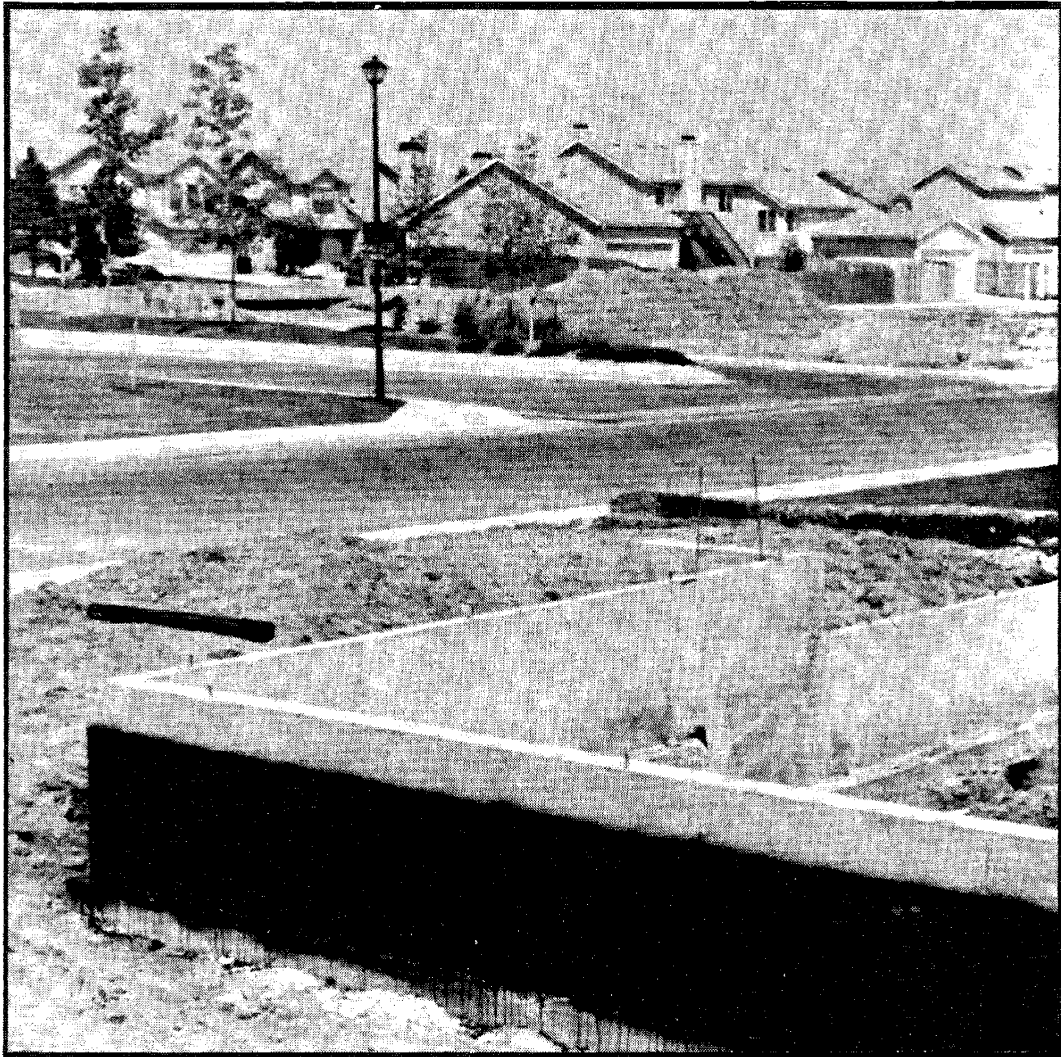


M O N T B E L L O

NEIGHBORHOOD PLAN

GREEN VALLEY RANCH

NEIGHBORHOOD PLAN



PLANNING AND COMMUNITY DEVELOPMENT OFFICE

CITY AND COUNTY OF DENVER

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The Montbello and Green Valley Ranch Neighborhoods Plan was approved by the Denver Planning Board following a public hearing on December 12, 1990. Following a City Council public hearing it was approved by the Denver City Council on February 25, 1991. It was signed by the Mayor on February 26, 1991, at which time it became part of the Denver Comprehensive Plan.

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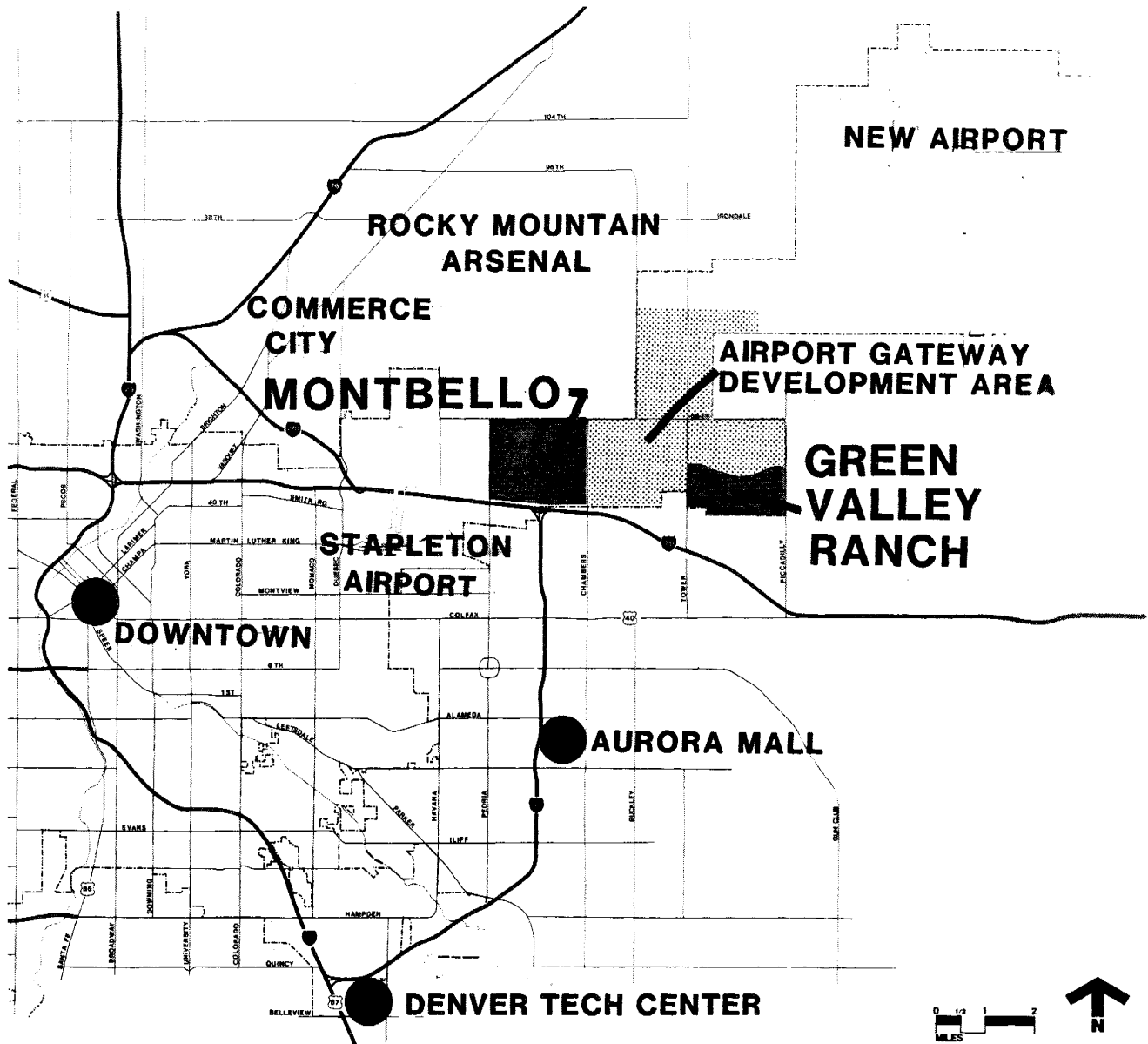
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VICINITY MAP
MONTBELLO/GREEN VALLEY RANCH



A. The Montbello Vision for the Future

The Montbello neighborhood's vision for the future is to preserve and enhance the following positive qualities that make the neighborhood a unique place to live:

- Diversity of people (ages, income, ethnic and cultural heritage, lifestyle choices).
- Quiet, suburban "small town" environment with a sense of safety and friendliness.
- Diversity of architectural styles, sizes, and selling prices of homes.
- Excellence of neighborhood schools.
- Physical features of the neighborhood, including mountain views, seven parks, and parkways.
- Convenience of location relative to transportation access to Downtown Denver, shopping, the Denver Tech Center, parks and open space, nature areas, and mountain recreation.
- High quality new development and neighborhood economic benefits resulting from the opening of Denver International Airport.

B. The Green Valley Ranch Vision for the Future

Green Valley Ranch is the newest of Denver's residential neighborhoods. Large areas of open space are waiting for development within and adjacent to Green Valley Ranch. The neighborhood's vision for the future is to preserve existing qualities and create new qualities as the area develops:

- Diversity of people, with an emphasis on family and children.
- "Small town" atmosphere, with a sense of friendliness, safety, and interest in the neighborhood's schools and recreation opportunities.
- Development in harmony with the natural environment in order to protect mountain views, streams, the High Line Canal, and wildlife areas.
- High quality new development and neighborhood economic benefits resulting from the opening of Denver International Airport.

C. Priority Planning Issues

Residents, business people, and city representatives who established these visions see tremendous potential for Montbello and Green Valley Ranch as these neighborhoods build on these characteristics. This plan addresses the following priority topics as established in the neighborhood meetings:

- zoning and land use
- traffic and transportation
- housing
- recreation
- business development
- urban design

INTRODUCTION

D. Location and Description

Denver's far northeast area includes four distinct neighborhood areas: the Stapleton neighborhood (airport, offices, industrial), Montbello neighborhood (primarily residential), Gateway area (residential, business, mixed use), and Green Valley Ranch neighborhood (primarily residential). This plan will focus on the existing residential areas in Denver's far northeast region: the Montbello neighborhood and Green Valley Ranch neighborhood.

Montbello is bounded by I-70 on the south, 56th Avenue on the north, Peoria Street on the west, and Chambers Road on the east. The neighborhood is residential in character, with slightly more than 5,600 single family homes and 1,250 multi family units. Businesses generally are located in the Peoria Street commercial area south of Albrook Drive and in the Chambers Place Shopping Center at Chambers Road and 48th Avenue. A business and industrial area is immediately to the west, Aurora's Morris Heights neighborhood to the south, open space to the east, and open space to the north. Distinctive features of the neighborhood are its suburban character, meandering street system, and nearby natural open space areas. Montbello is the largest of Denver's neighborhoods in both land area and population.

The portion of Green Valley Ranch that is thus far subdivided and built with homes is bounded by 38th Avenue on the south, 48th Avenue on the north, Piccadilly Road on the east, and Tower Road on the west. Slightly more than 1,100 single family homes have been built in the neighborhood since 1981. There is a small retail center on Tower Road near 48th Avenue. The undeveloped area north of 48th Avenue has been included in the Airport Gateway Plan along with undeveloped open space to the west of Tower Road. A partially developed Aurora business and industrial area is immediately to the south. Residential development is anticipated to the east in Aurora. The most distinctive feature of Green Valley Ranch is the panoramic view of the Front Range made possible by the surrounding large expanses of open space.

E. Use of the Plan

This plan presents the best thinking of the city and the neighborhoods and provides a city-approved guide for the acceptable future physical development of the neighborhoods for use by the Denver Planning Office, the Denver Planning Board, the Mayor, City Council, governmental agencies, residents, property owners, business people, and private organizations concerned with planning, development, and neighborhood improvement. The plan is neither an official zone map nor does it imply or deny any implicit rights to a particular zone. Zone changes that may be proposed by property owners as part of any plan must be initiated under a separate procedure established under the City and County of Denver Municipal Code.

This plan is intended to promote patterns of land use, urban design, and circulation and services that contribute to the economic, social, and physical health, safety, and welfare of the people who

live and work in these neighborhoods. The plan addresses issues and opportunities at a scale that is more refined and more responsive to specific needs than the city's Comprehensive Plan. The plan serves as a component of that document.

F. History of the Neighborhoods

Montbello

The Italian word "Montbello" means literally "beautiful mountain." Spectacular views of Mount Evans, Long's Peak, and the Continental Divide inspired developers to name Denver's new neighborhood area "Montbello," after the picturesque mountain region in the Italian Alps with that name.

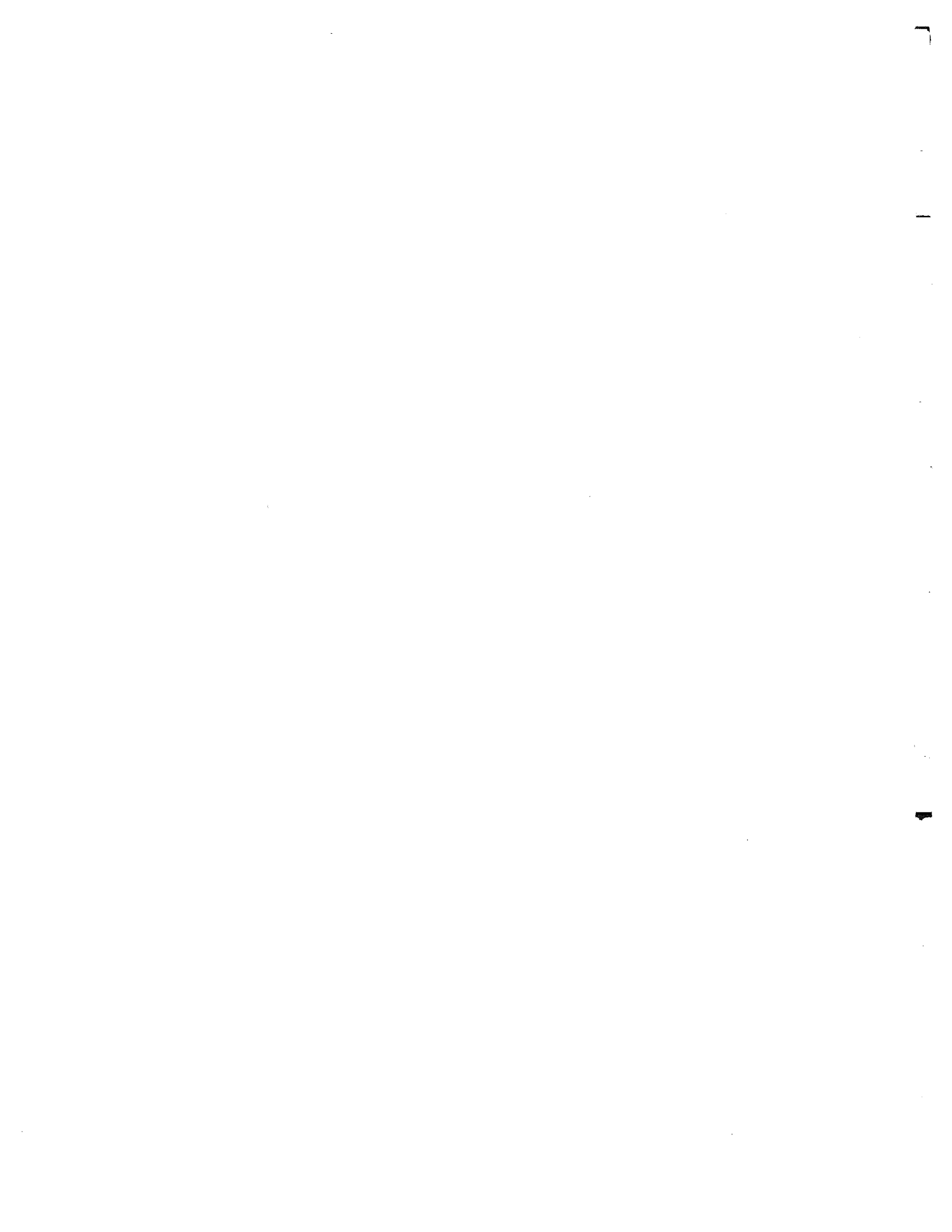
Montbello was the first major annexation of privately owned land to the far northeast area of Denver, taking place in September, 1965. Because the area annexed was large – approximately 2,609 acres – the City and developers worked out a master land use plan in conjunction with the annexation agreement that addressed mutual obligations in the annexation area.

The annexation agreement included a master plan for the area to develop into a mixed use community. The agreement basically dictated the general land use and densities and provided for the necessary public land sites for parks, schools, and other public facilities.

Montbello started developing in 1966, with the bulk of growth taking place in the late 1960's and early 1970's. At present, Montbello is 75%-80% developed.

Green Valley Ranch

Green Valley Ranch was annexed to Denver from Adams County in September 1973. This original Green Valley Ranch annexation of 3,078 acres extended approximately from Tower Road to Piccadilly Road and from 38th Avenue to a mile north of 56th Avenue between Himalaya Road (extended) and Piccadilly Road (extended). The original annexation agreement included a master plan comprising mixed land uses for the area. In 1978, a comprehensive rezoning was adopted which generally changed the lower density residential uses to medium density residential uses. The rezoning also reconfigured public land sites. In July of 1980 a square mile of land (642 acres specifically) north of 56th Avenue and west of Piccadilly Road (extended) was de-annexed from Denver and re-annexed to Adams County as part of a negotiated settlement of a lawsuit brought against the City by Adams County. Development started in Green Valley Ranch in 1981. It is currently about 15% developed.



A. Goals

- Protect the existing residential character of the Montbello neighborhood and Green Valley Ranch neighborhood.
- Encourage good design in new business development and compatibility with adjacent residential land uses.

B. Overview of Existing Land Use and Zoning

Montbello and Green Valley Ranch are unique among Denver's neighborhoods in that from the time they were annexed into the City as open ranch land, their development has been guided by respective large area master plans that have sought to assure compatibility of land uses, location of business areas, provision of nearby employment, location of parks and schools, and design of street layouts. Taken together, these neighborhoods encompass over 5,000 acres of land where a rational basis for land uses and accompanying zoning of large areas has been in effect for twenty-five years in Montbello and twelve years in Green Valley Ranch.

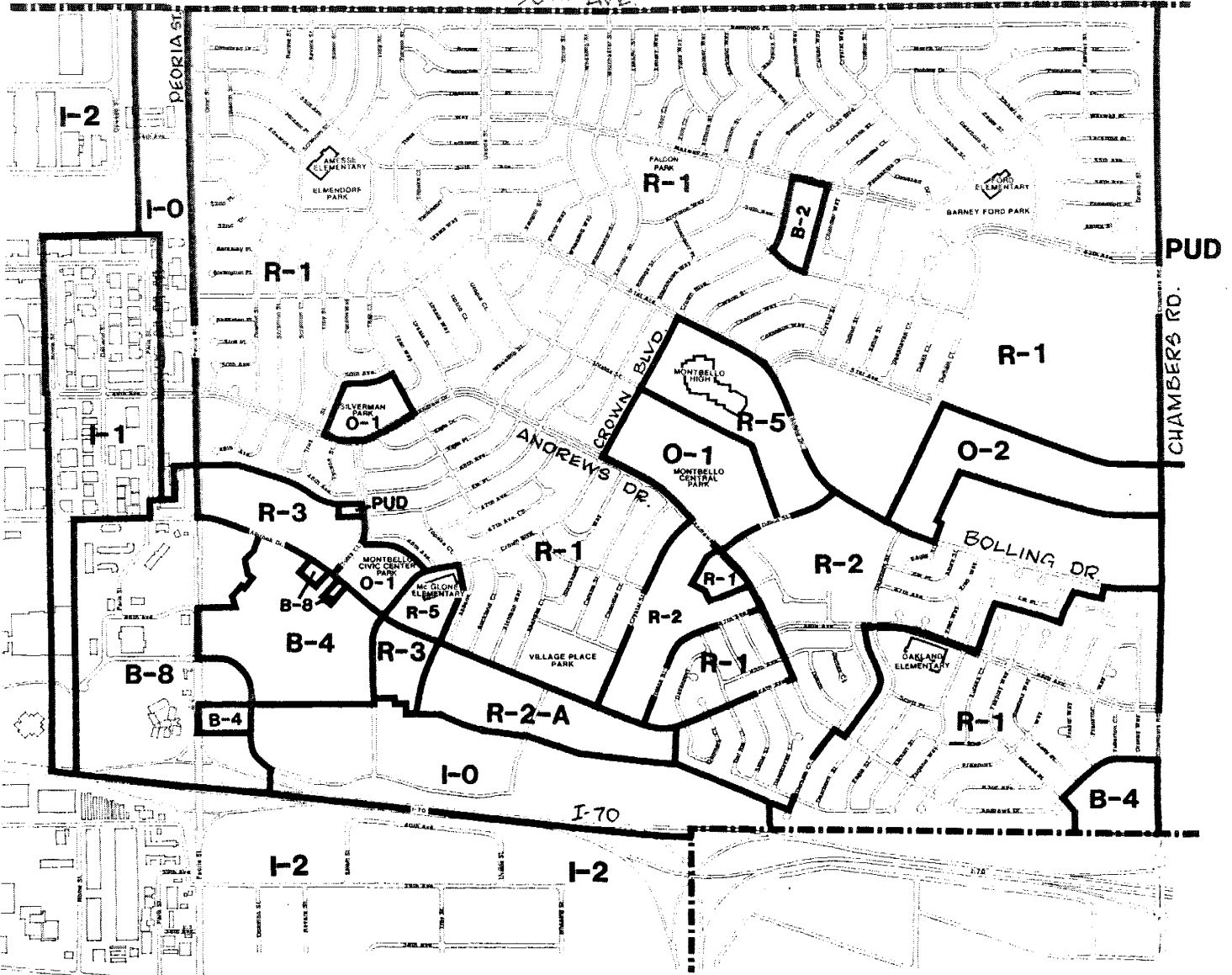
For the most part, land use patterns and accompanying zoning already in place continue to make sense. But no plan benefits from a perfect crystal ball. With the passing of time, internal changing conditions from within the neighborhoods and external changing conditions from outside the neighborhoods (Aurora and Denver's adjacent Gateway and Stapleton areas) suggest a need to review and modify land use planning and existing zoning.

C. Montbello Land Use Plan

1. Existing Land Uses and Zoning

All of the 5,600 single family homes in Montbello are in areas zoned R-1 or R-2 (limited to single family detached homes). The R-2 Planned Building Group process has been used in some parts of Montbello to increase density for single family development by reducing lot sizes. There is room for 1,600 additional single family homes on undeveloped land that is zoned R-1, R-2, and 0-2 (a holding zone pending application for residential zoning). Multi-family zoning (R-3 and R-2-A) is located along Albrook Drive. Over the last twenty-five years 1,250 apartment units have been constructed, with about 350 additional units permitted on undeveloped land along Albrook Drive.

Zoning to the south of Albrook Drive and east of Peoria Street is B-8 and B-4 for commercial development. Montbello Plaza Shopping Center, a bank, hotel, several restaurants, convenience store, car wash, and pre-school have developed on this site over the last 25 years. Zoning to the west of Peoria Street is industrial (I-O, I-1, I-2) and intensive commercial (B-8). This is a major Denver office and industrial employment center with attractively landscaped sites that make good neighbors to the residential heart of Montbello. There are scattered undeveloped sites, particularly at the north end of this Business and Industrial Park. Zoning to the south of I-70 is industrial (I-1 and I-2), with a small retail business site (B-2) at the corner of Peoria Street and Smith Road.



