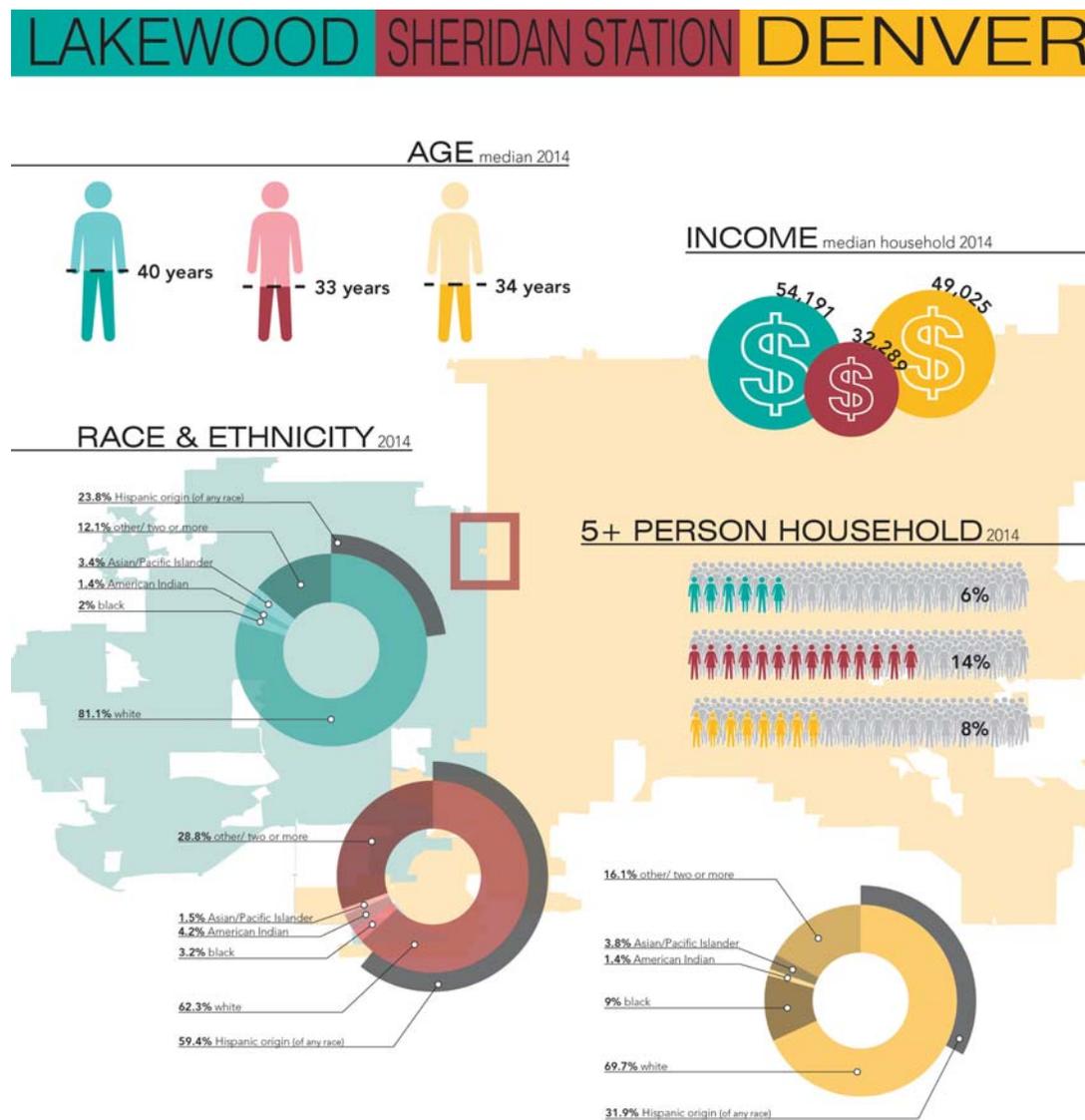
There are over 8,000 residents in the study area (2014 estimates) in approximately 3,100 households. Most of the housing units in the study area are single family detached homes; many built in the 1950's. The average sales price for all owner-occupied homes in the study area is \$190,000. There are also a number of multifamily rental projects.

