

## **BRUN Zoning & Planning (ZAP) Committee Meeting Summary**

November 12, 2025; virtual meeting was not recorded

### **Regis Village Response**

Based on discussion, Bill K., ZAP Committee Chair, will draft a brief statement for Scott D., BRUN ZAP Committee and Board President, to read at the City Council public hearing on December 8. Bill K. will compile a package of correspondence that BRUN ZAP and the Board have had with Regis/Otten Johnson expressing BRUN's concerns over the development. BRUN officers are not supporting or opposing the rezoning but are expressing frustration over lack of a development plan and asking for continued public input as the project progresses. The draft statement will be circulated to the BRUN ZAP Committee for review before being presented to the BRUN Board for review/approval.

### **Sheridan Corridor Safety Study**

Bill K., ZAP Committee Chair, had several questions as to why moving the southbound bus stop south of 52nd was a safer option. From his many observations of the southbound bus stop south of 38th on Sheridan, he cannot see the issue of why stopping a bus in a through lane is safer than where it is now in the right turn lane north of 52nd. Vehicles back up behind the stopped bus across 38th and stopped vehicles pull into the left travel lane and rapidly moving traffic. He understands that residents of the apartment complex on 52nd just west of Sheridan might prefer the bus stop relocation, but he wonders what the residents of the mobile home community north of 52nd would think of the relocation.

Similarly, he questioned why removal of the southbound to westbound turn lane, Sheridan to 52nd, and removal of the "island" would be safer. Again, he looked at that same situation at 38th and Sheridan, an intersection that he walks 5-6 times/week. The NE corner, with westbound to northbound turns, is much more dangerous in his opinion due to vehicles going over the curb during the turns. The NW corner, with the dedicated southbound to westbound turn and the "island" feels much safer to him.

Based on these issues, Robert S., ZAP Committee Secretary and BRUN's representative in the Sheridan Corridor Safety Study, is preparing several questions for DRCOG regarding what data they are using to determine safety recommendations for the 52nd/Sheridan intersection. Also, Robert will inquire as to the latest that DRCOG will be accepting comments.


Additionally, the ZAP Committee discussed the inherent danger of the 52nd/Sheridan intersection and lack of safe pedestrian access from Inspiration Point across Sheridan. There was discussion of requesting a total review of the intersection by DRCOG - traffic studies, review of accident data, etc, including revisiting the possibility of a pedestrian/bicycle bridge over Sheridan. One member's observation was that this was the

most dangerous intersection in the BRUN neighborhoods. It was pointed out that Denver owns property on two corners of the intersection, and that there may be opportunities on the Adams County side as well. There was discussion of drafting an additional letter to DRCOG requesting in-depth analysis of the intersection.

In a follow-up email, Alejandra C., BRUN ZAP Committee and Board Vice President who was not in attendance at the meeting, responded:

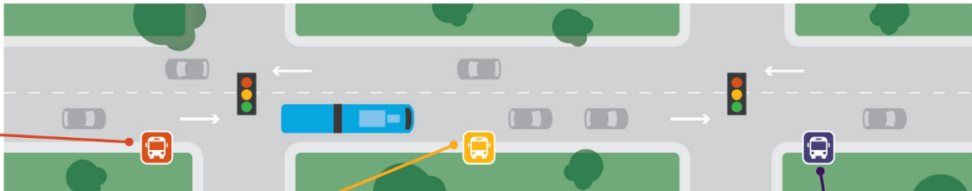
*In regards to what makes streets safer for everyone and improves bus operations along a road like Sheridan Blvd: It's best practice among transportation professionals (if there isn't a dedicated bus lane) to not have the bus pull to the side and then for the operator to try to get back to a through lane of traffic where it is more difficult for the operator to get back in the travel lane. It's also best practice, for both transit operations and pedestrian safety, to position a bus stop on the far side of the intersection. See image below from [DOTI's Bus Priority Treatments](#). Having taken the 38 bus many times, I have seen this design and operation at almost every stop I can think of along BRUN's area, where the bus stop is located on the far side of the intersection (e.g., after the 38 bus crosses Sheridan going east; after it crosses Tennyson, Irving, Federal...).*

*Removing the turn lane as suggested by DRCOG does indeed prioritize safety for all road users, because it narrows the roadway, it slows down traffic speeds for those turning, and it reduces the length people have to travel to cross Sheridan. You can learn more about what interventions effectively address unsafe speeds and improve roadway safety [here](#).*



## Bus Stop Relocation


Bus Stop Relocation involves moving a bus stop to a more strategic location that allows a bus to stop more easily. For example, when applied with TSP, far-side stops can allow a bus to get through the intersection and then stop to let passengers on and off.



Near-Side Stops are recommended when Far-Side Stops are not feasible, or to avoid "double stopping" at intersections with stop-control or queue jumps.

Mid-Block Stops are recommended where major mid-block destinations generate high volumes of passenger trips or where traffic conditions at intersections may create safety challenges for pedestrians or stopped buses, particularly when multiple buses may be serving the stop simultaneously.

Far-Side Stops are preferred most often for both transit operations and pedestrian safety. Far-side stops also support the use of TSP, allowing buses to get through an intersection and then stop to let passengers on and off.



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### **Historic Yates Theater Re-opening**

BRUN ZAP had a brief discussion of the Yates Theater proposal. Some trepidation was expressed that it would be difficult to make this a profitable concern after all the necessary upgrades and reconstruction. There was discussion regarding the real reason for obtaining a cabaret liquor license to later convert the theater into a music venue. Melissa Horn gave us links to Denver regulations regarding requirements for liquor license transfers that would require facility modifications (e.g. ripping out permanent seats for SRO events). Additional liquor license review/approval would probably be necessary.

Heather N., BRUN ZAP Committee Member, sent an edit to the paragraph above with her perspective:

*We had a brief discussion of the Yates Theater proposal. Some trepidation was expressed that it would be difficult to make this a profitable concern after all the necessary upgrades and reconstruction. ~~There was discussion regarding the real reason for obtaining a cabaret liquor license to later convert the theater into a music venue.~~ There was discussion regarding the type of liquor license the applicant will be applying for, and whether or not that license would be transferable in the event that ownership and use changes. There was concern that a cabaret license would lead to potential use of the venue for other types of entertainment inconsistent with a movie house. Melissa Horn gave us links to Denver regulations regarding requirements for liquor license transfers that would require facility modifications (e.g. ripping out permanent seats for SRO events). Additional liquor license review/approval would probably be necessary.*