R-1 Single-Unit Detached Dwellings, Low Density. Density = 7.3 dwelling units/acre.

R-2 Single and Multi-Unit Dwellings, Low Density. Density = 14.5 dwelling units/acre.

R-2-A Multi-Unit Dwellings, Medium Density.

R-3 Multi-Unit Dwellings, High Density. Maximum density is not specified and is determined by the size of the units, bulk plane, parking, and open space requirements.

R-5 Institutional District. Allows hospitals, colleges, schools, churches and other institutional uses.

B-2 Neighborhood Business District. This district provides the retailing of commodities classed as "convenience goods," and the furnishing of certain personal services, to satisfy the daily and weekly household or personal needs of the residents of surrounding residential neighborhoods. The volume of pedestrian traffic in proportion to vehicular traffic entering the district is much higher than in other retail business districts.

B-4 General Business District. This district is intended to provide for and encourage appropriate commercial uses adjacent to arterial streets, which are normally transit routes, and abutting residential districts.

B-8 Intensive General Business/Very High Density Residential District. This very intense district is designed to serve the entire metropolitan area as an alternative to urban sprawl. Building floor area cannot exceed 4 times the site area plus floor area premiums.

I-0 Light Industrial District. A transitional district between intensive industrial and residential districts. Allows limited manufacturing, wholesale and retail activities, offices, and motels.

I-1 General Industrial District. Allows many manufacturing, warehousing, wholesaling activities, along with limited retail and service uses for the benefit of area employees.

I-2 Heavy Industrial District. Allows all manufacturing, warehousing.

O-1 Open Use District. Allows recreational uses, parks, and other public and semi-public uses housed in buildings.

O-2 Open Space District. Allows large tracts of open land utilized primarily for agriculture or ranching activities.

PUD Planned Unit Development. PUD is a form of development generally characterized by a unified site design for clustering buildings and providing common open-space, density increases, and a mix of building types and land uses. It allows maximum flexibility during the planning stage and maximum assurance that exactly what is proposed will be developed.

EXISTING ZONING
February, 1991

MONTBELLO

Rezone for Retail
Business When 56th Avenue
Opens to Quebec Street

Open Space Nature Area

Neighborhood Focal Point
Encourage Community Service
and Retail Development

56TH AVE

Open Space,
Lake, New Park

Airport Gateway
Development
Area

Albrook Center

Existing Shopping
Centers
Encourage Retail
Development
at Neighborhood
Entrance

Encourage Residential
Development

Chambers Place
Shopping Center
Town Square Focal
point
Encourage Retail
Development

Montbello Plaza

Rezone to B-4
Encourage
Retail, Business,
Hotel
Development

Encourage Residential
Development

Monitor for
Compatibility

I-70

Multi Family Residential
Lower Density

40th AVE

Evaluate for Retail Zoning
at Transit Station

Rezone to I-0 Encourage
Office/Business Park, Light
Industrial, and Hotel
Development

PEORIA ST

Aurora

CHAMBERS RD

LAND USE AND ZONING RECOMMENDATIONS

MONTBELLO

LAND USE

Retail business zoning is located in the following areas of Montbello:

- Southeast corner of Peoria Street and Albrook Drive. Montbello Plaza (existing shopping center). B-8 zoning.
- Northwest corner of Peoria Street and Albrook Drive. Albrook Center (existing shopping center). B-8 (waivers and conditions) zoning.
- Southwest corner of Crown Boulevard and Albrook Drive. Undeveloped. B-4 (waivers and conditions) zoning. Rezoned September 1990.
- Northeast corner of Chambers Road and 48th Avenue. Chambers Place (existing shopping center). P.U.D. (retail uses) zoning.
- Southwest corner of Chambers Road and Andrews Drive. Undeveloped. B-4 zoning.
- Southeast corner of Maxwell Place and Crown Boulevard. Vacant convenience store building and undeveloped. B-2 zoning.
- Northwest corner of Peoria Street and Smith Road. Existing restaurant and retail commercial. B-2 zoning.

2. Montbello Land Use and Zoning Recommendations

Implementing Agencies/Groups

LZM-1 Change zoning on 58 acres from B-8 to B-4 on the northerly half of the undeveloped parcel east of Peoria Street and south of Albrook Drive. Reduce the permitted floor area ratio (F.A.R.) to .5:1. Prohibit vehicle sales, adult businesses, billboards and uses inappropriate at this major entry point to the residential neighborhood. Encourage neighborhood serving retail shops and attractive landscaping along Albrook Drive street frontage. Encourage office, hotel (room entrances from building interior), wholesale/retail/warehouse outlets, and mixed retail/fabrication/assembly uses at interior locations. (Rezoned September 1990)

Landowners
Neighborhood Groups
City Council

LZM-2 Change zoning from B-8, R-3, and R-2-A to I-O on 98 acres of undeveloped land generally located to the north of I-70 and to the south of the south property line of the Fountain View Apartments. Prohibit vehicle sales and uses with outdoor storage. Exterior building materials on all buildings should be limited to masonry, brick, brick veneer, or stucco. Attractive landscaping treatment should be encouraged for new development throughout this area that is so readily visible from I-70 and will give a first impression of Denver to visitors arriving through Denver International Airport. A solid wood screening fence and landscaping should be required on all developing properties adjacent to a residential zone district. (Rezoned September 1990)

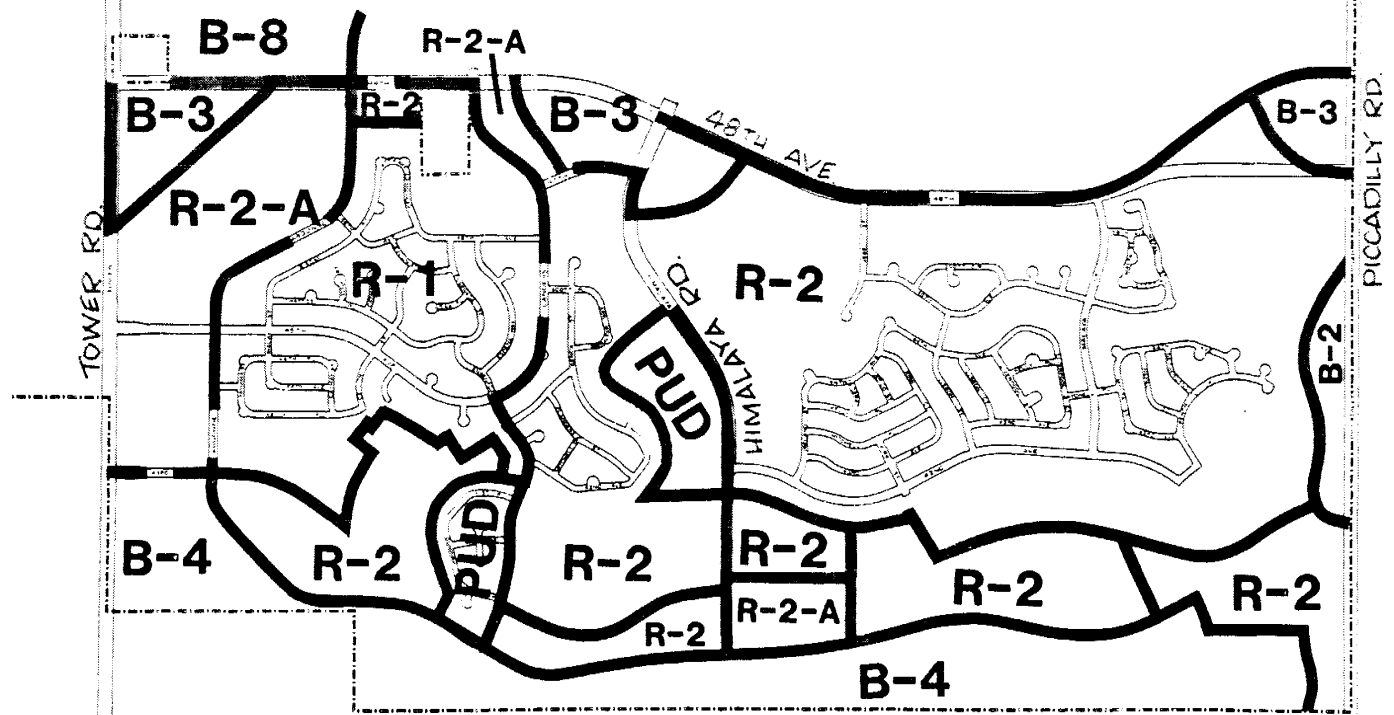
Landowners
Neighborhood Groups
City Council

LZM-3	Change R-2-A zoning on 15 acres along Albrook Drive to limit the number of dwelling units to four units per building and a maximum density of ten units per acre. Encourage the development of elderly housing and/or nursing homes in this area. (Rezoned September 1990)	Landowners Neighborhood Groups City Council
LZM-4	As development is proposed on the B-4 parcel at the southwest corner of Chambers Road and Andrews Drive, work with the developer to assure compatibility with the adjacent residential area along Andrews Drive.	Landowners Developers
LZM-5	Encourage good design and compatibility of new development on the parcel at the southeast corner of Maxwell Place and Crown Boulevard. Over the last twenty-five years this site has remained vacant, except for a convenience store on the south portion of the site. In spite of changes in shopping habits that make it difficult for B-2 shopping areas to survive, there are success stories in other parts of the city and planning in the nearby Gateway area is for neighborhood convenience shops and services around park-like town squares. This suggests an opportunity to take a fresh look at neighborhood shopping on this site. Use the existing zoning to make sure this block long area, over time, develops as a pleasant neighborhood focal point with attractive landscaping and uses such as small retail shops, preschool, church, and nursing care center. This site should be monitored over the next ten years and if no development occurs, a rezoning of the northerly 2/3 of the site to an appropriate residential zone district should be considered.	Landowners Developers
LZM-6	Explore rezoning from I-2 to an appropriate zone district for neighborhood-serving retail and personal services in the vicinity of Smith Road and Peoria Street where a future rail transit station may be located if a northeast corridor rail transit line is constructed. Feeder commuter buses and a park-n-ride suggest an opportunity to develop retail shopping in this area.	Landowners City Council

LAND USE

- LZM-7** Retain all current I-0 zoning along the west side of Peoria Street. I-0 light industrial zoning allows for offices, warehousing, limited manufacturing, hardware sales, restaurants, and similar uses. This is intended as a transition between intensive industrial areas and residential areas. Zoning requirements for the parking of trucks and trailers should be strictly enforced in the industrial area along Peoria Street. Future retail development is encouraged at nodes currently zoned for retail uses, rather than strip commercial development along Peoria Street. The under-utilization of existing retail centers and the present surplus of undeveloped land zoned for retail uses, does not suggest a need for more retail zoning in the neighborhood. One exception is the southwest corner of Peoria Street and 56th Avenue: this site should be evaluated for retail development (B-2 or P.U.D. zoning) at the time 56th Avenue is opened west to Quebec Street.
- LZM-8** Encourage single family residential infill development on vacant R-1 zoned sites to the east of Peoria Street and at scattered sites along Crown Boulevard and Andrews Drive. Explore development of community gardens as an interim use. Expansion of commercial zoning should not be allowed along these streets.
- LZM-9** Encourage the establishing of pre-schools located to conveniently serve neighborhood families. Locations in existing commercial zoning are supported. New P.U.D. zoning for pre-schools on residential arterial or collector streets should be evaluated on a case by case basis for compatibility with present and future adjacent residential areas.
- LZM-10** Establish minimum building lot sizes in new residential subdivisions. A trend over the last ten years in Montbello has been to develop single family housing with R-2 zoning. The advantage in doing this is to gain slightly more density (reducing the land costs for each home) and achieve flexibility from the fixed R-1 land area requirement of 6,000 square feet per unit. This should be supported in future rezoning requests for undeveloped land, with the condition that each subdivision lot contain a minimum of 5,000 square feet of land area and at least 3,000 square feet of unobstructed open space. A language change in the R-2 zone district regulations to accomplish this objective should also be evaluated.
- Landowners
City Council
- Landowners
Home Builders
Neighborhood Groups
City Council
- Pre-school owners
Landowners
City Council
- Landowners
Developers
Zoning Administration
Planning Office

- | | | |
|--------|--|---|
| LZM-11 | <p>Seek to attract a developer for a new recreation vehicle (RV) commercial storage lot. Increasing numbers of Montbello residents own recreation vehicles and trailers. Zoning regulations limit their length to less than twenty-two feet and restrict where they may be parked on a residential property. An appeal for flexibility may be made to the Board of Adjustment-Zoning and a decision is then made on the basis of compatibility, safety, and legal criteria. The development of a privately owned and operated RV storage area is needed in the Montbello area. Such a storage area could be part of a general purpose mini-warehouse/ storage business. A storage area should not be located within the residential neighborhood. Suggested locations to explore include I-1 and I-2 zoned areas adjacent to Montbello and the Stapleton Airport site.</p> | Business Developers |
| LZM-12 | <p>Develop a town square at the corner of Chambers Road and 51st/48th Avenue as one in a series of town squares in the Gateway communities. The goal in the town squares will be to create lively places sometimes absent in suburban developments and avoid unattractive retail and commercial strips. Neighborhood retail shops and public buildings will be clustered around a park-like square. A mixed use P.U.D. is encouraged at this location, with the square located adjacent to Chambers Road and across from the existing shopping center. The P.U.D. rezoning should incorporate design guidelines adopted for town squares throughout the Gateway Area. The early construction of 48th Avenue between Chambers Road and Tower Road is a high priority to begin to link together development in the new Gateway communities, Green Valley Ranch, Montbello, and future Aurora communities to the east of Piccadilly Road.</p> | Landowners
Developers
Planning Office
City Council |



R-1 Single-Unit Detached Dwellings, Density = 7.3 dwelling units/acre.

R-2 Single and Multi-Unit Dwellings, Low Density. Density = 14.5 dwelling units/acre.

R-2-A Multi-Unit Dwellings, Medium Density. Density = 21.8 dwelling units/acre (29 units/acre under PBG, depending on open-space requirements).

B-2 Neighborhood Business District. This district provides the retailing of commodities classed as "convenience goods," and the furnishing of certain personal services, to satisfy the daily and weekly household or personal needs of the residents of surrounding residential neighborhoods. The volume of pedestrian traffic in proportion to vehicular traffic entering the district is much higher than in other retail business districts.

B-3 Shopping Center District. This district is primarily to provide the retailing of most commodities and the furnishing of certain personal services, satisfying all household and personal needs of the residents of surrounding residential communities. This district is normally located on major arterial streets at or near the intersection with another major arterial street so that it has good vehicular accessibility.

B-4 General Business District. This district is intended to provide for and encourage appropriate commercial uses adjacent to arterial streets, and abutting residential districts. Commercial uses include a wide variety of consumer and business services.

B-8 Intensive General Business/Very High Density Residential District. This district, primarily for activity centers, provides the concentration of retailing, personal and business services, as well as residential and cultural uses at a necessary intensity to efficiently be served by mass transit facilities. This very intense district is designed to serve the entire metropolitan area as an alternative to urban sprawl. The regulations are designed to permit a highly concentrated, intense development of the enumerated facilities.

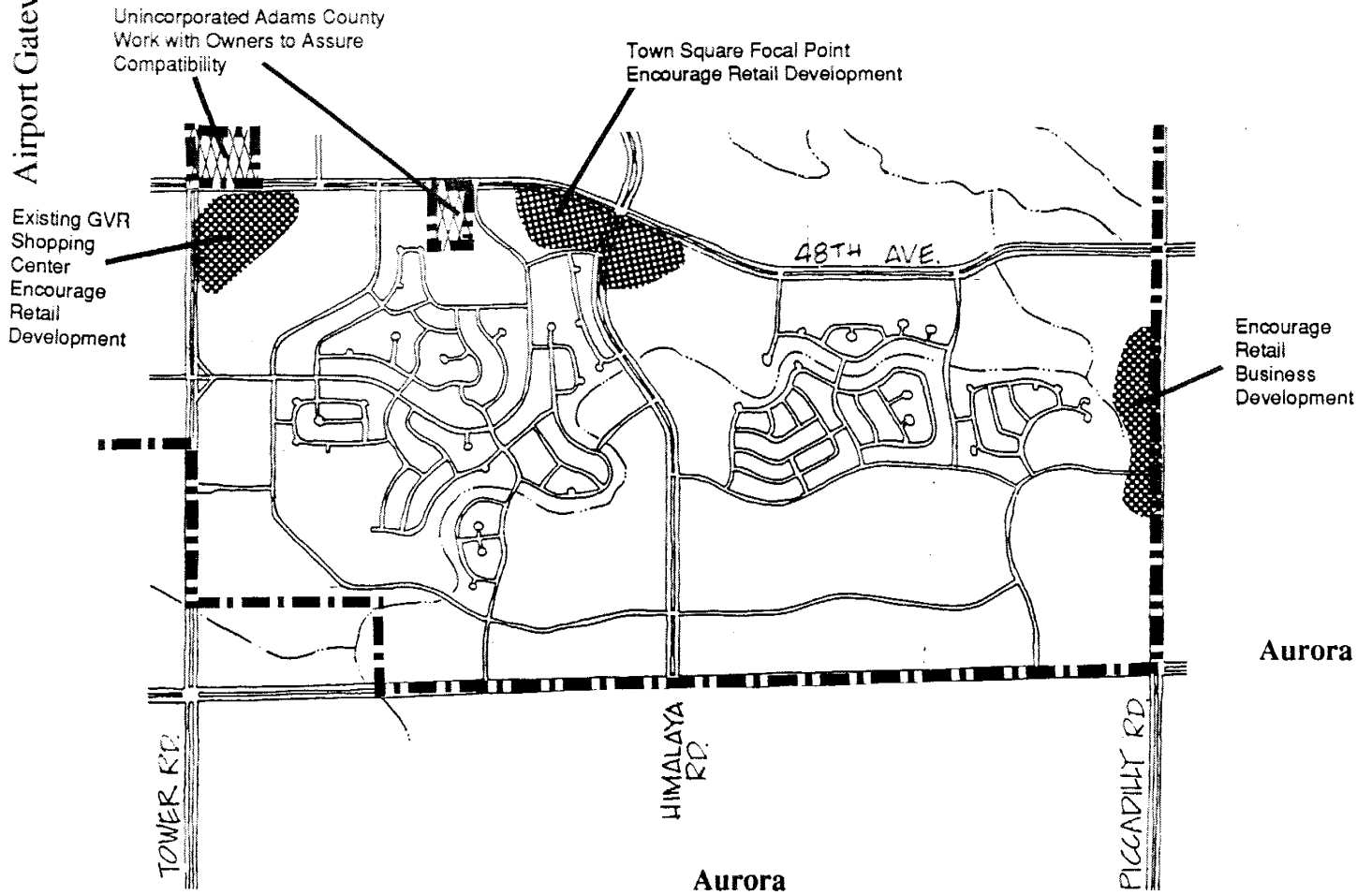
PUD Planned Unit Development. PUD is a form of development generally characterized by a unified site design for clustering buildings and providing common open-space, density increases, and a mix of building types and land uses. It allows maximum flexibility during the planning stage and maximum assurance that exactly what is proposed will be developed.

EXISTING ZONING

February, 1991

GREEN VALLEY RANCH

Airport Gateway Development Area



LAND USE AND ZONING RECOMMENDATIONS
GREEN VALLEY RANCH

D. Green Valley Ranch Land Use Plan**1. Existing Land Uses and Zoning**

The westerly section of Green Valley Ranch that has thus far developed with single family homes is zoned R-1 and R-2. Neighborhood zoning to the east of Himalaya Road is R-2. Throughout Green Valley Ranch, much of the existing R-2 zoning would allow multi-unit dwellings (typically townhomes, duplexes, and triplexes), though only single family homes have been built. The shoppette on Tower Road at 48th Avenue is part of a larger B-3 shopping center zone district.

The undeveloped land of Green Valley Ranch includes additional large areas of R-2 zoning. Higher density R-2-A multi-family zoning lies between Tower Road and Argonne Street, in smaller areas at the south end of the neighborhood, and along 48th Avenue at Ensenada Way.

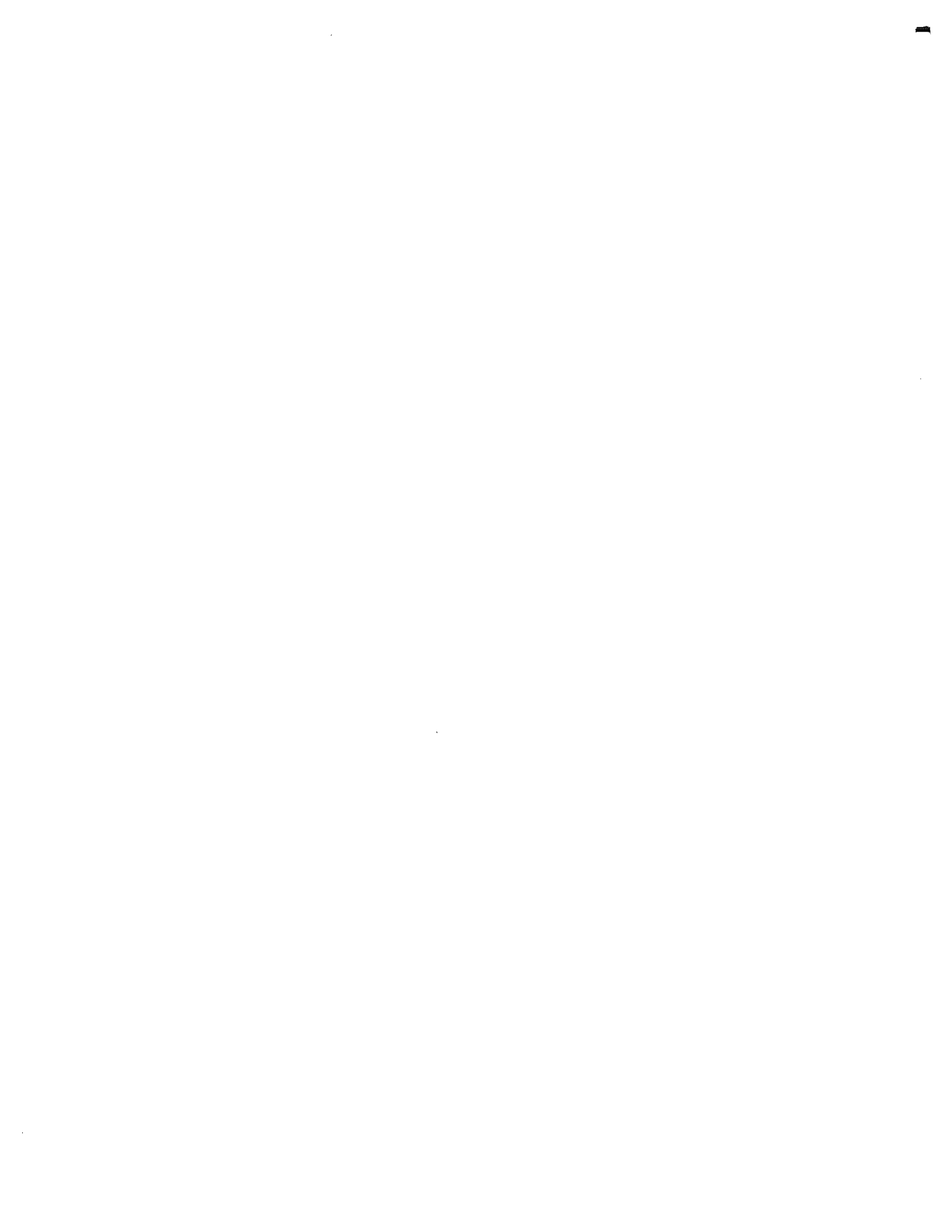
A large tract of intensive business zoning (B-8) is at the northeast corner of Tower Road and 48th Avenue. This area is planned as a town center, with retail shopping and office-commercial development. Additional undeveloped shopping center zoning is located at 48th Avenue and Himalaya Road (B-3) and an area south along Piccadilly Road (B-2). A strip of restricted B-4 business park zoning runs along the southern portion of Green Valley Ranch abutting Aurora's business park.