The study area population is younger, overall, than the population in Denver and Lakewood (Figures 1 and 2). The median age in the study area is much lower at 32.7 years of age compared to Lakewood at 39.9 years and Denver at 34.4 years. The study area's population has a higher percentage of children (0-17) and a lower percentage of older residents (75+).

The study area has a greater percentage of larger households (3 to 5+ persons per household) than Lakewood and Denver. Likewise, Denver and Lakewood have a greater percentage of 1-person households than the study area.

There is a higher percentage of residents of Hispanic origin in the Study Area compared to the Cities of Lakewood and Denver.

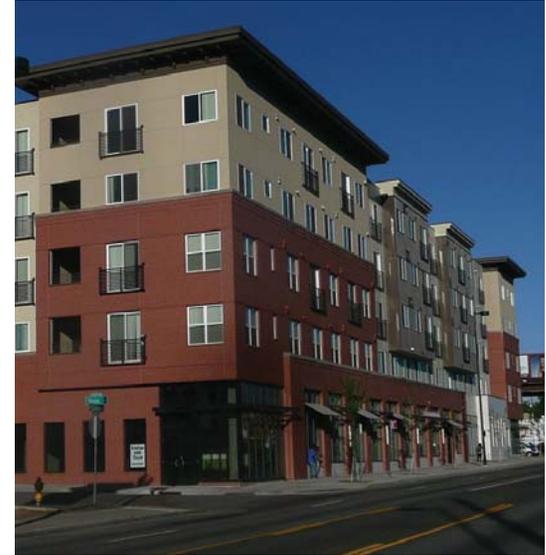
Median and average household incomes in the study area are lower than the overall Denver and Lakewood median and average incomes. There are a greater percentage of households with very low incomes in the study area at less than \$15,000



The top occupations in all three areas examined include office and administrative support and sales occupations. Other top occupations in the study area include food preparation and serving, construction and extraction related jobs, building and grounds maintenance, and transportation.

The construction of the light rail station and transit line has led to some development in the area. Recent development projects include the West End Flats on Colfax and Zenobia, within walking distance of the light rail station, completed by the Colorado Coalition for the Homeless in 2012. In addition to the 101 residential units, the project includes a 1,700 square foot retail bay, a “cop shop” and the West End Health Center which provides medical services to the broader West Denver community.

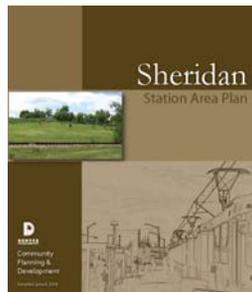
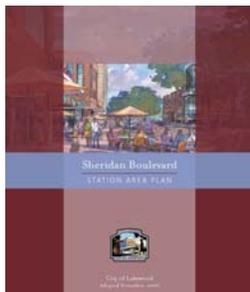
According to CoStar, there is about 430,000 square feet of retail space in the study area. The study area includes Colfax where much of the retail inventory exists, although there are some retail and service establishments along Sheridan Boulevard. While the broader study area had very low retail vacancies (in 2013), the approximately 25,000 square foot Holiday Shopping Center at 10th and Sheridan suffers from high vacancies, partially as a result of owner neglect. There is about 40,000 square feet of office space in the study area with vacancy rates at over 15%. There is over 230,000 square feet of industrial / flex space in the study area with very low vacancy rates (1%). Well-positioned industrial does very well in the area.



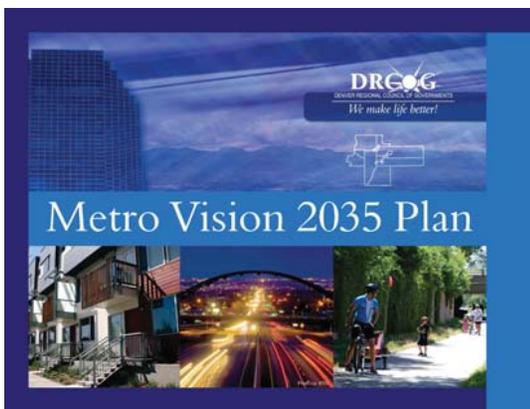
West End Flats on Colfax at Zenobia



On of many underutilized buildings on Colfax



CTOD CENTER FOR TRANSIT-ORIENTED DEVELOPMENT



Related Plans

Several planning documents produced by The Cities of Denver and Lakewood, as well as other project stakeholders, already exist to strengthen the community's identity and create a vibrant, walkable, mixed-use environment. Each of these processes included significant public involvement. This implementation plan aligns with the following documents' goals, and details specific implementation recommendations to further advance desired change in the area:

- Sheridan Boulevard Station Area Plan (Lakewood)
http://www.lakewood.org/Planning/Lakewood_West_Rail_Line/Station_Area_Plans/Sheridan_Boulevard_Station_Area_Plan.aspx
- Sheridan Station Area Plan (Denver)
https://www.denvergov.org/Portals/193/documents/sheridan/Sheridan%20Station%20Area%20Plan_final.pdf
- Existing zoning and land use in project area in Denver and Lakewood
<http://www.lakewood.org/Zoning/>
<http://www.denvergov.org/cpd/CommunityPlanningandDevelopment/Zoning/DenverZoningCode/tabid/432507/Default.aspx>
- ULC/NEWSED Jody Apartments Redevelopment plans

<http://www.urbanlandc.org/assets-investments/jody-apartments/>

- Connecting the West Corridor Communities: An Implementation Strategy for TOD along the Denver Region's West Corridor

<http://www.reconnectingamerica.org/resource-center/browse-research/2011/connecting-the-west-corridor-communities-an-implementation-strategy-for-tod-along-the-denver-region-s-west-corridor/>

- Metro Vision 2035 Plan

<https://www.drcog.org/index.cfm?page=MetroVision>

- Dry Gulch Trail Master Plan Plan 2012

Population Proximity Analysis (food, schools, parks, community center and transit)

Based on the 2010 census, there are just over 8,000 residents in the study area.

1. 72% of residents live within ½ mile from a grocery store with fresh food (King Soopers at Sheridan and 17th).
2. 100% of residents live within ½ mile from a park and elementary school (Walker Branch Park, Mountair Park, Lakewood/Dry Gulch Park, Martinez Joseph P. Park, Cowell Elementary School, Molholm Elementary School, and Colfax Elementary School).
3. 100% of residents live with 3 miles of a full service community center (Rude Recreation Center, which is 3 stations to the east of Sheridan on the W-Line).

4. 77% of residents live within ¼ mile from frequent transit (West Line rail and several bus routes – 16, 50, 51, KC, CV, EV, AF).

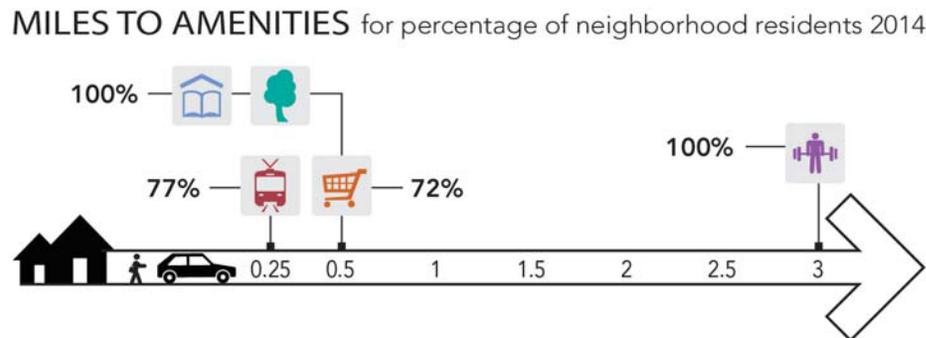
Although many residents live in close proximity to stores, schools, parks, and a recreation center, there are many accessibility issues to these uses. The lack of sidewalks and bike paths make it difficult for children and adults to walk to these neighborhood uses. In addition, the Rude Recreation Center is part of the City of Denver, therefore residents of Lakewood have to pay a non-resident admission fee to use this facility. While 72 % of residents live within 1/2 mile to King Soopers, most residents have to cross Colfax to get to this store which is a major challenge.