An enclave of Adams County agriculturally-zoned land is located to the north of Martin Luther King Middle School and serves the neighborhood as a recreation vehicle storage area. Zoning in Aurora to the east of Piccadilly Road allows for single family attached and detached homes, with retail business zoning at Piccadilly Road and 38th Avenue. Aurora zoning to the south allows offices and light industry, with retail shopping in an area along Tower Road.

2. Green Valley Ranch Land Use and Zoning Recommendations

Implementing Agencies/Groups

- | | | |
|---------|---|---|
| LZGVR-1 | Encourage good design and compatibility of retail development on B-3 and B-2 sites. As one in a series of town squares in the Gateway communities, a town square focal point should be encouraged in the B-3 zoning at the corner of Himalaya Road and 48th Avenue. Although Green Valley Ranch zoning for retail businesses is in three locations along major arterial streets, actual development will continue to compete with Aurora shopping to the south and east, and will depend on creation of a sufficient population base within convenient driving distances. The completion of 48th Avenue from Chambers Road east to E-470 is a top priority, in order to link together the population base of Green Valley Ranch, Airport Boulevard commuters, new Gateway communities, Montbello, and new Aurora communities. | Landowners
Developers
Planning Office |
| LZGVR-2 | Monitor Green Valley Ranch R-2-A zoning over the next ten years to determine if it continues to make sense for the community. There are areas of multi-family zoning not only within Green Valley Ranch, but also in the adjacent future Aurora communities and adjacent future Gateway communities. If development does not occur, rezoning to R-1 or R-2 single family zoning should be considered, with conditions for minimum subdivision lot sizes and provision of open space. | Landowners
Planning Office |
| LZGVR-3 | The RV storage area located within the enclave of Adams County will lose some of its openness and security as Green Valley Ranch builds out in this area. As development occurs near the lot, security and buffering solutions will need to be found if the lot remains at this location. Any future expansion of the lot into Denver will require rezoning, with consideration for security and buffering. | Landowners
Neighborhood Groups |
| LZGVR-4 | Work with land owners and Adams County to assure the provision of public services and the continued compatibility of land uses on the small Adams County enclaves located at the northeast corner of Tower Road and 48th Avenue, and the southwest corner of Flanders Way and 48th Avenue. Explore alternatives, including possible annexation to Denver. | Landowners
Planning Office |



A. Goals

- Develop convenient and attractive alternatives to auto travel, including pedestrian-friendly sidewalks, scenic bicycle trails, equestrian trails, upgraded RTD bus service, and new commuter rail service.
- Improve expressway and street access to and from Central and Downtown Denver.
- Assure quiet local residential streets.
- Maintain safe, attractive, and efficient arterial "main" streets at the edges of the neighborhoods.
- Provide convenient RTD bus transit service to all areas of Montbello and Green Valley Ranch.
- Develop attractive parkways along collector streets in Montbello.
- Complete a bikeway system linking local neighborhood activities and Denver's regional bikeway system.

B. Overview of Existing Circulation, Transportation Systems, and Issues

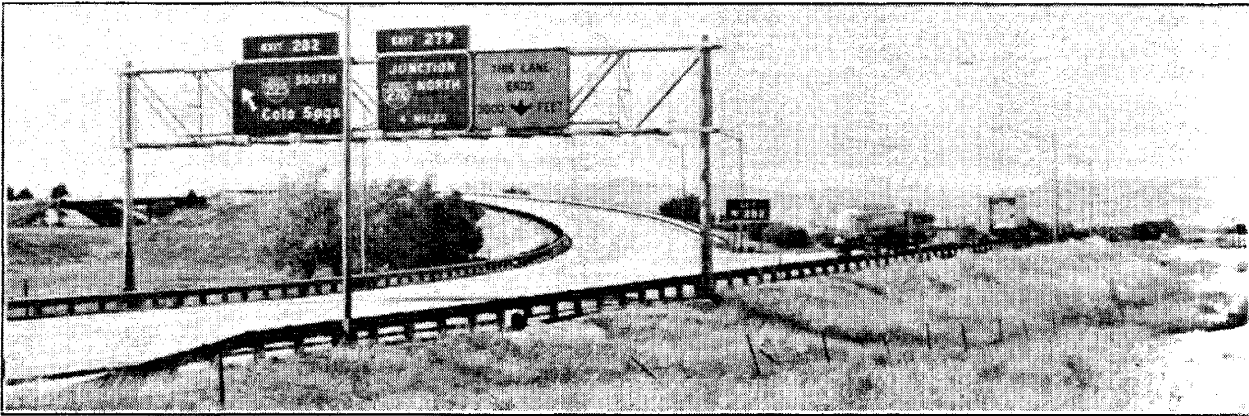
Montbello and Green Valley Ranch are both geographically located on the outer edge of Denver's street, highway, rail, and bus transit networks. The expressway system (I-70, I-225, and I-270) provides quick and easy access to Downtown Denver, Stapleton Airport, the Denver Tech Center, the Aurora Mall, Boulder, and mountain recreation. With this convenience of location to the expressway system, these neighborhoods have developed primarily as quiet, peaceful "bedroom" communities, away from the activity of the City.

Changes in transportation are coming to these communities. Among these changes will be the opening of Denver International Airport, the widening of the I-70 expressway, the construction of Airport Boulevard from I-70 to the new airport, the opening of 56th Avenue west to Quebec Street, the future development of a new Smith Road, and the future construction of a commuter rail line between Downtown Denver and the new airport. The Union Pacific Railroad will continue to provide rail freight service to the region. Traffic volumes will increase on edge roads such as 56th Avenue, 48th Avenue, Tower Road, Chambers Road, and Peoria Street. Over the next three years, Montbello, new Gateway neighborhoods, and Green Valley Ranch will emerge at the cross-roads of a transportation network serving the Denver region and the Rocky Mountain West. These neighborhoods will continue to be quiet, good places to live, but no longer on the "outskirts" of the City.

I-70 and I-225 Expressways

The I-70 expressway provides the most direct and fastest access to and from Central and Downtown Denver. When expressway travel delays are experienced at the Stapleton Airport tunnels, alternatives are limited to much slower routes using Montview Boulevard, Colfax Avenue, or 13th/14th Avenue one-way streets. Improved access routes to and from Central and Downtown Denver are needed.

TRANSPORTATION



In the future, the I-70 expressway will be widened to 12 lanes and the I-70/I-225 interchange expanded to handle new traffic to and from Denver International Airport. This expansion will move expressway traffic closer to homes along the southern edge of the Concord area of Montbello.

For travel to and from Aurora, Southeast Denver, and the Denver Tech Center, I-225 normally provides good travel times. This highway is scheduled to be widened first to six lanes and later to eight lanes. Chambers Road and Peoria Street serve as back-up routes for driving to and from Aurora destinations.

Transit Service

RTD bus lines serve the Montbello neighborhood with 188 trips per day on Routes 44, 53, 121, and 47X. Ninety percent of homes in Montbello are within a three block walking distance of one of these lines. Evening and Sunday bus service is provided on all routes. A Park-n-Ride is located at the Montbello Plaza Shopping Center (Peoria Street at Albrook Drive), with express bus service provided between Montbello and Downtown Denver during peak morning and evening rush hour times.



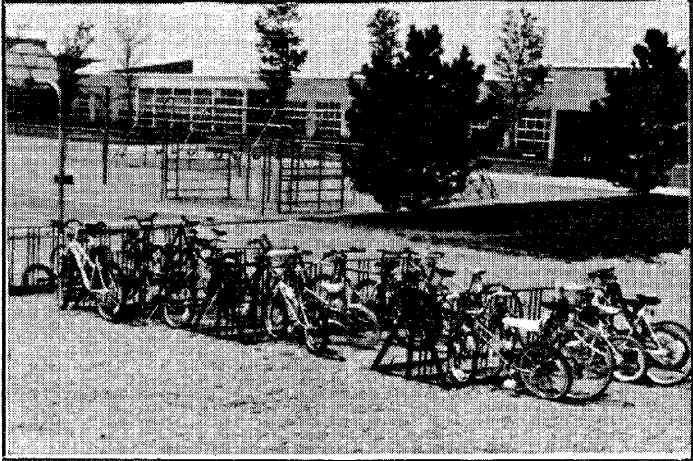
The Green Valley Ranch neighborhood is served by RTD Route 15 Ltd., with four trips into the City each morning and five trips from the City each afternoon. This bus line runs along East Colfax Avenue between Tower Road and Downtown. Mid-day, evening and Sunday service is not available.

No RTD direct service is currently provided between the Montbello neighborhood and Green Valley Ranch neighborhood. Very limited connecting service is possible by transferring between routes on Colfax Avenue. A regional high school, indoor and outdoor public swimming pools, recreation programs, and regional public library are located in Montbello. The region's middle school is located in Green Valley Ranch. The absence of transit service between these neighborhoods creates a hardship for transit-dependent residents.

Commuter rail transit is envisioned to reach the Montbello and Green Valley Ranch neighborhoods when the final leg of a Downtown to Denver International Airport rail line is constructed.

Bicycle Routes

The neighborhoods in far northeast Denver will in the future be linked to the Denver regional bikeway system. This system consists of paved bike trails as well as bike routes on streets. When this bikeway system is complete, a cyclist will be able to ride from Denver International Airport, through the Gateway neighborhoods, through Montbello, along portions of Sand Creek, to Downtown Denver and west on bike trails that cross the Continental Divide to reach mountain resort communities.



Emerald Strands is a new trail system master plan that will link the Montbello and Green Valley Ranch neighborhoods with parks, nature areas, lakes, and open space throughout the northeast metropolitan region.

In Montbello, perimeter streets now have separated bike paths (Peoria Street, Chambers Road, and 56th Avenue). The system will need to find ways to expand to link homes, park areas, shopping, schools, recreation, RTD park-n-rides, and work places within the neighborhood.

In Green Valley Ranch, bike paths are not yet developed. The High Line Canal, Western Gas Company right-of-way, and Colorado Interstate Gas open space are possible locations for new off-street bike trails.

TRANSPORTATION

Neighborhood Edge Arterial Streets

In both Montbello and Green Valley Ranch, curvilinear internal street layouts encourage motorists to seek out the faster moving straight roads at the edges of the neighborhoods. These are the arterial "main" streets and include Peoria Street, Chambers Road, Tower Road, 56th Avenue, and 48th Avenue. As new development occurs in the region, these roads will receive increased traffic. Picadilly Road and 40th Avenue will also become arterial streets in the future.

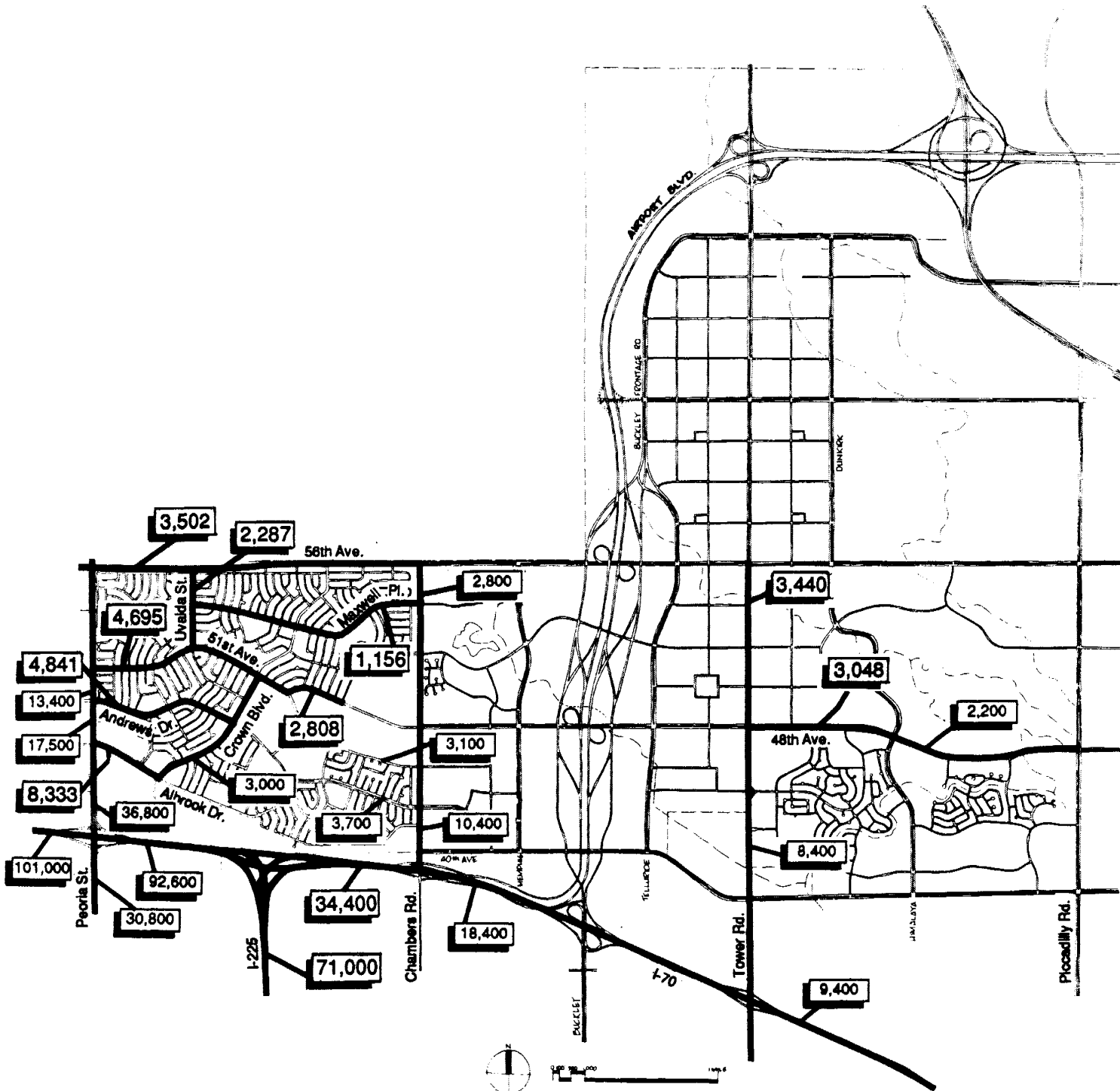
Internal Local Street System

Within the neighborhoods, a series of curvilinear collector streets provide access to and from homes located on quiet side streets. Collector streets are not as heavily traveled as arterials, and function to "collect" traffic and lead motorists to the arterial "main" streets. Albrook Drive, Andrews Drive, Crown Boulevard, and 51st Avenue are examples of collector streets in Montbello. Flanders Way, Himalaya Road, Malaya Street, and 45th Avenue are examples of collector streets in Green Valley Ranch.

Pedestrian Sidewalks and Trails

All around Denver, new residential communities and new businesses are emphasizing convenient pedestrian access. Sidewalks and pedestrian paths allow residents to walk to recreation facilities, shopping, school, and bus stops. Sidewalks allow workers in business centers to walk to lunch over the noon hour. Americans are walking for health and fitness, as well as to reduce reliance on energy-wasting automobile trips.

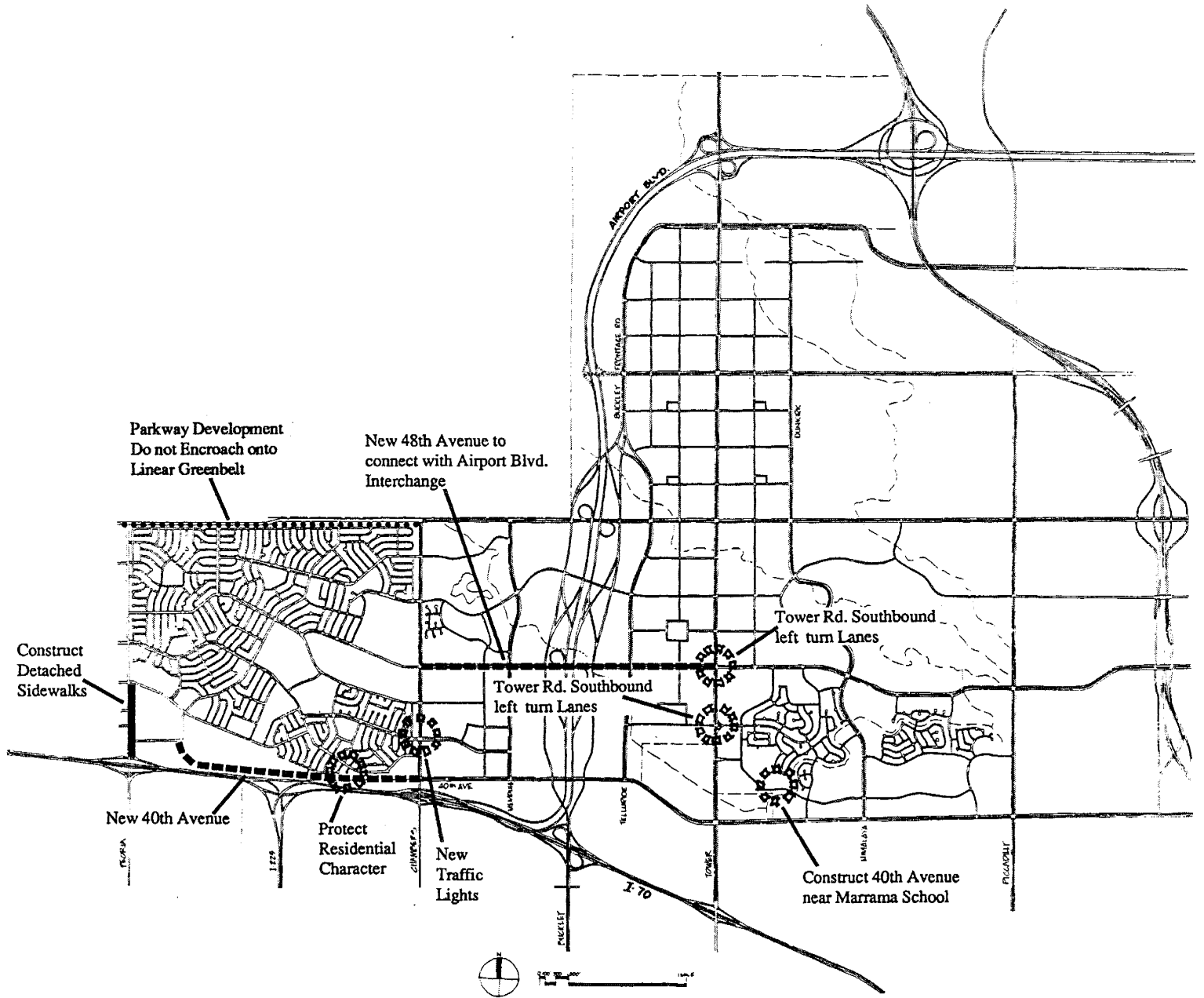
Sidewalks are normally constructed on new residential blocks prior to the building of homes. Sidewalks have also been incorporated into development of the Montbello Business Park to the west of Peoria Street. Surprisingly, the Peoria Street commercial district between Smith Road and Albrook Drive has developed with no planning for pedestrians. Montbello residents, office employees in the Montbello Business Park, and hotel guests must walk on dirt paths along Peoria Street to reach shopping, restaurants, and bus stops.



NOTE: All traffic volumes are expected to increase at the time of the Denver International Airport opening and Development of Gateway Area.

SOURCE: Denver Transportation Department

1990 TRAFFIC VOLUMES ***MONTBELLO/GREEN VALLEY RANCH***



TRANSPORTATION PLAN

MONTBELLO/GREEN VALLEY RANCH

C. Action Recommendations

Recommendations - Regional

Implementing Agencies/Groups

TR-1	Construct a roadway and open 56th Avenue between Havana Street and Quebec Street to provide relief from traffic bottle necks on the I-70 expressway.	Transportation Division New Airport Office
TR-2	Construct a roadway and open Smith Road across the Stapleton Airport north/south runway after the opening of Denver International Airport.	Transportation Division
TR-3	Construct 48th Avenue between Chambers Road and Tower Road to provide access to and from the new Airport Boulevard interchange at 48th Avenue.	Transportation Division Developers
TR-4	Construct a commuter rail line between Denver International Airport, Green Valley Ranch, future Gateway neighborhoods, Montbello, and Downtown Denver. Station park-n-ride lots and feeder circulator buses are recommended in Montbello and Green Valley Ranch.	Regional Transportation District
TR-5	Increase the frequency of snow removal on collector and arterial streets to compensate for drifting conditions that develop in open suburban areas such as Montbello and Green Valley Ranch.	Transportation Division
TR-6	Expand RTD bus line service to include convenient service between Green Valley Ranch and Montbello on weekdays and weekends, including through or connecting service between Green Valley Ranch and Downtown Denver.	Regional Transportation District
TR-7	Establish new park-n-ride lots along Chambers Road in Montbello and along Tower Road in Green Valley Ranch.	Regional Transportation District

Recommendations - Montbello

Implementing Agencies/Groups

TM-1	Construct 40th Avenue along the southern boundary of the Montbello neighborhood adjacent to the I-70 expressway. Use this street primarily for business related traffic and do not open up access at the Durham Court cul de sac.	Transportation Division Developers
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TRANSPORTATION

TM-2	Construct attractive sound barriers and develop landscaping, including trees, along the edge of the Concord area of Montbello adjacent to the reconstructed I-70/I-225 expressway interchange. Explore the purchase of all homes located on the Durham Court cul de sac and urban design guidelines for the redevelopment of the cul de sac area.	Colorado Dept. of Highways Transportation Division Planning Office Neighborhood Groups
TM-3	Do not over-load internal collector streets with through traffic. On streets such as Crown Boulevard and Uvalda Street, explore the feasibility of installing stop signs at new locations, and other strategies to discourage speeding.	Transportation Division Police Department
TM-4 ✓	Eliminate the parking of semi rigs on residential streets. Place weight limit signs on streets intersecting Peoria Street, Chambers Road, and 56th Avenue. Seek alternative parking areas for recreation vehicles and tractor/trailers in nearby industrial areas.	Transportation Division Police Department
TM-5	Develop an on-street bikeway system within the Montbello neighborhood to connect residential small areas, schools, parks, recreation facilities, churches, shopping areas, and the off-street bicycle trails.	Parks and Recreation Transportation Division
TM-6	Relieve Peoria Street congestion at the I-70 expressway interchange by widening Peoria Street and opening new Smith Road and 56th Avenue alternative routes to Central Denver.	Transportation Division Colorado Dept. of Highways
TM-7	Explore developing an off-street bicycle trail along a new 40th Avenue at the southern edge of Montbello, completing the bicycle trail system on all sides of the neighborhood.	Parks and Recreation Transportation Division Developers
TM-8 ✓	As 56th Avenue expands to accommodate increased traffic between Central Denver and Denver International Airport, explore the construction of a limited access parkway north of the present 56th Avenue on Rocky Mountain Arsenal property. Do not expand the present street to more than a six lane roadway and do not encroach onto the existing linear greenbelt along 56th Avenue.	Transportation Division
TM-9	Construct detached sidewalks (minimum five feet space between curb and sidewalk) in all new developing residential and commercial areas.	Developers Transportation Division
TM-10	Construct detached sidewalks along Peoria Street between Smith Road and Albrook Drive in all locations where there are no pedestrian sidewalks.	Developers Transportation Division

- ✓ M-11 Determine where new or improved traffic signals and lane improvements are needed to provide safe and convenient traffic movements to and from the Montbello residential area along Peoria Street, Chambers Road, and 56th Avenue. Critical intersections include Chambers Road/Andrews Drive, Chambers/46th Avenue, Chambers/Bolling Drive, Chambers/48th Avenue, Chambers/Maxwell Place, Chambers/56th Avenue, Peoria Street/Albrook Drive, Peoria/Andrews Drive, Peoria/51st Avenue, Peoria/53rd Avenue, Peoria/56th Avenue, 56th Avenue/Uvalda Street, and 56th Avenue/Crown Boulevard.

Transportation Division

- TM-12 Redesign and rebuild Chambers Road north of the I-70 expressway interchange to eliminate a safety hazard where seven lanes narrow to two lanes at the Aurora/Denver city limits.

Transportation Division

Recommendations - GVR

Implementing Agencies/Groups

- TGVR-1 Do not over-load internal collector streets with through traffic. On streets such as Flanders and 45th Avenue, explore the feasibility of installing stop signs at new locations and other strategies to discourage speeding.

Transportation Division

- TGVR-2 Develop off-street multi-use trails along the High Line Canal and in the Western Gas Company and Colorado Interstate Gas Company rights-of-way.

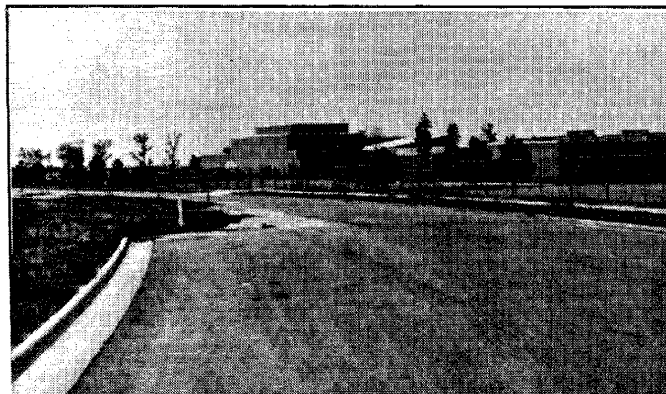
Parks and Recreation
Transportation Division
Water Department
Gas Companies

- TGVR-3 Construct detached sidewalks (minimum five feet space between curb and sidewalk) in all new developing residential and commercial areas.

Developers
Transportation Division

- TGVR-4 Complete the construction of 40th Avenue in the vicinity of Maramma Elementary School.

Transportation Division
Developers



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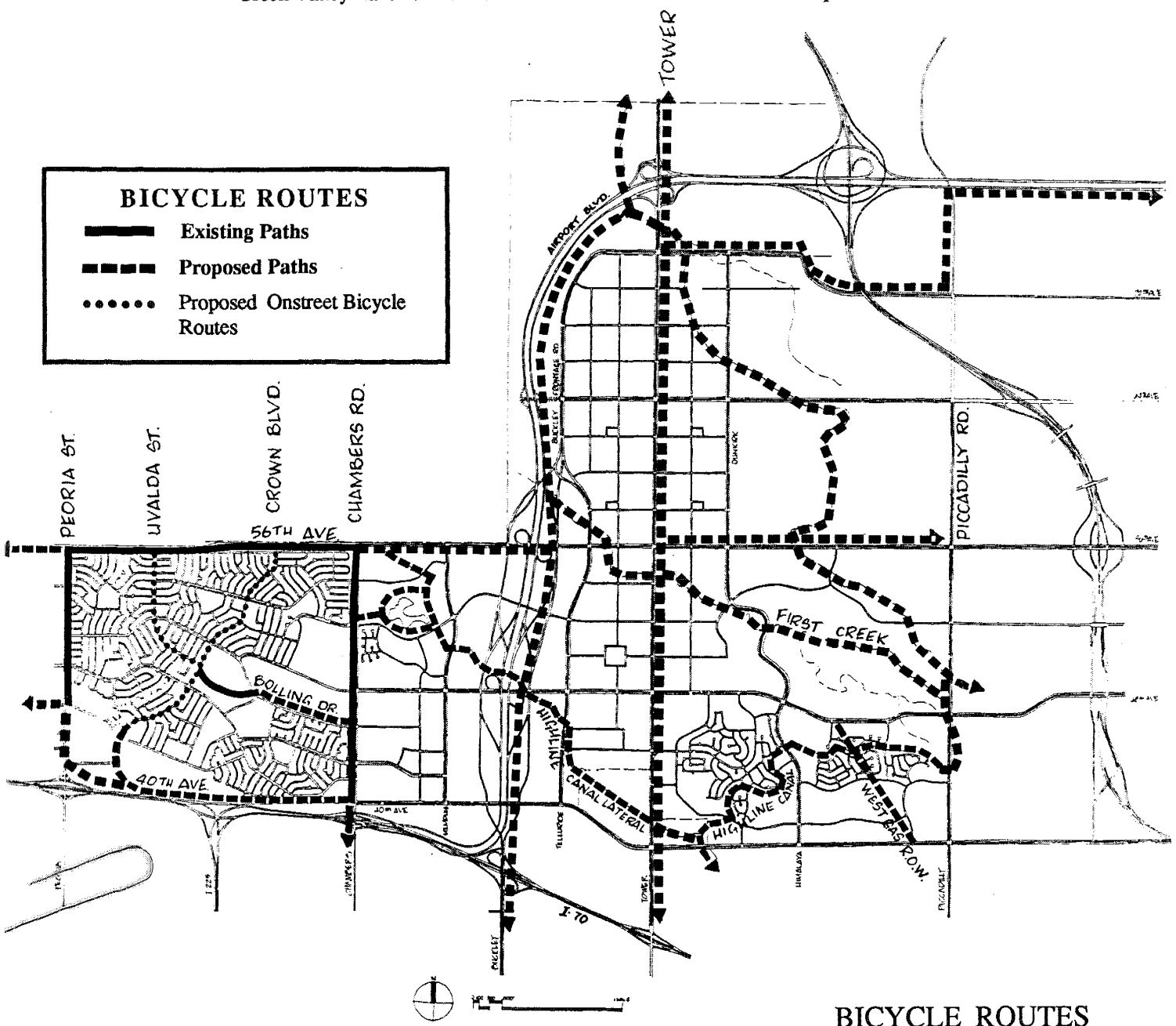
TRANSPORTATION

TGVR-5 Widen Tower Road at 48th Avenue and 45th Avenue for southbound left turns.

Transportation Division
Developers

TGVR-6 Explore the opening of Himalaya Road south from Green Valley Ranch to Aurora.

Transportation Division
Developers



BICYCLE ROUTES
MONTBELLO/GREEN VALLEY RANCH

A. Goals

- Promote Montbello and Green Valley Ranch as great neighborhoods in which to live.
- Encourage purchase of homes by families and individuals who will live in their home.
- Encourage sound management and a mix of income levels in rental single family homes and apartments.
- Increase property values.
- Reduce the number of new foreclosed properties.
- Actively market housing in a manner that encourages the multi-ethnic "United Nations" character of the neighborhoods.
- Continue the attractive showcase appearance of the neighborhoods.
- Manage HUD, VA, and bank owned vacant properties in a manner that is positive to the neighborhoods.

B. Overview of Existing Conditions and Issues

Single family homes in Denver's far northeast neighborhoods exemplify twenty-five years of changing architectural design, home construction techniques, and suburban life styles. Rambung ranch style, split level, and Mediterranean style homes are found in "Old Montbello," reputedly built by Perlmack to the highest construction standards ever utilized in any subdivision in the Denver area. Homes that are smaller, but well built and inexpensively priced, were constructed during the early 1970s in the north central area of Montbello. The area's newest homes, many with smaller lots, expanded floor plans for more living space, and utilizing new construction materials, are located in the Concord neighborhood (Southeast Montbello) and in the Green Valley Ranch neighborhood.



There are today in Montbello a total of 5,600 single family homes and 1,250 apartment units. In Green Valley Ranch 1,100 single family homes have been constructed.

Housing in Denver's far northeast area is among the City's newest, is suburban in character, and is diverse in architectural styles, floor areas, and selling prices. People of all income levels have chosen to live in Montbello and Green Valley Ranch for the excellent home values and the desirable quality of life found in these neighborhoods.

Home Foreclosures

From 1986 to 1990, the Montbello and Green Valley Ranch neighborhoods, and much of the Colorado Front Range, were affected by a sharp downturn in the Colorado economy. Families

HOUSING

lost their homes when they could no longer make their monthly payments. Some moved out of state to find work. Throughout the Denver region during these years there were more houses for sale than purchasers to buy them, which caused foreclosed homes to sit vacant in neighborhoods.

At the beginning of 1990, between 4% and 5% of all houses in the Montbello and Green Valley Ranch neighborhoods were vacant and in foreclosure. Over a 12 month period, sales increased dramatically. In Montbello alone the number of HUD properties dropped from 250 to 60 between January and November 1990.

Most homes that went into foreclosure have sold within several months. Attractive floor plans, home upgrades, and reasonable list prices have been recognized by homeseekers to offer exceptionally good values.



Selling Prices

When the economic downturn hit the Colorado Front Range during the mid and late 1980's, it occurred at a time of high real estate prices, escalating interest rates, and at a time that found many new homebuyers utilizing 3-2-1 buydowns and other "creative" financing packages. In Montbello and Green Valley Ranch (and throughout the Colorado Front Range) the problem fed upon itself. As selling prices dropped, there was more motivation for homeowners to walk from their mortgage payments, which in turn added further to a decline in home values.

The over supply of housing and decline in housing prices especially affected those homes selling for under \$90,000 -- the selling price of many of the homes in Denver's far northeast neighborhoods.

Single Family Housing: Owner and Renter Occupied

Citywide the percentage of occupied single family homes that are owner-occupied is 80.3%. In Montbello, owner occupancy is 80.6% and in Green Valley Ranch the rate is 93.8%, based on the 1990 Census. Montbello is thus near the citywide norm and Green Valley Ranch is higher than the citywide norm for proportion of occupied single family homes that are owner occupied.

Apartment Rental Housing

The Fountain View, Devonshire, Dunhill, and Sandstone apartments in Montbello contain 1,154 multi family rental units. There are an additional 96 units individually owned (condominiums) with many of these units rented. Rents in early 1990 ranged from \$237 for a one bedroom apartment to \$600 for a townhouse. Extensive upgrading and renovation work began in mid 1990 at several of the apartment communities.



Housing for People of all Ethnic Groups

Among Denver's 68 neighborhoods, Montbello is one of the City's largest multi-cultural "United Nations" neighborhoods. Its population includes ethnic groups and cultures from all around the world.

Nationwide, as many as twenty percent of all Americans move to a different home during any given year. As this movement takes place in Montbello, the ethnic background of households moving in and out of the neighborhood is slowly changing. Although people of all ethnic groups and cultures move to and from Montbello each week, Anglo and Hispanic households have moved out in slightly larger numbers than they have moved in, and Black and Asian households have moved to Montbello in slightly larger numbers than they have moved out. Census data show that between 1980 and 1990 the following population changes occurred: African American 7,345 (46.1%) to 10,188 (57.9%); Anglo American 5,962 (36.9%) to 4,464 (25.3%); Asian American 436 (2.7%) to 532 (3.0%); Hispanic American 2,217 (13.8%) to 2,209 (12.6%); and Native American 83 (.5%) to 111 (.6%).

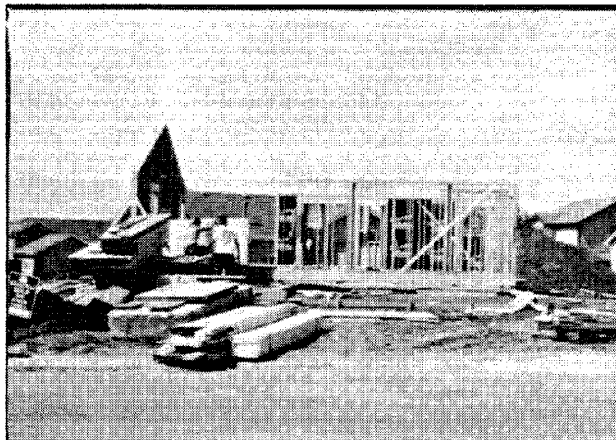
Home and Property Maintenance

An attractive appearance in any neighborhood is important for the enjoyment of its residents, for maintaining property values, and to discourage vandalism. To accomplish this, city ordinances establish standards for the maintenance of residential property. Additionally, in Green Valley Ranch private covenants have been enforced by the homeowners since the first houses were built. These covenants set maintenance requirements not covered by city ordinances.

HOUSING

Future Build Out

In Montbello the last new homes were completed in 1988. In Green Valley Ranch a small number of new homes have continued to be built each year by the Writer and Richmond companies. Several new builders entered the Green Valley Ranch market during 1990 and 1991. Construction of Denver International Airport, development in the Airport Gateway Area, and redevelopment of the nearby Stapleton Airport site are expected to gradually stimulate real estate sales in the region, which will bring about a renewal of home construction.



C. Action Recommendations

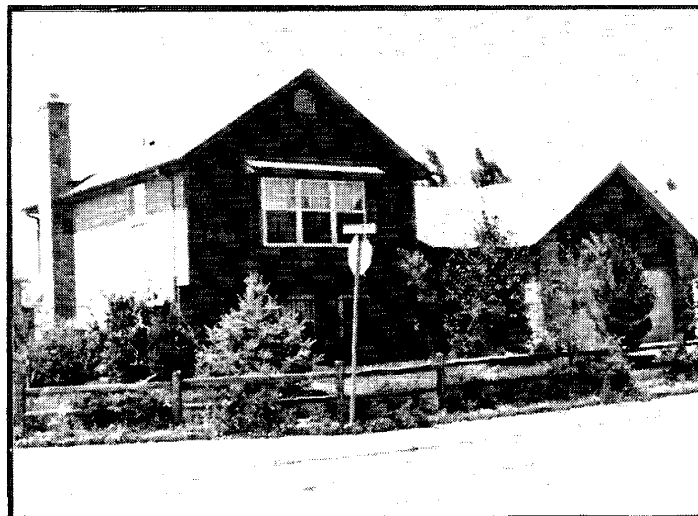
	<u>Recommendations</u>	<u>Implementing Agencies/Groups</u>
H-1	Spread the word that Montbello and Green Valley Ranch are great places to live. Market housing in the neighborhoods in conjunction with Denver International Airport, Airport Gateway, and Stapleton redevelopment.	Residents Planning Office New Airport Office Mayor's Office of Economic Development Neighborhood Housing Group Realtors Home Builders
H-2	Identify a neighborhood housing group to take the lead in carrying out strategies in this plan. Membership should include representation from homeowners, home builders, apartment management, real estate brokers/agents, insurance agents, owners of investment properties, and renters.	Neighborhood Groups Planning Office
H-3	Establish attractive Welcome Center(s) to serve prospective homebuyers and renters. Provide an array of information about Denver and the far northeast neighborhoods, including schools, recreation and parks programs, churches, nature areas, civic groups, and airport development. Explore staffing with developer assistance, Realtors, resident volunteers, or other arrangements.	Neighborhood Housing Group Neighborhood Groups Developers Realtors Apartment Management Business Association Planning Office Denver Public Schools

H-4	Maintain a far northeast neighborhoods task force for monitoring property up-keep and conditions, sales trends, and disposal programs for HUD, VA and bank owned properties. Do not allow block sales. Coordinate with neighborhood groups, HUD, VA, Realtors, and Denver Planning and Community Development Office.	Neighborhood Groups HUD VA Realtors Planning Office
H-5	Develop an attractive neighborhood brochure for use by Realtors, residents, apartment management, and Denver and Aurora employers. Highlight neighborhood services and amenities.	Neighborhood Groups Planning Office Realtors Apartment Management
H-6	Market apartments and homes to all home seekers. Focus special efforts to airport construction workers, Denver International Airport employees, and airline employees. Do not permit mobile homes in northeast annexation area.	Realtors Apartment Management Airport Office Planning Office Zoning Administration
H-7	Develop an affirmative marketing code for real estate brokers and agents listing homes in the far northeast neighborhoods. Encourage use of participating brokers and agents who agree to show homes to all ethnic groups, specifically including homeseekers of under-represented ethnic groups. Sponsor Realtor training and recognition events.	Neighborhood Housing Group Non-profit Housing Advocacy Groups Realtors
H-8	Monitor and enforce laws governing illegal real estate steering practices. Closely watch sales in areas with concentrations of HUD and VA properties.	Neighborhood Housing Group Colorado State Civil Rights Commission Colorado State Real Estate Commission Non-profit Housing Advocacy Groups Planning Office Realtors
H-9	Publicize low interest Denver housing bond money available for first time homebuyers. Explore a special set-aside of single family housing bond money for existing houses in Montbello and Green Valley Ranch and/or for HUD, VA, and bank owned properties.	Planning Office Realtors Non-profit Housing Advocacy Groups
H-10	Host a Denver area Homebuyers Fair in a Montbello hotel. Feature well known local or national personalities (such as the Mayor, Governor, sports figure, TV anchor). Provide speakers offering purchase tips and booths set up by real estate companies and lenders.	Realtors Lenders Neighborhood Housing Group Planning Office Non-profit Housing Advocacy Groups

HOUSING

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|------|--|--|
| H-11 | Encourage major real estate companies to locate offices in Denver's far northeast neighborhoods. | Neighborhood Housing Group
Planning Office
Real Estate Companies |
| H-12 | Form a rental property owners association to network and assist members with tenant problems, marketing ideas, and coordination with the Neighborhood Housing Group. Develop strategies to attract middle income tenants. Explore active marketing to airlines, Lowry, Fitzsimmons, and Denver International Airport personnel. | Neighborhood Housing Group
Rental Property Owners
Planning Office |
| H-13 | Develop a "Neighborhood Welcome" service for new residents. Provide covenant information (GVR) and zoning code regulations (GVR and Montbello). Provide local business coupons and information about neighborhood recreation, civic groups, and churches. Sponsor several picnics or dinner events each year for new residents. | Neighborhood Housing Group
Neighborhood Groups
Business Association
Churches
Home Builders |
| H-14 | Publicize and encourage use of foreclosure assistance/prevention services. | Non-profit Housing Advocacy
Groups
Planning Office
HUD
Realtors |
| H-15 | Monitor HUD homeless initiative to assure neighborhood compatibility, maintenance of properties, and provision of support services by non-profit group. Limit the number of homes to no more than 5% of the HUD properties in each neighborhood (Montbello and Green Valley Ranch), and no more than one home on any face block. | Neighborhood Housing Group
HUD
Planning Office |
| H-16 | Support and implement all existing Federal and intergovernmental (City of Denver and Denver Housing Authority) guidelines for the location of DHA owned homes. Dispersed housing should only be considered in neighborhoods not impacted by concentrations of lower income households. Priority should be given by DHA to purchase homes in non-impacted areas. | Denver Housing Authority |
| H-17 | Enforce City zoning and property maintenance codes governing the use and appearance of residential and business properties. Explore dividing the far northeast neighborhoods into subareas, each with a group or person responsible for monthly monitoring of addresses with violations. Convene regular monthly meetings with City enforcement staff for updating and progress reports. | Neighborhood Groups
Neighborhood Support Service
Zoning Administration
Planning Office |

- | | | |
|------|--|--|
| H-18 | Publish periodically in neighborhood newspapers and newsletters descriptions of zoning use and code maintenance regulations and phone numbers to call for assistance. | Neighborhood Housing Group
Neighborhood Groups |
| H-19 | Promote the far northeast area with booths at real estate board activities, home shows, the annual People's Fair, and similar events. | Neighborhood Groups
Neighborhood Housing Group
Realtors
Home Builders |
| H-20 | Market housing affirmatively in the metropolitan media through paid advertising. | Realtors
Apartment Management
Home Builders |
| H-21 | Manage the media image of the far northeast neighborhoods through special events, ribbon cuttings, grand openings, local celebrations, and other positive events. Meet with media representatives to assure fair presentation of news. Ask for assistance of public officials. | Neighborhood Groups
Neighborhood Schools
Planning Office
Realtors |
| H-22 | Celebrate the people of Montbello and Green Valley Ranch with block parties and local neighborhood festivals, parades, picnics, and other events. | Residents
Neighborhood Groups
Schools
Churches
Civic Groups |



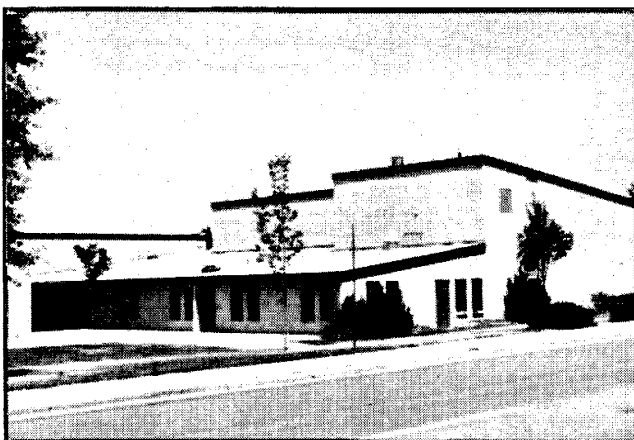


A. Goals

- Maintain strong recreation programs.
- Provide programs that serve people of all ages.
- Develop an array of recreation, education, fitness, hobby, personal growth, and leisure time activities.
- Provide family strengthening programs.
- Provide convenient hours for recreation.
- Make recreation opportunities accessible by walking or bicycling.
- Utilize all community resources (parks system, recreation centers, churches, Community School, schools).
- Continue to maintain facilities in which people feel safe and comfortable in using recreation programs.
- Plan for new and expanded recreation facilities that will accommodate future population growth and changing demographics.
- Increase staffing and programming.
- Develop broad-based funding sources.

B. Overview of Existing Conditions and Issues

Because the Montbello and Green Valley Ranch neighborhoods are isolated from recreation facilities in other parts of the City, there is a need to develop new and creative models for recreation and cultural programs that will serve both the 20,000 current residents as well as future newcomers to the area. Evening education, fitness, and recreation activities are proposed in neighborhood centers located within easy walking or bicycling distance for all residents. As these programs are initiated, they will complement a new indoor swimming pool and an expanded offering of Community School enrichment classes on the Montbello High School campus and improved recreation programs at the existing Montbello Recreation Center. The goal is to offer strong education, recreation, cultural, and personal growth opportunities for people of all ages and interests, using both present facilities as well as new future expanded facilities.