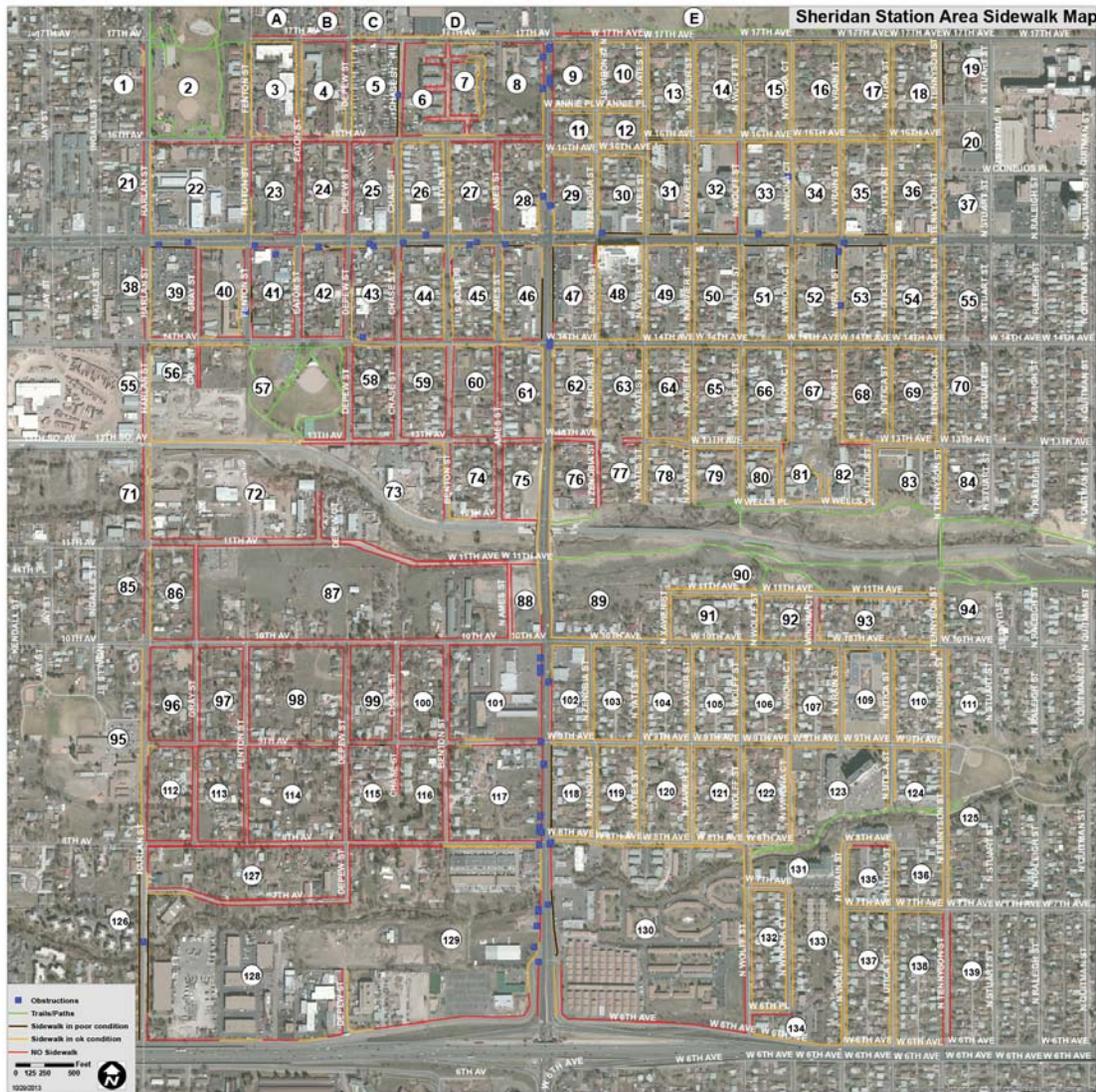
Only two small play areas exist in the study area



Mountair Elementary/Middle School playground



Existing Sidewalk Conditions in the Study Area





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303.440.9200 | www.migcom.com