Residents are served by the Montbello Recreation Center located on Albrook Drive at Crown Boulevard. Center facilities provide for weight lifting, basketball, wrestling, aerobics, crafts, summer swimming, as well as other activities. The center is immensely popular with youth and adults in the neighborhood. The need for recreation and cultural activities is exceeding the present capacity of the center.

RECREATION

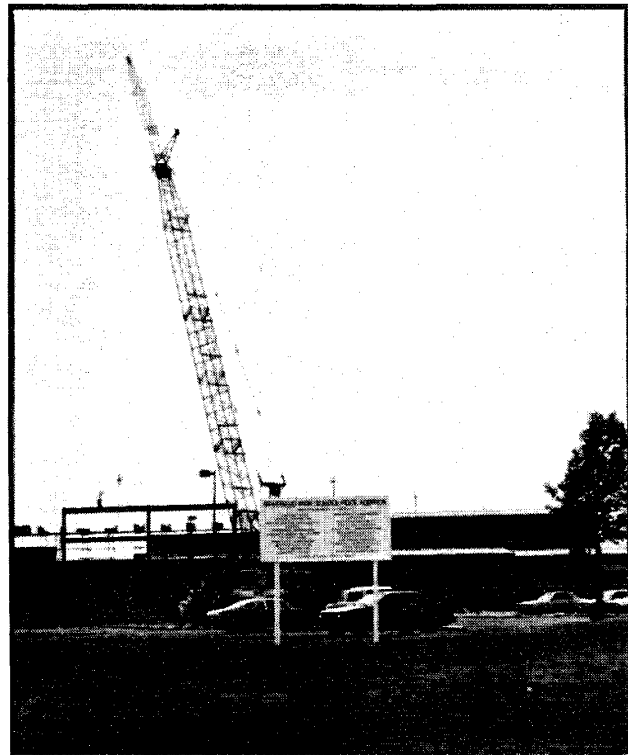
Programs for youth are the top priority. An emerging need is for activities that serve senior residents, particularly in the Montbello neighborhood that is now 25 years old and has a growing population over the age of 55. There is also a continuing request to more closely match programs with the interests of young adults and families. Finally, the 12,000 workers in the nearby business parks may also be potential users of neighborhood recreation and cultural programs.

Seven parks are located in the Montbello neighborhood, including Central Park adjacent to Montbello High School. Central Park has tennis courts and ball fields for shared use with the high school campus. Two parks are located in the Green Valley Ranch neighborhood, including the East Ranch Park with a newly opened swimming pool. Summer day camp programs for youth are sponsored through the Denver Parks and Recreation Department in several of the parks.

Two new large parks are planned in the nearby Gateway area. Within these parks will be a lake, jogging paths, picnic facilities, and nature areas. A new 18-hole golf course is planned to the north of Green Valley Ranch and east of Montbello.

Four elementary schools are located in the Montbello neighborhoods: Amesse (adjacent to Elmendorf Park), Barney Ford (adjacent to Ford Park), McGlone (across the street from Civic Center Park), and Oakland. Maramma Elementary School and Martin Luther King Middle School are schools in Green Valley Ranch. The facilities of these schools are the among the best in any school district in the Denver metropolitan area. Each has a gymnasium, auditorium, multi-purpose lunch room, library, and class rooms.

A Community School is located on the Montbello High School campus. The Community School concept is inclusive of adult continuing education, adult personal growth classes, college courses, evening youth classes, and other educational enrichment opportunities which residents may wish to develop. There is a unique opportunity in the Montbello and Green Valley Ranch neighborhoods to create new recreation, education, and cultural activities through the involvement of area residents and businesses, the City's Parks and Recreation Department, the Montbello Community School, and Denver Public Schools.



Montbello currently has six churches that have their own building facilities. Green Valley Ranch does not yet have a church with a building. Neighborhood churches are an additional resource for facilities and varied education, recreation, and social programs.

Privately-operated commercial recreation (movie theaters, bowling, miniature golf, water slides, swimming, and the like) are available nearby in Aurora and Commerce City. In addition, several public recreation facilities in Aurora and Commerce City partially serve Montbello and Green Valley Ranch residents. Golf and recreation are also accessible at Fitzsimmons Army Hospital for active and retired military personnel.

C. Action Recommendations

	<u>Recommendations - Regional</u>	<u>Implementing Agencies/Groups</u>
RR-1	Develop expanded day time/evening programs at the Community School on the Montbello High School campus. The new indoor swimming pool on campus should be designed with outdoor patio access for summer use. The pool, gym, lunch room, and other campus areas should be available for evening Community School, college courses, and special interest classes.	Montbello Community School Parks and Recreation Dept. Neighborhood Groups
RR-2	Develop a variety of senior service and recreation programs.	Parks and Recreation Dept. Montbello Community School Neighborhood Churches
RR-3	Encourage neighborhood residents to volunteer to teach special interest classes through the Community School and neighborhood recreation centers.	Parks and Recreation Dept. Montbello Community School Residents
RR-4	To meet the recreation needs of population growth in the far northeast area of Denver, explore establishing new recreation center facilities in areas that can better serve the existing communities and in areas where population growth is occurring.	Parks and Recreation Dept. Neighborhood Groups Residents
RR-5	Form a "Friends of Recreation" advisory board to work with Parks and Recreation, Denver Public Schools, and Montbello Community School, in coordinating area-wide recreation, community education, and cultural programs. "Friends of Recreation" could also carry out special fundraising events to benefit neighborhood recreation.	Parks and Recreation Dept. Neighborhood Groups Residents
RR-6	Construct a new public golf course in the Gateway Area.	Landowners Parks and Recreation Dept.

RECREATION

RR-7 Develop new athletic playing fields for soccer and other team sports in the Gateway and Stapleton Airport development areas.

Landowners
Parks and Recreation Dept.

RR-8 Determine the feasibility for new privately owned and operated recreation businesses such as bowling, theaters, roller skating, and indoor tennis.

Business Owners
Mayor's Office of Economic
Development

Recommendations - Montbello

Implementing Agencies/Groups

RM-1 Establish neighborhood family recreation and resource centers at each of the four elementary schools. Centers should include a variety of recreation and family oriented programs and be open after school and evenings. Utilize gymnasium, multi-purpose lunch rooms, auditorium, and library facilities. Focus on activities that are less equipment intensive, such as soccer, basketball, aerobics, karate, family enrichment, and cultural classes. Centers should be easily accessible by walking or bicycling from home.

Parks and Recreation Dept.
Denver Public Schools
Neighborhood Groups

RM-2 At the Montbello Recreation Center emphasize programs requiring special equipment (weights, outdoor swimming, crafts, wrestling, and the like), senior programs, and specialized recreation activities.

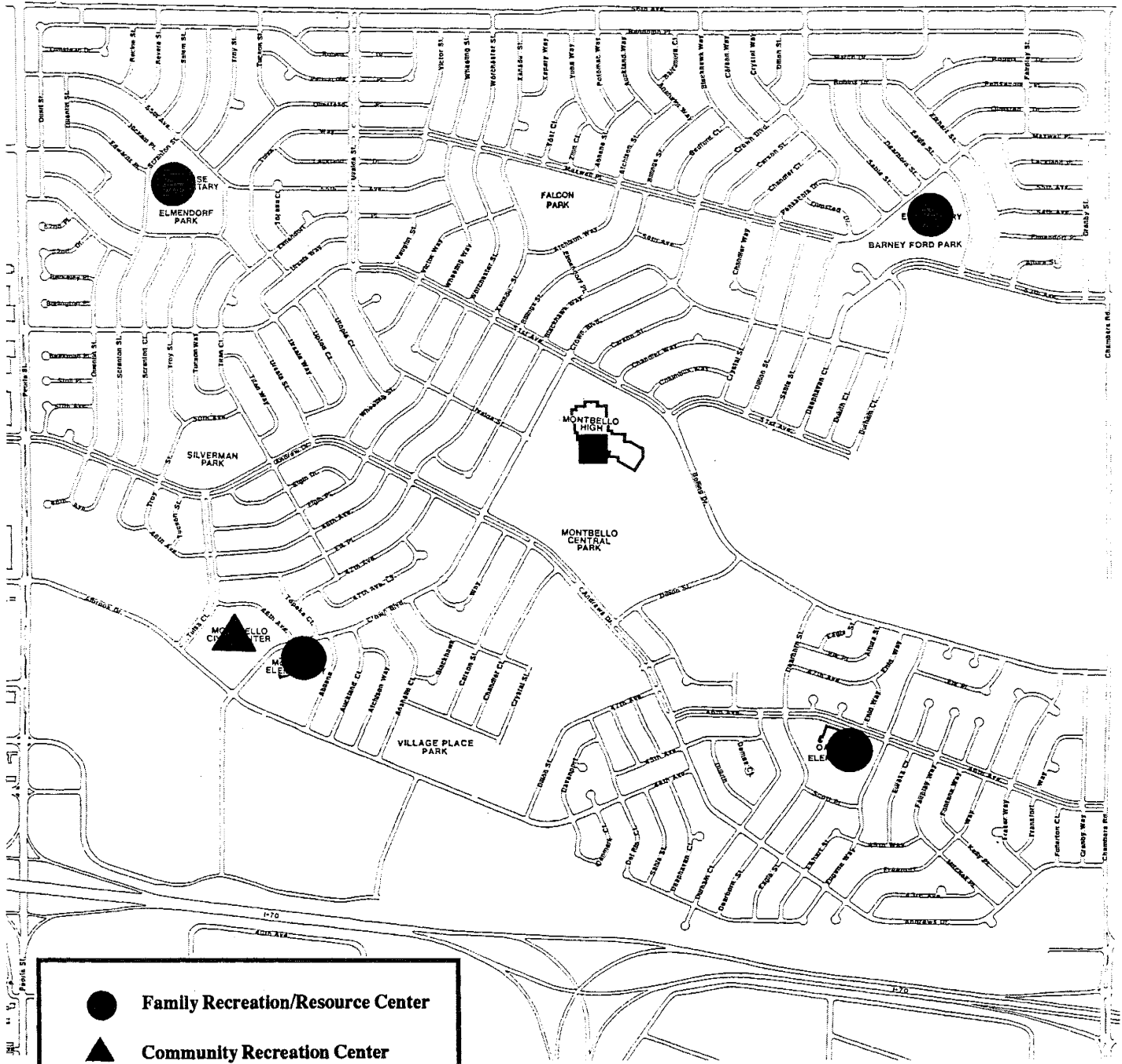
Parks and Recreation Dept.
Neighborhood Groups

RM-3 Upgrade playground equipment at neighborhood parks.

Parks and Recreation Dept.
Parks People



RECREATION



●	Family Recreation/Resource Center
▲	Community Recreation Center
■	Community School

RESOURCE CENTERS
MONTBELLO

RECREATION

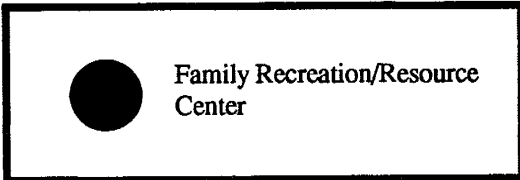
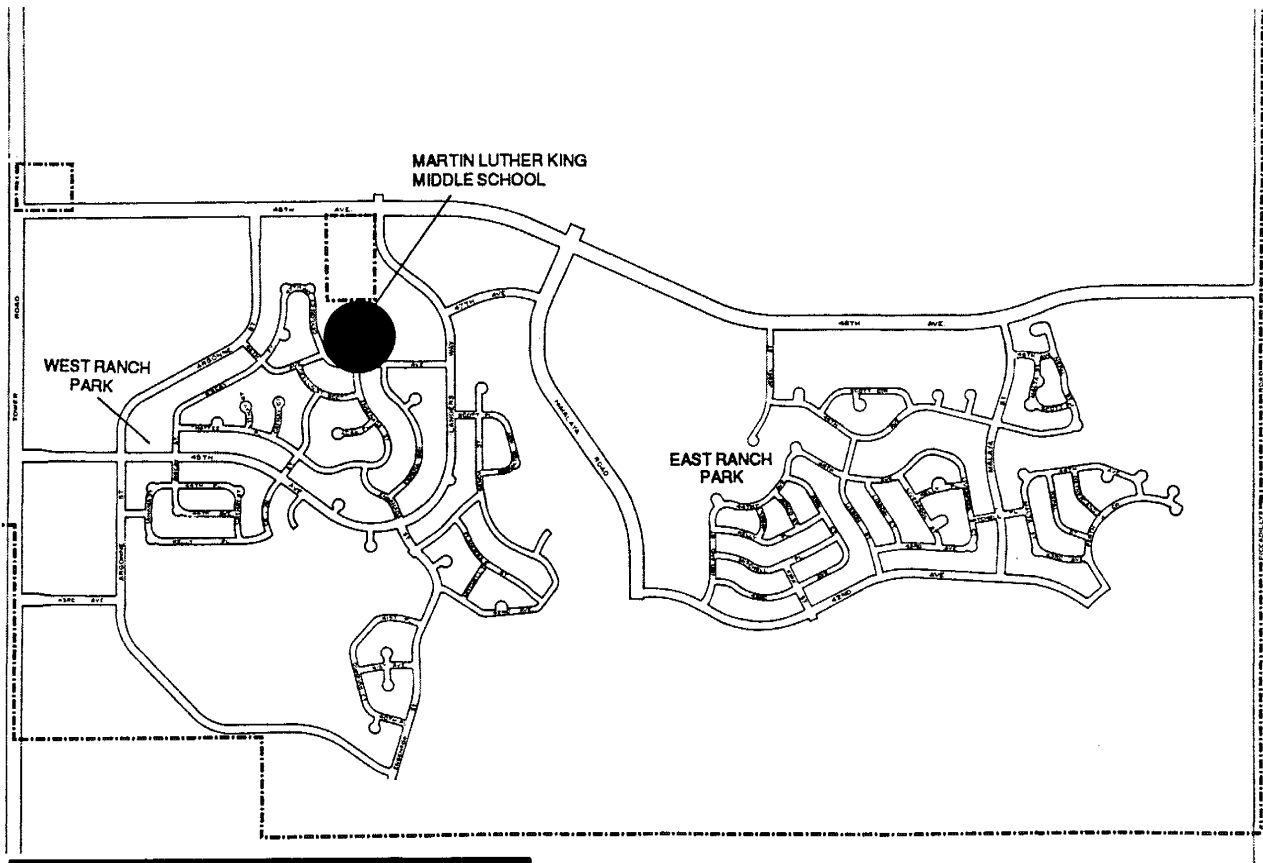
Recommendations - Green Valley Ranch

Implementing Agencies/Groups

RGVR-1

Establish a neighborhood family recreation and resource center at Martin Luther King Middle School. The center should include a variety of programs for families and youth and be open after school and evenings. Utilize gymnasium, multi-purpose lunch rooms, auditorium, and library facilities. Focus on activities that are less equipment intensive, such as soccer, basketball, aerobics, karate, family enrichment, and cultural classes.

Parks and Recreation Dept.
Denver Public Schools
Neighborhood Groups



RESOURCE CENTERS ***GREEN VALLEY RANCH***

A. Goals

- Provide adequate, convenient, and competitive neighborhood retail goods and services to the residents of far northeast Denver.
- Provide employment and business opportunities to the residents of far northeast Denver.
- Demonstrate neighborhood support of the retail businesses so as to enable them to be successful in meeting neighborhood shopping needs and maximize occupancy rates.

B. Overview of Existing Conditions and Issues

The adequate and convenient provision of retail goods and services is another important component of any residential neighborhood. The liveability and desirability of a neighborhood depends not only on transportation, schools, parks, and other public facilities, but on available, competitive, and attractive neighborhood retail shopping areas. The original master plans for Montbello and Green Valley Ranch included retail centers, of various sizes and types, located throughout the communities to meet the neighborhood shopping needs of the residents. A number of retail centers and shopping areas, containing approximately 60 retail businesses, have been built and have served the area for years.

Despite the presence of a number of neighborhood sized shopping areas, there is some disappointment over the lack of larger stores and community sized or even regionally sized shopping centers closer to Montbello and Green Valley Ranch. The reason private developers and retailers have not located larger stores and centers in far northeast Denver is the lack of a sufficient population base in the market area that would enable the stores to be successfully supported. The physical isolation of the area (with little or no population to the west, east and north) places far northeast Denver at the edge of a supportable market area. Developers of larger retail stores and centers have located in Aurora (particularly the Aurora Mall area) because they can draw from a much larger population base within a 3 to 4 mile radius of the centers.

Until the residential and employment growth stimulus occurs from the construction and operation of the new Denver International Airport, and the adjacent Airport Gateway area, these market realities will be relatively unchanged. Therefore, the emphasis of this plan must be to strengthen the existing neighborhood shopping and employment areas while laying the foundation to secure larger centers in the future as growth in the market area allows.

Retail development in Montbello and Green Valley Ranch has been mixed. While a number of shopping centers and businesses have been built and succeeded in serving the residents' neighborhood shopping needs, there have been a variety of concerns and disappointments with retail on the part of both the residential and business communities. Despite the needs and efforts of residents and business people for a vital neighborhood serving retail business presence, the community shopping centers continue to struggle with very high vacancy rates -- to the neighborhoods' detriment.

RETAIL

To address these concerns and provide possible solutions, the Denver Planning and Community Development Office initiated, in October 1987, an investigation into the neighborhood shopping centers at Chambers Road and 48th Avenue (Chambers Place), Albrook Drive and Peoria Street (Montbello Plaza), Peoria Street and 47th Avenue (Albrook Center), and Tower Road and 48th Avenue (Green Valley Ranch Center). Input was received from a variety of retail development experts, property owners, merchants, city officials, and neighborhood residents. Demographic data was obtained as was information on the history of the centers and the community, leasing rates, tenant recruitment history, building design, and merchandising techniques.

The major findings of the 1987 study identified three problem areas:

- 1) The Montbello/Green Valley Ranch neighborhoods were not supporting existing commercial areas. The centers had a functional vacancy rate of about 75%. Private market studies estimated that 70% of all grocery sales and 95% of all other retail sales occur outside Montbello, and indeed outside Denver. For example, Aurora shopping (including Aurora Mall) is located within just a 4 to 10 minute drive of most Montbello homes.
- 2) The commercial centers were not providing adequate support or service to the community. This problem has several interrelated aspects. There is no obvious economic incentive to lease or re-lease major portions of the existing centers. Current lease rates were improperly priced for the target market. The target market population has not been clearly defined, either by the shopping center owners or by the merchants. Centers have experienced excessive turnover of tenants due in part to limited business knowledge. Lastly, there are physical problems associated with the commercial/retail spaces as they presently exist--problems such as physical layout, signage, accessibility, and age.
- 3) Far northeast Denver (specifically Montbello) is inaccurately understood and has an internal as well as external image problem. External perceptions of the community's ethnic population, community facilities, zoning enforcement, crime, police protection, average income, and family size do not reflect actual conditions. A sense of community and self-pride is generally very weak.

The study report concluded with some initial recommendations to begin addressing the findings. A high priority was to organize the business community so that their problems could be undertaken more effectively as a group rather than individually. Together, the City, property owners, and merchants have begun to implement the initial recommendations, including the formation and incorporation of the Far Northeast Denver Business Association (FNDBA), the publication and distribution of A Shopping Guide To Far Northeast Denver, FNDBA's financial

support of several community organizations and causes, and FNDBA's educational forums for the wider business community. In addition, the property owners and City have continued to market the vacant spaces in the shopping centers -- with mixed success. The Montbello Plaza Center has shown a dramatic rise in its occupancy rate between 1989 and 1990, going from 22% to 75%.

Chambers Place has continued to struggle with a high vacancy rate (49%) despite lowering their lease rates to a realistic level. Green Valley Ranch Center has an occupancy rate of around 20%, unchanged in the past several years. Albrook Center has an occupancy rate of 80%, up from only 20% in 1987.

Despite some progress and success, the basic problems identified in the study remain. Residents are still not supporting the businesses in their area and much of their income for neighborhood retail expenditures is still going outside the neighborhood, particularly to Aurora. The business community, despite the formation of the FNDBA, needs to be much more committed to solving their problems and to providing more support and retail services to the community. A good start has been made to address the retail needs of far northeast Denver but much remains to be done.



C. Action Recommendations

To address the challenges and opportunities in the existing and prospective shopping areas of Montbello and Green Valley Ranch, an action plan of strategies is summarized below. These strategies have evolved from the original commercial workshop study, were refined by the FNDBA, and most recently were updated by business and residential representatives of the Retail Development Subcommittee preparing this plan. The City, property owners, merchants, business and neighborhood groups, and other responsible parties need to continue working together to undertake these recommended actions and to develop and implement further strategies as necessary. These recommendations are intended to focus upon existing retail areas as well as to compliment efforts to attract new retail, office, warehouse, and other appropriate uses to Montbello, Green Valley Ranch, and the future Gateway neighborhoods.

	<u>Recommendations</u>	<u>Implementing Agencies/Groups</u>
RD-1	Prepare marketing and public relations materials (including a demographic profile) promoting the positive image and attributes of Montbello and Green Valley Ranch, each of the shopping areas, and the community in general. Coordinate with the marketing efforts of Denver International Airport, Greater Denver Chamber of Commerce, and private companies. Present marketing materials to prospective tenants, developers, residents, and the media.	Regional Business Association Neighborhood Groups Planning Office Mayor's Office of Economic Development Property owners Merchants
RD-2	Provide technical assistance referral to existing and future business owners and operators on such topics as marketing, accounting, financing, personnel, business planning, management, purchasing, and merchandising.	Business owners Regional Business Association Mayor's Office of Economic Development
RD-3	Market the centers and available properties to prospective feasible retail, service, non-profit, and other appropriate users.	Property owners Leasing agents Regional Business Association Planning Office
RD-4	When additional designations become available, designate Montbello and Green Valley Ranch as a City "Neighborhood Business Revitalization Area" as soon as feasible in order to receive focused and priority City resources to implement these and related strategies.	Mayor's Office of Economic Development Planning Office Regional Business Association Neighborhood Groups Property owners
RD-5	Construct 48th Avenue (at least 2 lanes) between Chambers Road and Tower Road to connect Montbello and Green Valley Ranch with each other and with the new Airport Boulevard interchange and future Gateway neighborhoods.	Transportation Division Developers

RD-6	<p>Maintain an organized and pro-active business association in the area through attention to membership, work program implementation and development, outreach to the business community with informational meetings, assistance on technical matters, participation in the development of marketing plans, capturing new airport related business, and active leadership in all business community activities. In essence, the business association should function as an area "Chamber of Commerce."</p>	<p>Regional Business Association Property owners Merchants Planning Office Residents Neighborhood Groups</p>
RD-7	<p>Seek assistance from the Mayor's Office of Economic Development in working with the merchants and property owners to maintain and increase business employment in the area.</p>	<p>Regional Business Association Merchants Property owners Neighborhood Groups Planning Office Mayor's Office of Economic Development</p>
RD-8	<p>Businesses (individually and through participation in a regional business association) should become more visibly involved in supporting community activities.</p>	<p>Merchants Property owners Regional Business Association</p>
RD-9	<p>Shopping center owners should continue working with the City, merchants, prospective tenants, regional business association, and others to upgrade their center's physical layout, appearance, accessibility, signage, and to lease their space at realistic lease rates.</p>	<p>Shopping Center owners</p>
RD-10	<p>Work to make residents in the community more aware of and supportive of existing merchants, possibly through the increased use of promotions, incentives, and special projects.</p>	<p>Regional Business Association Neighborhood Groups</p>
RD-11	<p>Improve and expand transportation connections to, from, and through the Montbello and Green Valley Ranch shopping areas. For example, the reuse of Stapleton International Airport should permit the extension of 56th Avenue west from Havana Street to Commerce City and possibly Havana Street south into Aurora.</p>	<p>Planning Office Transportation Division Surrounding Cities and Counties</p>
RD-12	<p>Conduct a market study to identify the realistic target market population as well as the types and sizes of retail stores which the market can feasibly support.</p>	<p>Mayor's Office of Economic Development Planning Office Regional Business Association</p>
RD-13	<p>Explore improving the availability of public services in the area such as locations for motor vehicle registration, drivers' license renewal, and utilities bill payment.</p>	<p>Mayor's Office of Economic Development Planning Office Regional Business Association</p>

RETAIL

RD-14 Explore improving accessibility to emergency medical services.

Department of Public Safety
Planning Office
Department of Health and
Hospitals

A. Goals

- Knit together the design character of the existing neighborhoods with the surrounding areas as they develop.
- Link together the regional road network, drainage basins, trails, and park system.
- Accentuate Irondale Gulch as a neighborhood amenity.
- Develop attractive parkway landscaping including trees along major streets and roadways.
- Announce important street gateways with design techniques including distinctive signage, landscaping, lighting, and other architectural elements.
- Emphasize important views of Downtown Denver and vistas of the Continental Divide in all public and private projects.
- Create high quality commercial developments which emphasize pedestrian activity and have continuity of character in form and materials.
- Emphasize the High Line Canal as a neighborhood amenity.

B. Overview of Existing Conditions and Issues

Montbello and Green Valley Ranch are developing as master planned communities. The neighborhoods are suburban in character, as evidenced by their meandering subdivision layouts with curvilinear streets. Both communities enjoy spectacular mountain views and large natural open space areas nearby.

The surrounding mostly vacant land and the location of Montbello and Green Valley Ranch in the northeastern most portion of the City have contributed to their isolation from other Denver neighborhoods. Many people perceive these communities not as a part of Denver, but as separate suburbs or as part of Aurora. The challenge is to blend and integrate Denver's urban design elements, such as street trees, parks, parkways, and gateways, into Montbello and Green Valley Ranch.

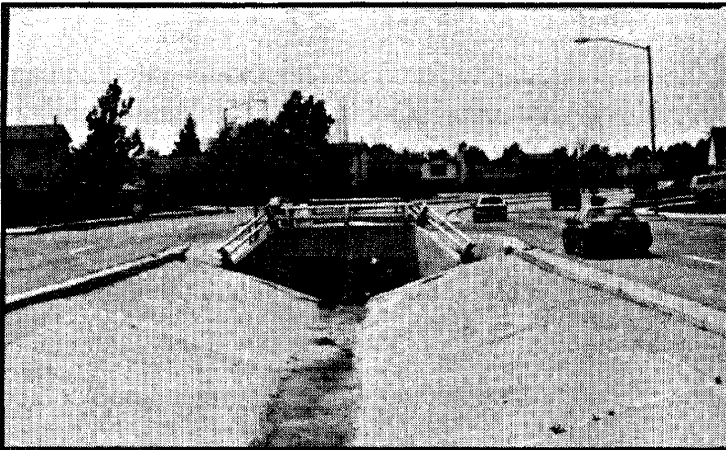


URBAN DESIGN

The northeast area is entering into a time of growth and change. This growth presents an exciting opportunity for Montbello and Green Valley Ranch to extend urban design plans and considerations that will maintain and enhance the quality of development in the two neighborhoods.

Irondale Gulch

Irondale Gulch is a thirty-two mile long natural watershed that begins in Aurora and continues northwesterly through Denver's Gateway and Montbello areas, the Rocky Mountain Arsenal, Commerce City, and Adams County to finally reach the South Platte River. For thousands of years, the gulch (or creek) has flowed through this area. Because the land is nearly table-top flat, the water in most places did not carve out a deep channel and the area that is now Montbello became naturally lush grasslands after a heavy rainfall. There were scattered cottonwood trees and native grasses, similar to what can today be viewed north of 56th Avenue at Uvalda Street, or along First Creek to the north of Green Valley Ranch.



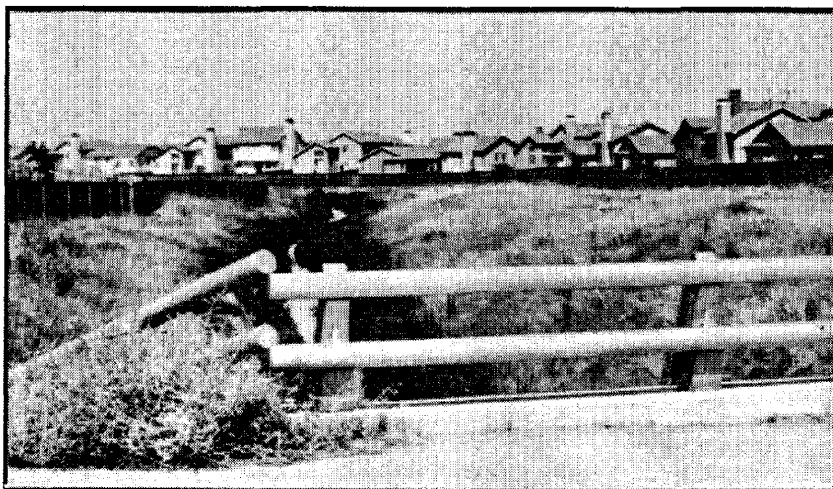
When the land that is now Montbello was annexed into Denver in 1965, a drainage solution needed to be found to provide for the historic flow of Irondale Gulch and to allow for new building development. The relocation of the gulch into concrete paved open channels in the median of streets was the solution chosen. This solution became a part of the City's 1965 annexation agreement.

This drainage solution of constructing a channel for a creek or gulch alongside a street was fairly common around the country during the 1960's and 1970's. Locally in Colorado, similar waterways are found in Aurora, Boulder, and Colorado Springs. Within Denver, gulches in new subdivisions were usually kept behind houses or in a linear park. Goldsmith Gulch, Harvard Gulch, Lakewood Gulch, and Weir Gulch are examples of this land development pattern: waterway (sometimes concrete lined) located behind homes or in a landscaped park area. Cherry Creek through Central Denver is most like Irondale Gulch in terms of location in the median of a street.

The Irondale Gulch waterways are visually prominent to Montbello residents and visitors. Twenty thousand to 30,000 view the waterways on a day to day basis as they traverse along the gulch by auto, bicycle, or walking. The existing channels are constructed of concrete, with most sections having irrigated grass or creeping junipers adjacent to the channel.

In new developing areas today, gulches are viewed as a natural amenity that should be maintained in a natural state whenever possible. Thus, in the Airport Gateway Development Area, drainage solutions emphasize detention ponds and maintaining the natural condition of streams flowing through the area.

There is sometimes disappointment expressed in the Montbello neighborhood about the open Irondale Gulch channels in the street medians, as allowed in the 1965 annexation agreement and constructed by the developers. While it is impossible to undo 25 years of development, it may be possible to transform the gulch into an attractive neighborhood focal point as has been done in some other Denver neighborhoods.



High Line Canal

The High Line Canal is 71 miles long, beginning in South Platte Canyon southwest of Denver, and ending to the north of Green Valley Ranch. It was built between 1879 and 1883 by the South Platte Land Company which sold land on the eastern plains together with the water rights. Today under the ownership of the Denver Water Board, the canal runs primarily east/west

through Green Valley Ranch. It still exists in its natural state and carries water intermittently throughout the year. The canal and the adjacent service road create a natural open space through Green Valley Ranch.

Gas Pipeline

Western Gas Supply Company has an underground natural gas line that runs from the southeast to northwest through the Green Valley Ranch neighborhood. The gas company mows the right-of-way three times a year. Ground covering consists mainly of native vegetation and is not developed as a walking trail.



URBAN DESIGN

Design Standards in Business Zone Districts

Undeveloped land zoned for business (B-2, B-3, B-4, B-8) provides opportunities for creating interesting neighborhood focal points and attractive business areas in the Montbello and Green Valley Ranch neighborhoods. Strip suburban commercial development is strongly discouraged in these areas. To encourage high quality development, all new construction should adhere to design standards similar to those for town squares in the adjacent Airport Gateway Area. It is recognized that site constraints may sometimes require modification of these design standards to fit specific locations.

Commercial area general design guidelines are as follows:

- x Orient buildings to face a street or landscaped public plaza.
- x Locate parking to the rear of buildings or shops.
- x Primary building entries should be from a street or plaza.
- x Development should build to, or nearly to, the property line adjoining the street or plaza.
- x Provide large rear setbacks to allow for and encourage parking and service to occur behind the buildings.
- x Tree plantings and solid screening fences should separate business zoned areas from adjoining residential properties.
- x Create street-level interest by requiring active ground floor uses with store windows facing the plaza or street.
- x Limit building facade materials to masonry, brick, brick veneer, stone, or stucco. Synthetic materials which imitate natural or traditional materials should be avoided.
- x Visually link all business areas to nearby residential areas by pedestrian sidewalks and bicycle paths.
- x Public plazas should include trees, grass, flower beds, walkways, benches, and other pedestrian amenities.
- x Develop special street signage to emphasize neighborhood plazas.

Neighborhood Gateways and Welcome Signs

In many Denver and suburban neighborhoods there is interest in highlighting the gateway or entrance to neighborhood areas. Landscaping features, monument signs, unique lighting, and special paving are examples of gateway treatments. The Green Valley Ranch neighborhood has a handsome brick monument sign surrounded by landscaping. The Concord small neighborhood area within Montbello has two monument signs and landscaping on Chambers Road at 46th



Avenue. Peoria Street median landscaping north of I-70 provides an inviting and attractive gateway to Montbello.

Tree Planting

There is a growing appreciation for what trees contribute to our quality of life. Trees are good to the environment as they reduce air pollution and create shade that cools nearby homes and streets. Along major streets they give a distinctive identity and character to a neighborhood. Trees increase property values as they beautify a shopping area, residential block, or individual residential property.

Older areas of Montbello in the vicinity of Silverman Park, Elmendorf Park, Falcon Park, and Ford Park have shade trees approaching maturity. Trees are sparse in newer areas. Some of the parkways along the Irondale Gulch waterways have space for trees but no areas have yet been planted with trees. In Green Valley Ranch, as new homes have been built trees have often been included in the landscaping package provided by the builder. Key entry points into the Green Valley Ranch neighborhoods have also had trees planted in the medians or along the edges of the street.

C. Action Recommendations

	<u>Recommendations-Regional</u>	<u>Implementing Agencies/Groups</u>
UDR-1	Designate as parkways all edge streets, including Peoria Street, Chambers Road, 56th Avenue, Piccadilly Road, 48th Avenue, and streets along the Irondale Gulch channels.	Parks Department City Council
UDR-2	Landscape to enhance and preserve significant views of mountains and Downtown Denver.	Parks Department Developers Planning Office

URBAN DESIGN

- UDR-3 Develop and encourage use of design standards on land zoned for business. These standards should be compatible with those used in the adjacent Airport Gateway Area.

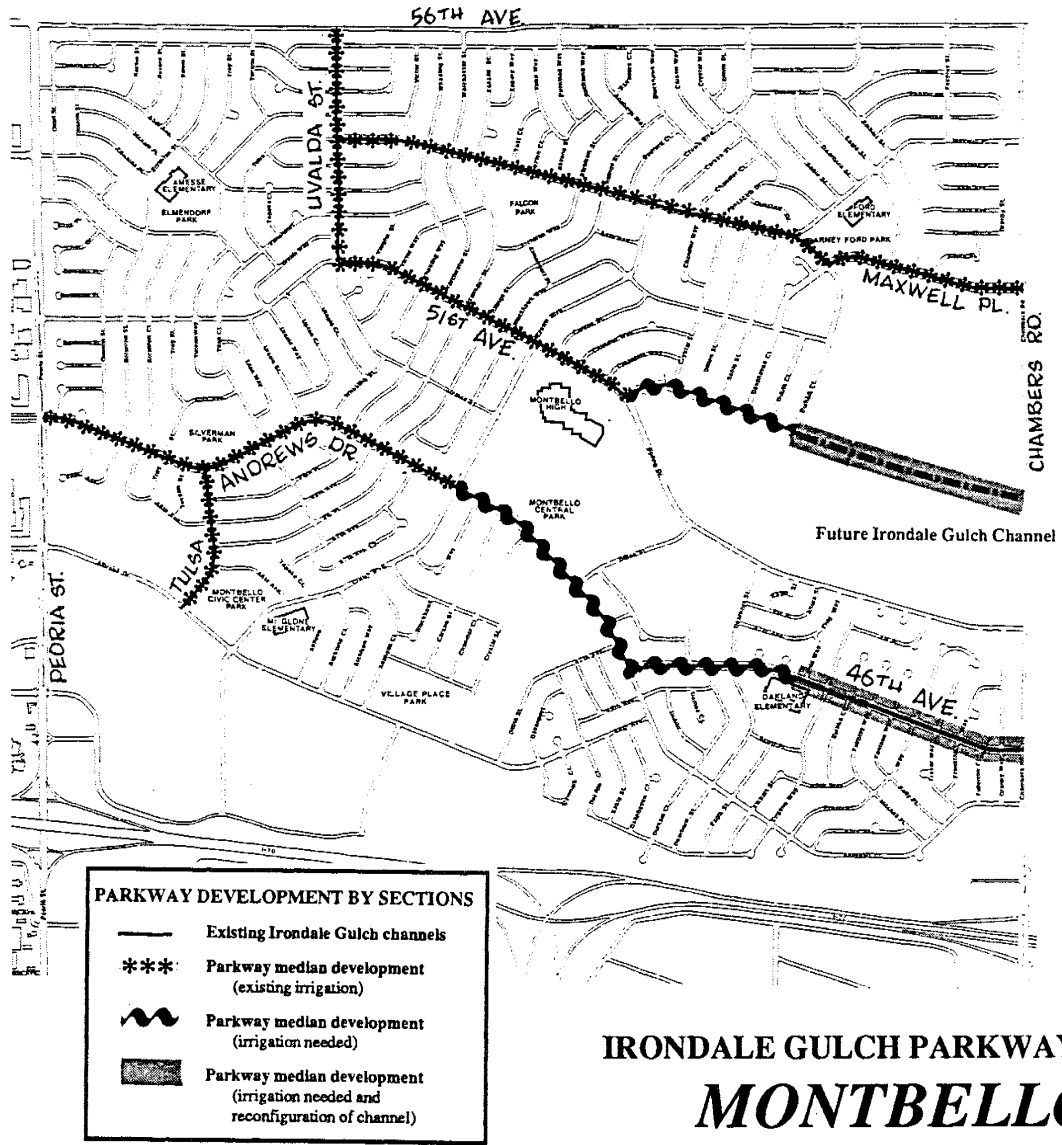
Landowners
Developers
Planning Office

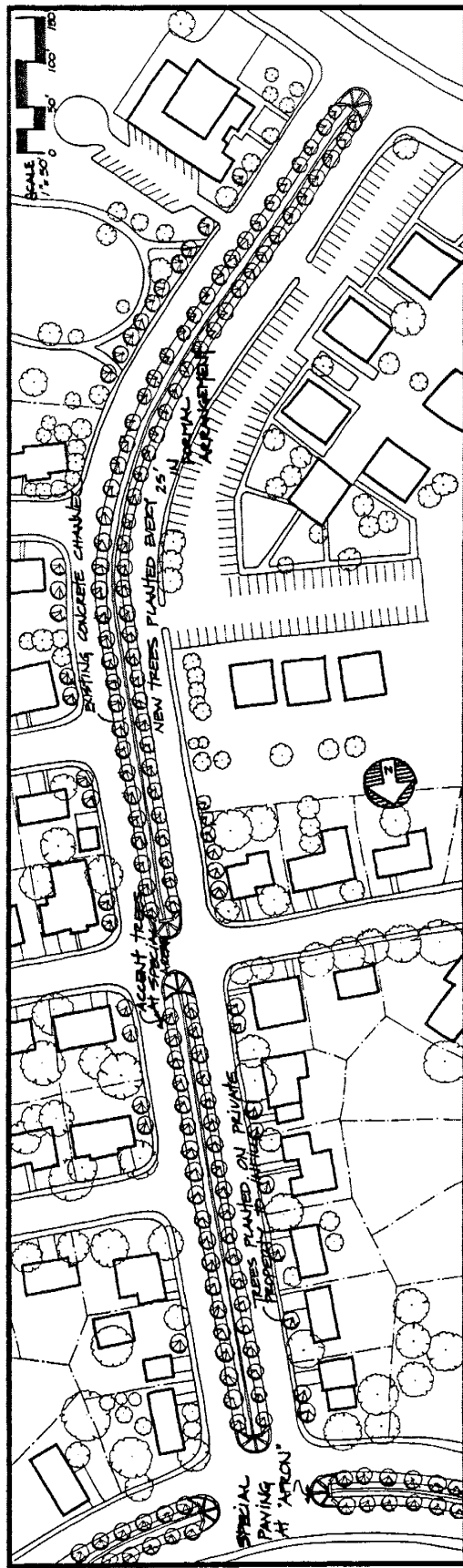
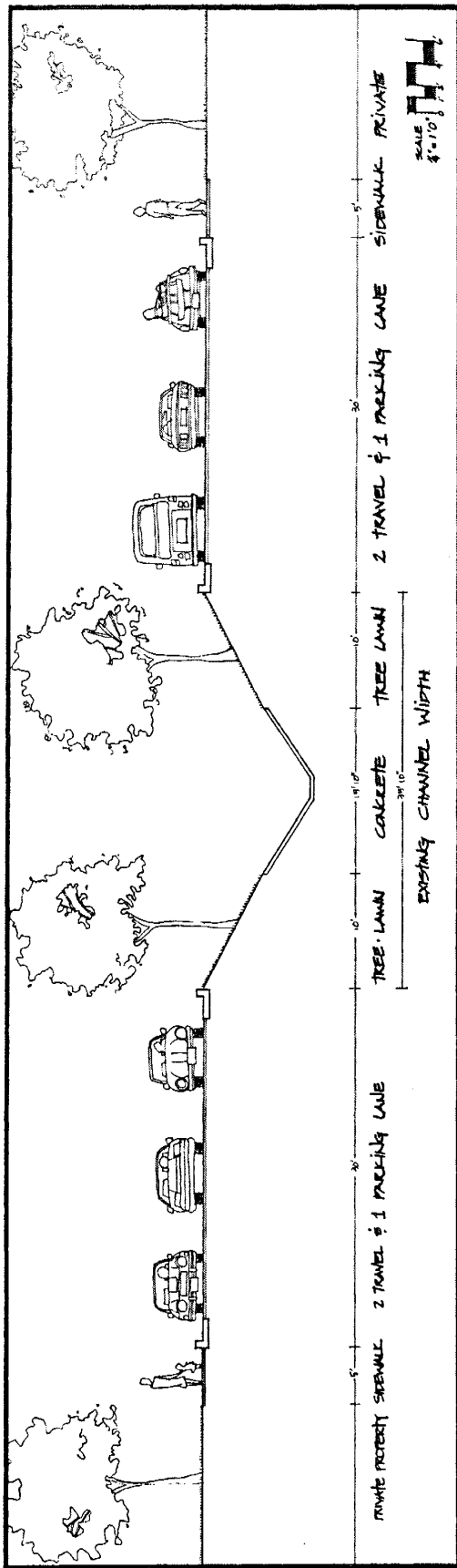
- UDR-4 Consider Citywide requirements for planting a specified number of trees for each home in new residential subdivisions.

Developers
Zoning Administration
Planning Office
City Council

- UDR-5 Develop site specifications in new subdivisions that consider the operation of trash collection systems.

Public Works
Zoning Administration





MONTBELLO NEIGHBORHOOD PLAN: WATERWAY CHANNELS
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 DENVER PLANNING & COMMUNITY DEVELOPMENT
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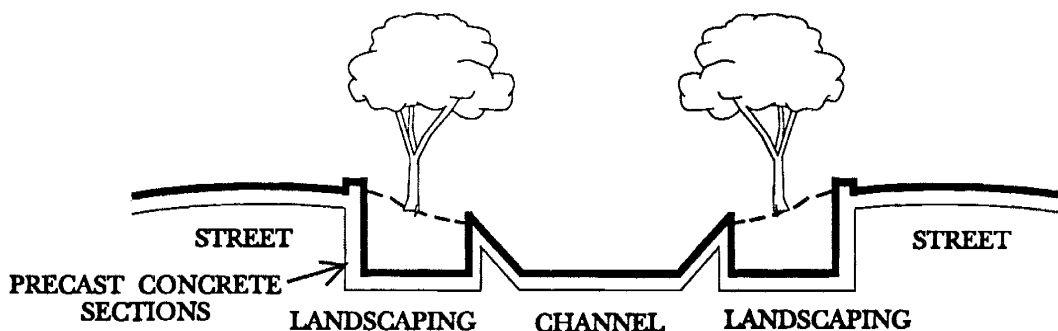
Action Recommendations-
Montbello Irondale Gulch

Implementing Agencies/Groups

UDIG-1	Create scenic landscaped areas along Irondale Gulch channels through planting of trees and other plant materials.	Parks Department Wastewater Management Transportation Division Planning Office
UDIG-2	Plant trees and landscape the Irondale Gulch parkway medians along Andrews Drive from Peoria Street to Crown Boulevard; Tulsa Court between Albrook Drive and Andrews; Uvalda Street between 51st Avenue and 56th Avenue; 51st Avenue between Uvalda and Bolling Drive; Maxwell Place between Uvalda and Sable Street; and 53rd Avenue between Durham Court and Chambers Road. As channel side walls deteriorate, evaluate new wall design possibilities for wall replacement through the Wastewater Department's annual channel maintenance program. Develop detailed short and long term parkway design specifications, including a standardized replacement panel design that provides for trees and grass, and addresses hydraulic considerations.	Parks Department Wastewater Management Planning Office Landowners Developers
UDIG-3	Install irrigation and plant trees and landscape the Irondale Gulch parkway medians on Andrews Drive between Crown Boulevard and 46th Avenue, on 46th Avenue between Andrews Drive and Eugene Way, and on 51st Avenue between Bolling Drive and Durham Court. As channel side walls deteriorate, evaluate new wall design possibilities for wall replacement through the Wastewater Department's annual channel maintenance program. Develop detailed short and long term parkway design specifications, including a standardized replacement panel design that provides for trees and grass, and addresses hydraulic considerations.	Parks Department Wastewater Management Planning Office Landowners Developers

UDIG-4 Landscape along Irondale Gulch in the median of 46th Avenue between Eugene Way and Chambers Road. Reconstruct concrete channel walls (top section) with landscaped sections integrally attached to the concrete lower wall sections to avoid undermining and collapse. Reconfiguration should take place as channel walls and bottoms in the existing channels suffer from damage or deterioration which may require restoration and replacement. Segment the channel improvement areas from one bridge to the next, one at a time, as areas become defective. Install irrigation and plant trees and landscape. Develop detailed parkway design specifications for this section of the Irondale Gulch, including construction and maintenance costs.

Parks Department
Wastewater Management
Planning Office
Landowners
Developers



UDIG-5 Develop the Irondale Gulch channel along 51st Avenue between Durham Court and Chambers Road as a linear park along the gulch. Use gently sloping grass areas, install irrigation, plant trees and landscape. Minimize automobile bridges by constructing them to connect streets on each side of the gulch channel. Design of this portion of the gulch will be subject to resolving legal questions and successful negotiations with future developers who will pay for these improvements.

Parks Department
Wastewater Management
Planning Office
Landowners
Developers

UDIG-6 Study priority locations and construct new pedestrian foot bridges across Irondale Gulch.

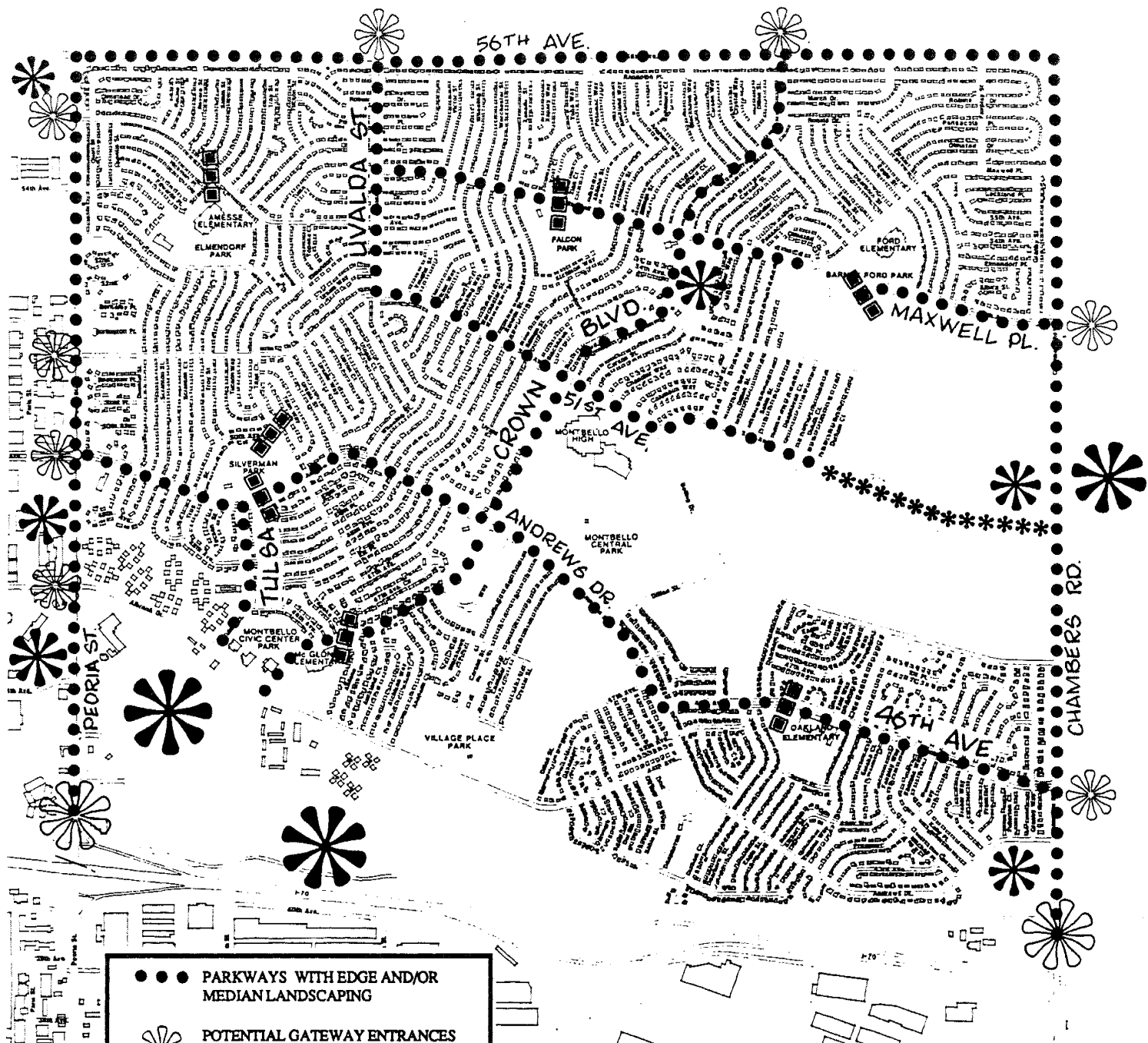
Transportation Division
Design Engineering
Wastewater Management
Planning Office
Parks Department

UDIG-7 Establish as highest priority for landscaping all Irondale Gulch intersections with perimeter arterial streets, starting with 46th Avenue at Chambers Road, working west.

Parks Department
Wastewater Management
Planning Office

URBAN DESIGN

- | | | |
|---------|---|---|
| UDIG-8 | Establish an Irondale Gulch maintenance program for frequent (monthly through the summer) removal of weeds growing in cracks and silt removal. | Wastewater Management |
| UDIG-9 | Replace existing Irondale Gulch bridge railing with uniform parkway railings of a Federal green color. Explore design attention to new bridge lighting and paving patterns and materials. | Transportation Division
Street Maintenance Department
Design Engineering
Planning Office |
| UDIG-10 | Establish a "Friends of the Gulch" group to regularly pick up debris and adopt gulch beautification projects. | Neighborhood Groups
Montbello Community School
Court Community
Service Program |
| UDIG-11 | Do not increase peak run-off levels of storm water to Montbello from upstream in the Irondale Gulch basin (east of Chambers Road), in conformance with the 1990 Irondale Gulch and Outfall Systems Storm Water Collection System Master Plan. | Wastewater Management |



- ● ● PARKWAYS WITH EDGE AND/OR MEDIAN LANDSCAPING
- ☼ POTENTIAL GATEWAY ENTRANCES WITH NEIGHBORHOOD "WELCOME" SIGN
- ✱ COMMERCIAL AREA TO HAVE DESIGN GUIDELINES
- ■ ■ PEDESTRIAN CONNECTIONS
- *** FUTURE PARKWAY WITH ENHANCED CHANNEL LANDSCAPING

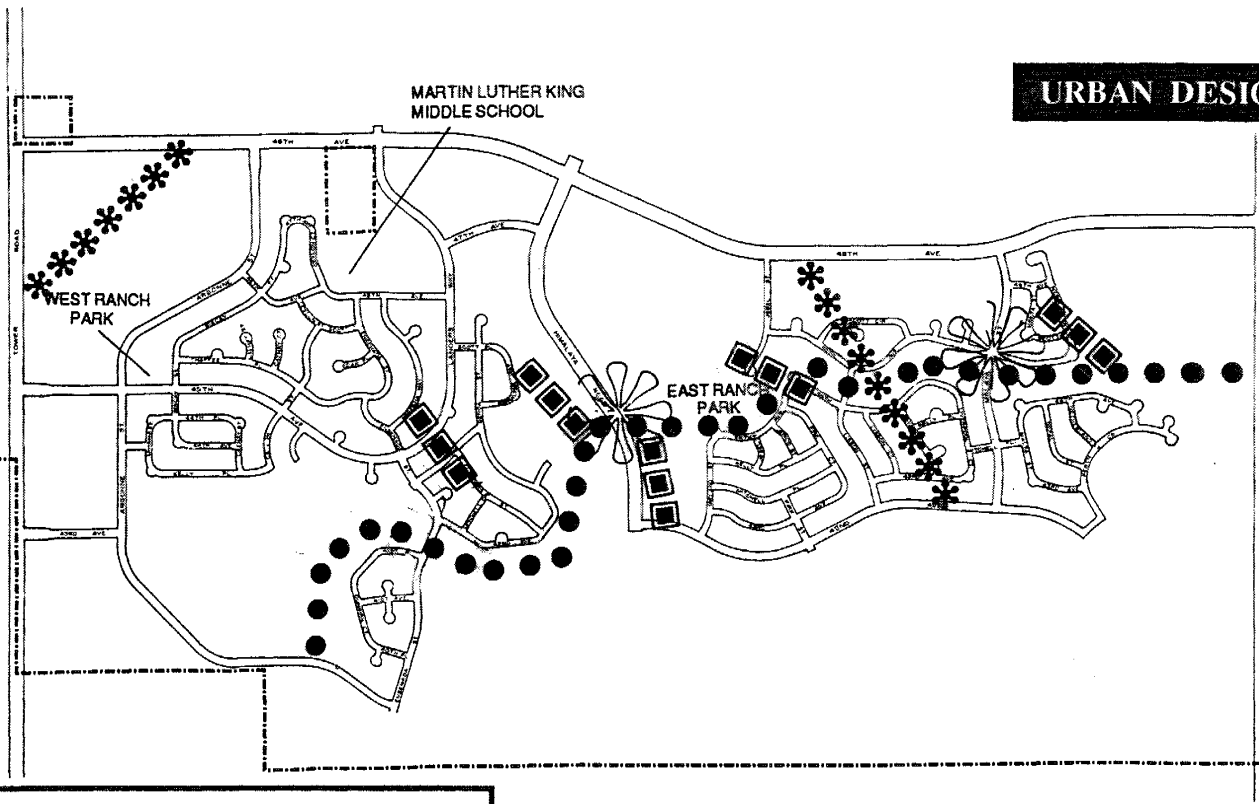
URBAN DESIGN
MONTBELLO

URBAN DESIGN

Recommendations - Montbello

Implementing Agencies/Groups

UDM-1	Create consistent landscaping treatment for Crown Boulevard by planting trees and flowers in the space between the sidewalk and curb.	Planning Office Parks Department Neighborhood Groups Homeowners
UDM-2	Emphasize with special bridge and landscaping treatments the intersections where Crown Boulevard crosses Irondale Gulch.	Parks Department Transportation Division Street Maintenance Department
UDM-3	Construct attractive gateway entrance signs to Montbello.	Planning Office Parks Department Transportation Division
UDM-4	Complete Chambers Road linear park from the Denver City limits south of Andrews Drive, north to 53rd Avenue.	Parks Department
UDM-5	Develop attractive median streetscape landscaping on Peoria Street between Albrook Drive and 56th Avenue.	Planning Office Parks Department Transportation Division
UDM-6	Create attractive landscaping, including trees and wildflowers at the Peoria/I-70 interchange (Denver) and Chambers/I-70 interchange (Aurora).	Colorado Department of Highways
UDM-7	Establish a minimum tree lawn spacing of five feet between street and sidewalk for all new subdivisions. Do not permit attached sidewalks.	Developers Planning Office
UDM-8	Encourage homeowners to plant trees in front yards. Sponsor landscaping workshops in the Community School.	Neighborhood Groups Montbello Community School
UDM-9	Construct attractive park name signs in each of Montbello's seven parks.	Parks Department



URBAN DESIGN

- *** OPEN SPACE TRAIL CORRIDOR
- ● ● HIGH LINE CANAL OPEN SPACE TRAIL CORRIDOR
- ▣▣▣ PEDESTRIAN CONNECTIONS/BRIDGES
- ☼ SPECIAL LANDSCAPED TREATMENTS

URBAN DESIGN
GREEN VALLEY RANCH

**Action
 Recommendations -
 Green Valley Ranch**

Implementing Agencies/Groups

UDGVR-1 Create improved trails along the High Line Canal for equestrian, bicycle, and pedestrian use. Separate the different uses for safety, aesthetic, and functional reasons. Use the existing service road for use as a trail, to minimize the amount of disturbed area.

Parks Department
 Water Department
 Planning Office
 Neighborhood Groups

UDGVR-2 Plant trees, shrubs, and wildflowers along the High Line Canal to create shade and visual interest. (Tree locations to be approved by the Denver Water Department.)

Parks Department
 Water Department
 Neighborhood Groups
 Adjacent Homeowners
 Planning Office

UDGVR-3 Explore development of pocket parks on the small parcels along the Western Gas Supply Company line near the crossing of the High Line Canal.

Parks Department
 Planning Office
 Western Gas Supply Company
 Neighborhood Groups

URBAN DESIGN

- | | | |
|----------|---|--|
| UDGVR-4 | Emphasize pedestrian and automobile bridges across the High Line Canal with special landscaping and architectural treatments. | Planning Office
Transportation Division
Parks Department
Water Department |
| UDGVR-5 | Place a pedestrian bridge across the High Line Canal to provide access to East Ranch Park and the new swimming pool. Explore placing other pedestrian bridges where easements exist. | Water Department
Planning Office
Transportation Division
Parks Department |
| UDGVR-6 | Create trails along the Western Gas Supply Company right-of-way for equestrian, bicycle, and pedestrian use. Plant wildflowers and other acceptable plant materials along the right-of-way. | Western Gas Supply Company
Parks Department
Planning Office
Neighborhood Groups |
| UDGVR-7 | Remove the dirt pile along the easement area between 43rd Avenue and 44th Avenue to reduce drainage problems in adjacent parcels. | Developers
Western Gas Supply Company |
| UDGVR-8 | Construct sidewalks along 48th Avenue. | Developers
Transportation Division |
| UDGVR-9 | Establish a "Friends of the Canal" group to regularly pick-up debris and adopt beautification projects, including coordination of the planting of trees along the High Line Canal. | Neighborhood Groups
Court Community Service |
| UDGVR-10 | Establish a minimum tree lawn spacing of five feet between street and sidewalk for all new subdivisions. Do not permit attached sidewalks. | Planning Office
Developers |
| UDGVR-11 | Encourage homeowners to plant trees in front yards. Sponsor landscaping workshops in the Community School. | Neighborhood Groups |

THE PLANNING PROCESS

1. Neighborhood Planning

Neighborhood planning is a collaborative process between the City, citizens, and property owners of a particular area which actively solicits participation in the formulation of a plan for that neighborhood. The process enunciates goals, identifies and discusses issues, generates and tests alternative ways to achieve the desired ends, proposes a plan for the area, and spells out policy changes and investments that should be implemented to help realize that goal. It is a forum in which people initiate rather than react to change, and in which the various interest groups within a neighborhood, who may have different goals, work out their differences to arrive at a mutually satisfactory plan. The private-public partnership is essential to the ultimate success of the venture.

2. Montbello and Green Valley Ranch Neighborhoods Planning Process

In early 1988, the Northeast Corridor Specific Area Plan was completed by the City of Denver to anticipate growth that would result from the building of Denver International Airport. This plan identified issues in the Stapleton neighborhood, Montbello neighborhood, Green Valley Ranch neighborhood, and the Gateway area. When the plan was completed, area residents, former Councilman Bill Roberts, and City staff said more detailed attention was needed to the already established residential neighborhoods in the area and requested that a study and plan be done for Montbello and Green Valley Ranch. This plan is the result of that request.

The planning process used to develop this plan was open and interactive with residents in the neighborhood. To start the process, a large public meeting was held in September 1989. Residents identified what they like about their neighborhood, what are the issues they see, and what they would like to improve. A number of participants volunteered to work with public agency representatives on a Plan Steering Committee to oversee development of the Plan. These people, plus others who joined the project met bi-weekly through the end of 1989 to draft plans for land use/zoning. During January and February of 1990 the committee met weekly to develop a housing plan. Five neighborhood town meetings were held in March and April to update residents and get more ideas. Beginning in May and continuing through October committees held workshops and developed draft plans for transportation, urban design, business development, and recreation. Town meetings were held again in September and October to gain more input and keep residents up to date on the plan. All meetings were open to the public and were heavily advertised with school flyers, newspaper and newsletter notices, and church bulletins and announcements. Coordination and technical assistance for plan

APPENDIX A

development was provided by the Neighborhood Planning Division of the Denver Planning and Community Development Office.

More than fifty work sessions involving several hundred residents and business people over the course of fifteen months led to preparation of drafts of the plan and this final document.

The plan development process concluded with the Denver Planning Board's public hearing on December 12, 1990. The plan was adopted by Denver City Council on February 25, 1991.

A separate Executive Summary of this plan is available from the Denver Planning and Community Development Office and was used extensively during the draft plan's review period to effectively inform interested neighborhood residents of the plan's content.

MONTBELLO DEMOGRAPHICS

POPULATION

Total Population	17,582
Total Households	5,534
Average Household Size	3.17

Source: 1990 Census

HOUSEHOLD INCOME

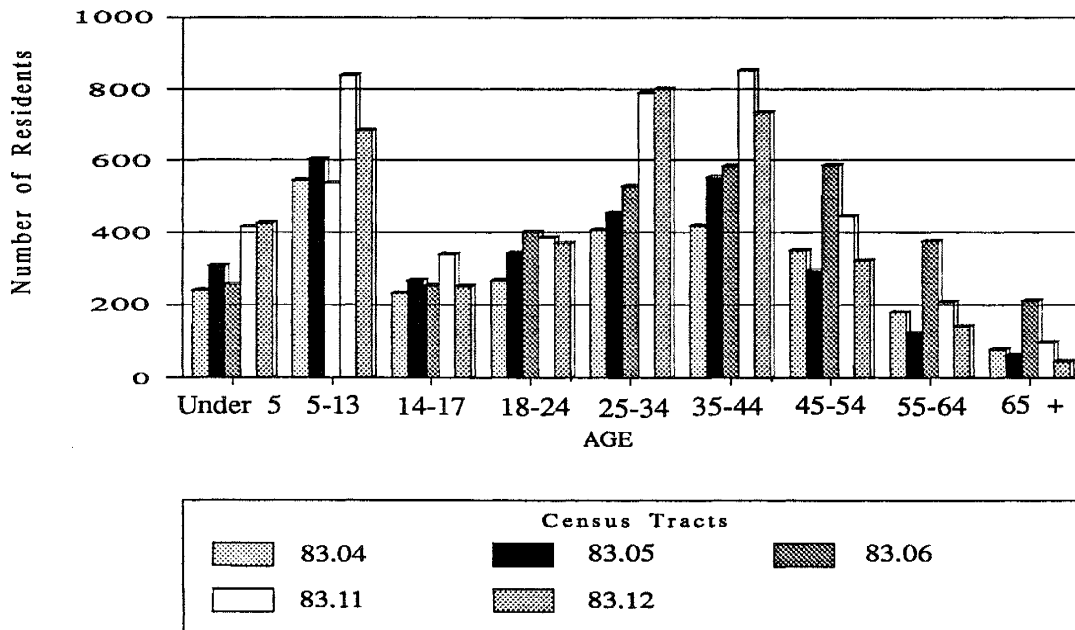
Median Household Income	83.04	\$34,704
By Census Tract	83.05	30,820
	83.06	35,799
	83.11	31,610
	83.12	34,320

(Citywide - \$25,106)

Source: 1990 Census

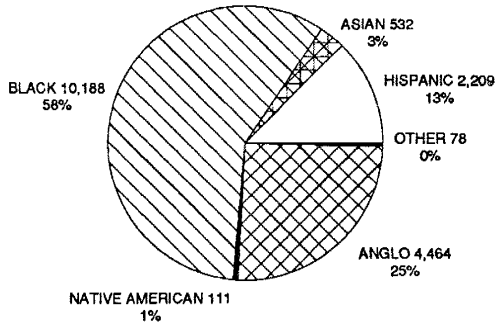
AGE PROFILE

BY CENSUS TRACT

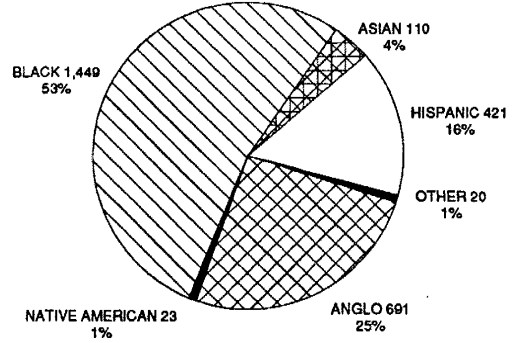


SOURCE: 1990 U.S. Census

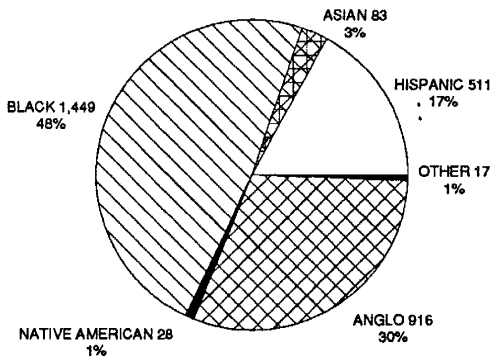
MONTBELLO ETHNIC COMPOSITION BY CENSUS TRACT



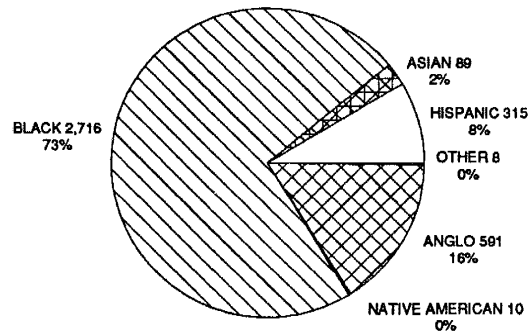
**Total Population 17,582
Combined Census Tracts**



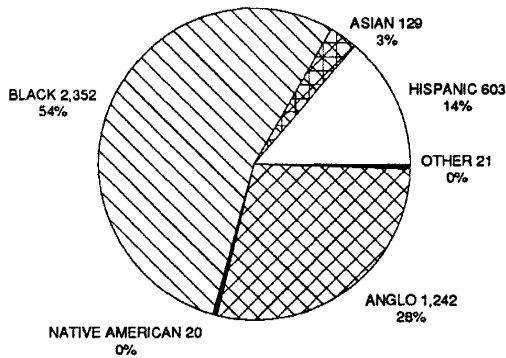
**Total Population 2,714
Census Tract 83.04**



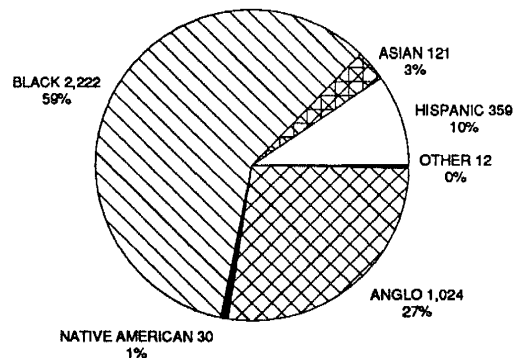
**Total Population 3,004
Census Tract 83.05**



**Total Population 3,729
Census Tract 83.06**



**Total Population 4,367
Census Tract 83.11**



**Total Population 3,768
Census Tract 83.12**

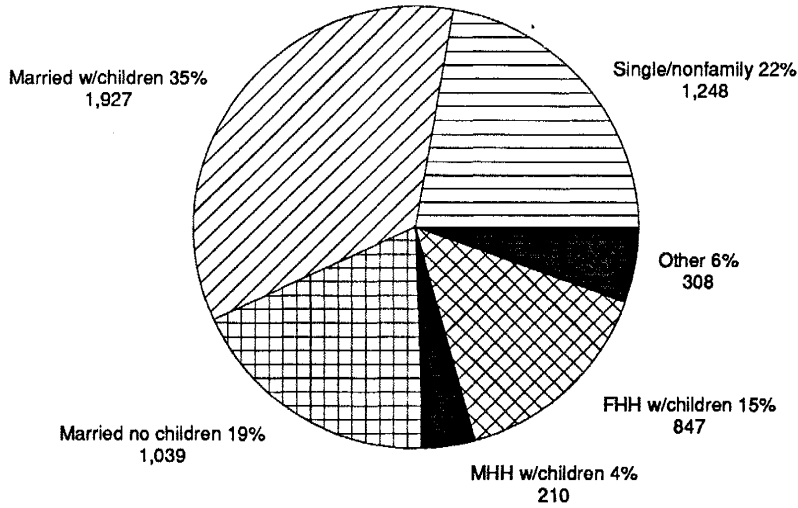
Source: 1990 U.S. Census of Population and Housing Public Law File PL - 94 - 171 The categories Anglo, Black, Asian, Native American, and Other are composed of people not of Hispanic origins.

HOUSEHOLD PROFILES

MONTBELLO

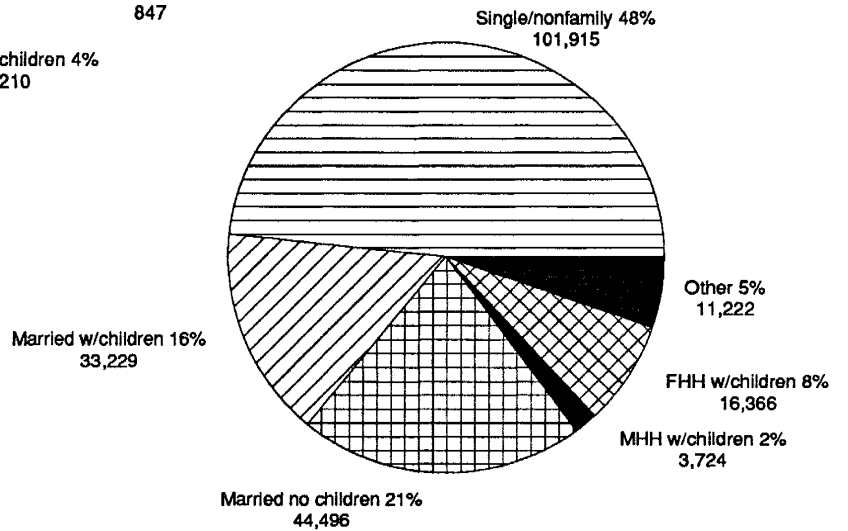
Combined All Census Tracts

TOTAL: 5,579



DENVER

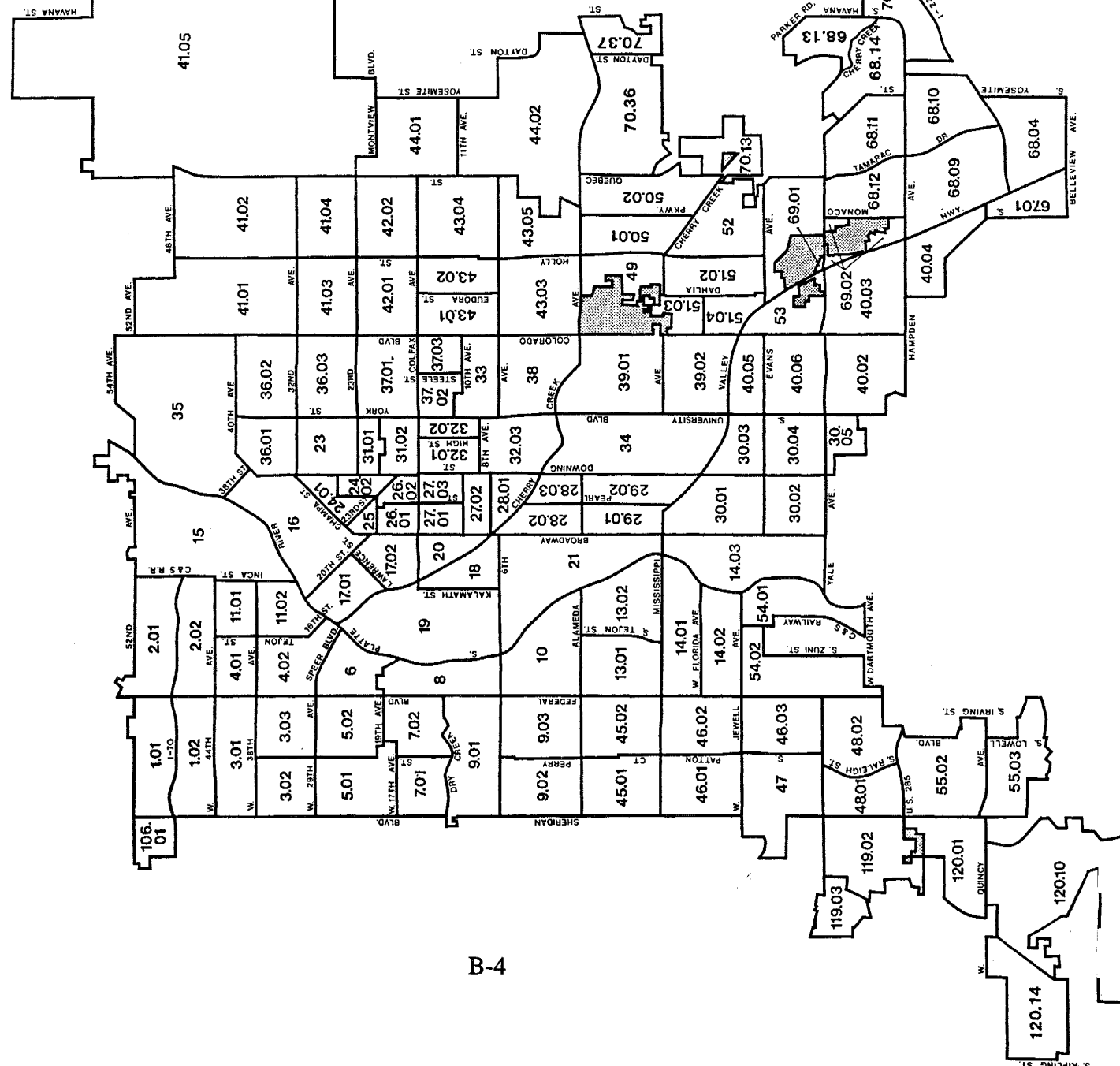
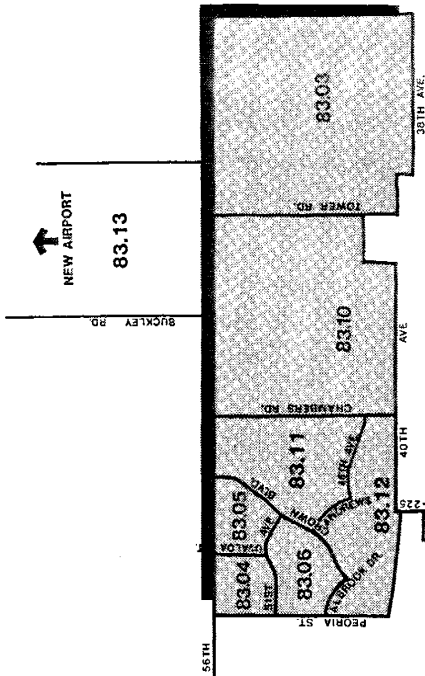
TOTAL: 210,962



HOUSEHOLD TYPES

- Married Couples w/Children
- Married Couples no/children
- Male Head Household w/children (MHH)
- Female Head Household w/children (FHH)
- Single or Nonfamily
- Other

Source: 1990 U.S. Census



B-4

1990 CENSUS TRACTS

MILES 0 1/2 1

PREP/ THE I MAN JCF

GREEN VALLEY RANCH DEMOGRAPHICS

POPULATION

Total Population	2,746
Total Households	922
Average Household Size	2.99

Source: 1990 Census

HOUSEHOLD INCOME

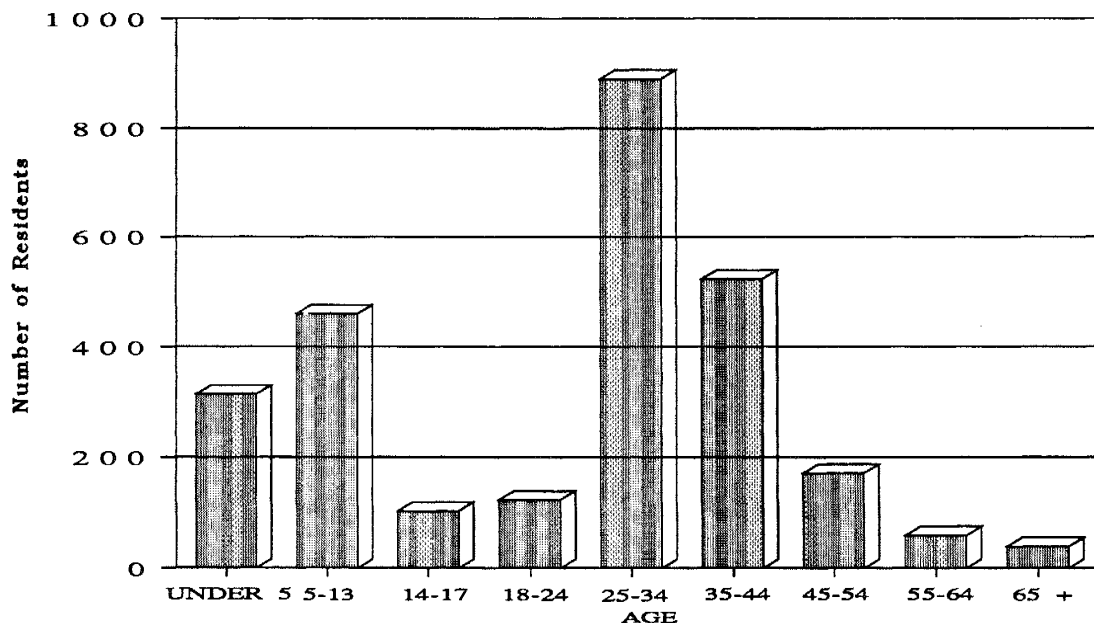
Median Household Income	83.03	\$45,556
By Census Tract		

(Citywide - \$25,106)

Source: 1990 Census

AGE PROFILE

BY CENSUS TRACT

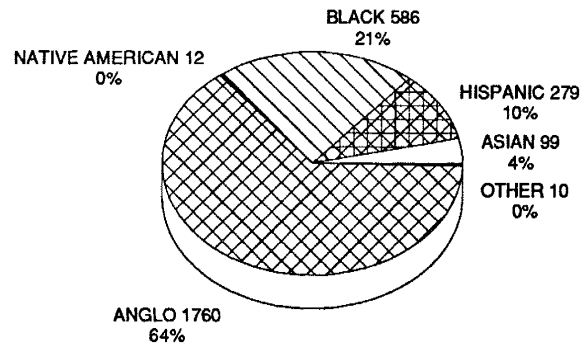


Census Tract
83.03

SOURCE: 1990 U.S. Census

GREEN VALLEY RANCH

ETHNIC COMPOSITION



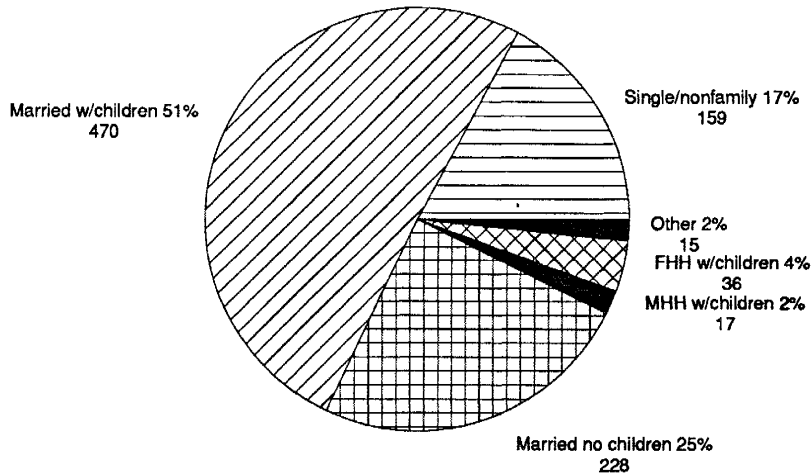
Total Population 2,746
Census Tract 83.03

Source: 1990 U.S. Census of Population and Housing Public Law File PL - 94 - 171 The categories Anglo, Black, Asian, Native American, and Other are composed of people not of Hispanic origins.

HOUSEHOLD PROFILES

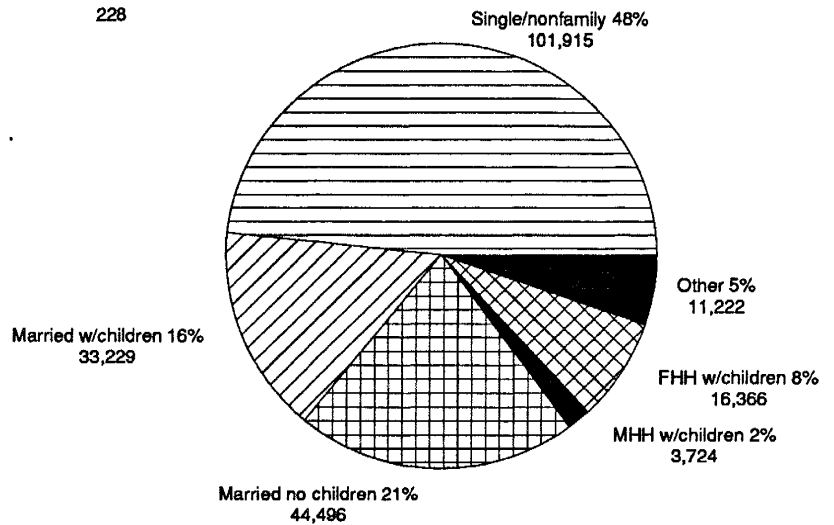
GREEN VALLEY RANCH

TOTAL: 925



DENVER

TOTAL: 210,962



HOUSEHOLD TYPES

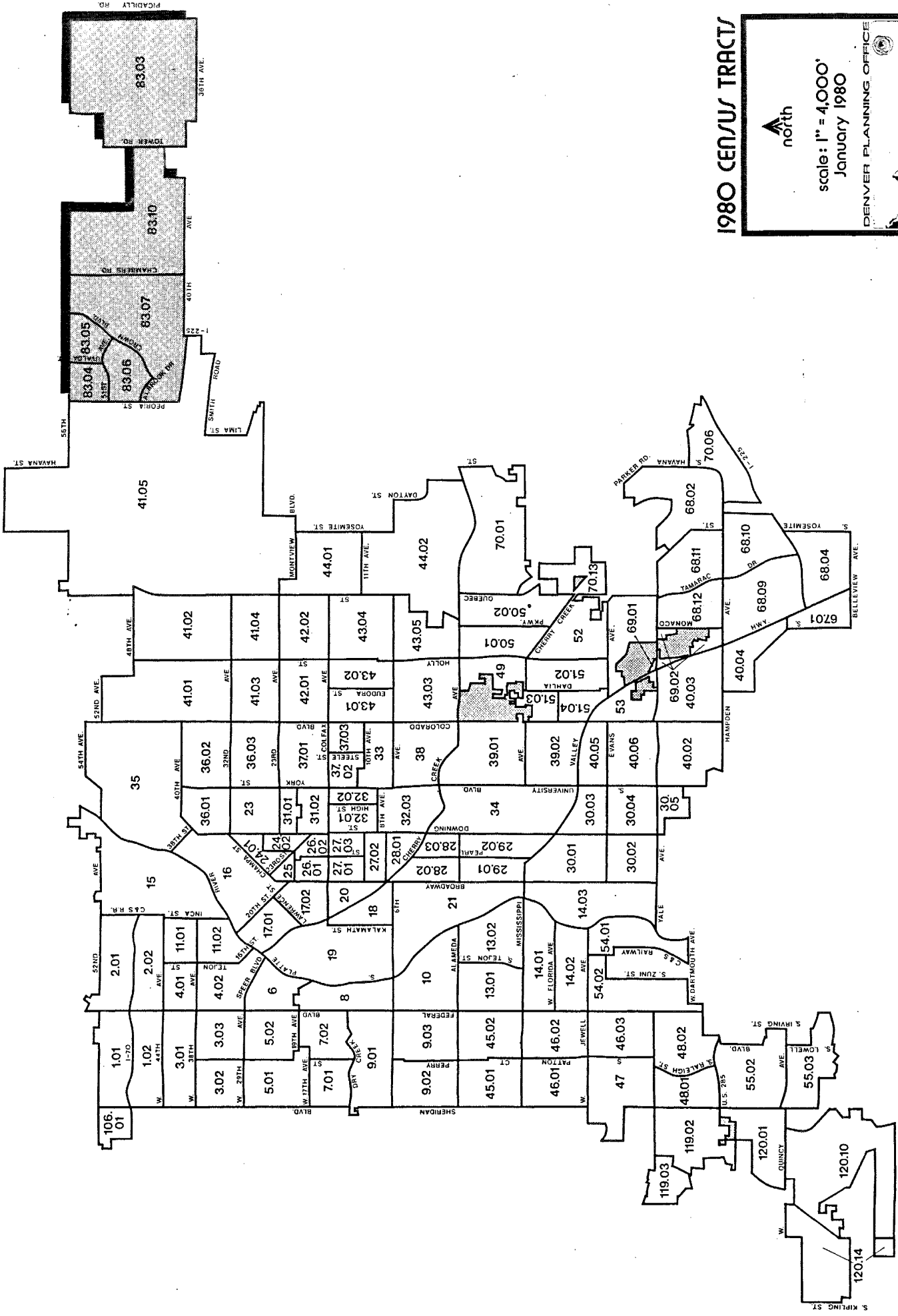
- Married Couples w/Children
- Married Couples no/childern
- Male Head Household w/children (MHH)
- Female Head Household w/children (FHH)
- Single or Nonfamily
- Other

Source: 1990 U.S. Census


HOUSING DATA

	Green Valley Ranch C.T. 83.03*	Elmendorf Park C.T. 83.04	Falcon Park C.T. 83.05	Silverman Park C.T. 83.06	Concord/Barney Ford Park/Village East Park C. T. 83.07*
Number Single Family Homes	1,055	869	980	1,003	2,701
Avg. Age of Homes	6 yrs.	20 yrs.	18 yrs.	20 yrs.	12 yrs.
Avg. Sq. Ft.	1,278	1,008	960	1,343	1,053
2 Bedrooms	117	211	369	31	963
3 Bedrooms	477	569	548	697	1,296
4+ Bedrooms	59	89	63	275	239
1 Story	128	716	948	409	1,044
2 Story	526	153	32	594	1,459
Number Sales					
1982	0	81	94	48	408
1983	81	74	137	84	57
1984	285	92	112	69	423
1985	252	97	118	88	388
Avg. Sales Price (approximate)					
1982	---	\$54,900	\$49,300	\$62,800	\$68,300
1983	\$75,000	\$49,500	\$51,400	\$66,100	\$68,800
1984	\$79,200	\$53,200	\$53,400	\$65,300	\$68,300
1985	\$86,900	\$58,100	\$52,700	\$68,600	\$69,500
1986	\$99,896	\$57,210	\$55,305	\$71,478	\$64,633
1987	\$90,471	\$56,993	\$50,723	\$69,897	\$66,034
1988	\$83,328	\$47,161	\$45,258	\$61,930	\$58,994
Number Apartments and Condo Units	0	0	0	768	482

* 1980 Census Tract. Does not include data for new homes constructed 1986-1988 (except total number homes and sales prices)




1980 CENSUS TRACTS



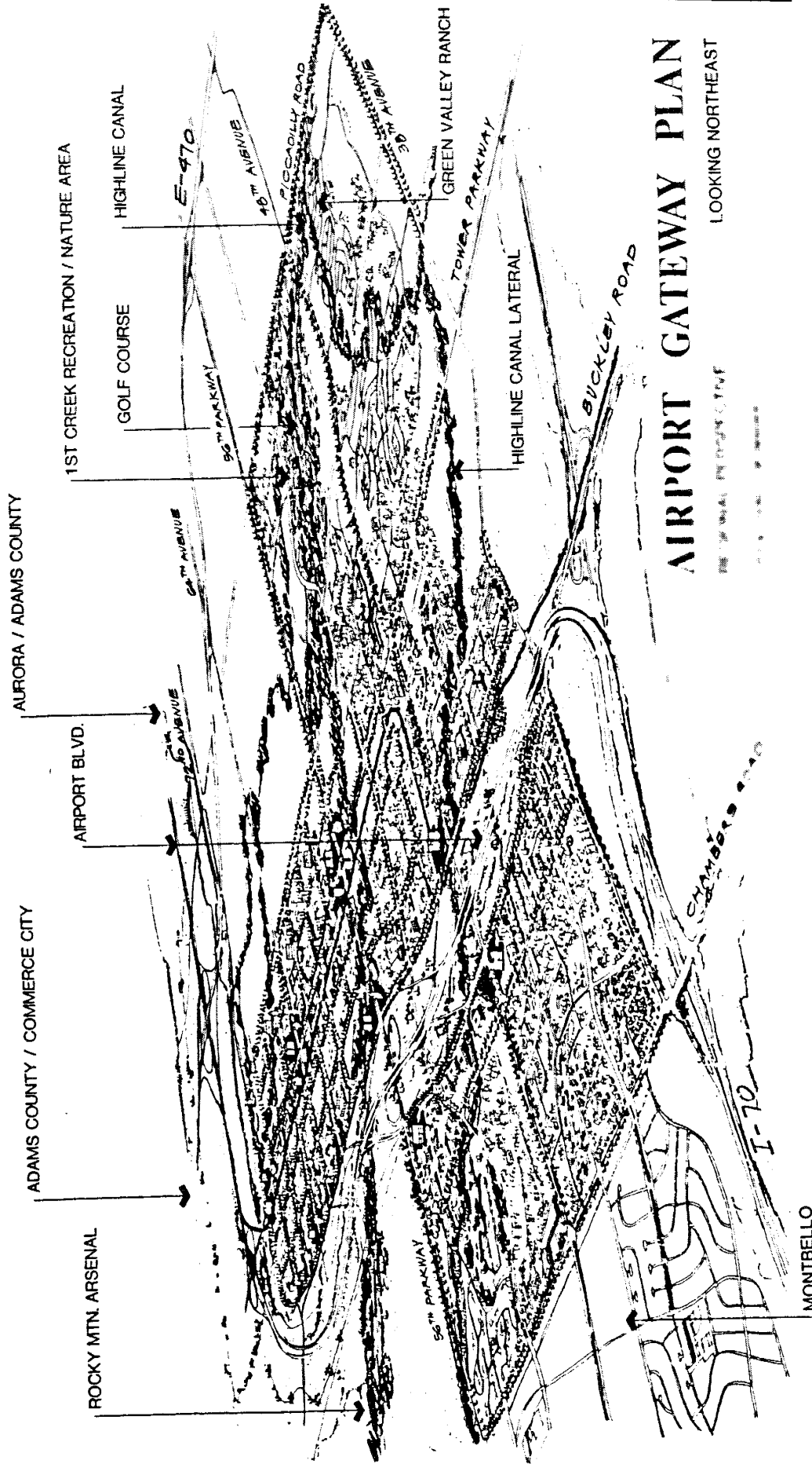
 scale: 1" = 4,000'

 January 1980

 DENVER PLANNING OFFICE



 1448 CLEVELAND PLACE DENVER, COLORADO



AIRPORT GATEWAY PLAN

LOOKING NORTHEAST

THE AIRPORT AUTHORITY OF DENVER

11/15/00

