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1 INTRODUCTION

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1.1 INTRODUCTION

1.1.1 Area Overview

The Near Northwest Area Plan is the neighborhood plan for the neighborhoods of Chaffee Park, Sunnyside, Highland, and Jefferson Park, providing a vision and policy guidance for land use, urban design, housing, mobility, parks, and the local economy for the next 20 years. The plan covers a portion of Northwest Denver roughly between 52nd Avenue on the north, Inca Street and the rail tracks on the east, the South Platte River on the south, and Federal Boulevard on the west.

These neighborhoods represent a diverse history of growth and development patterns over time, which has resulted in a variety of different buildings and houses being built. Most of the neighborhoods have an established street grid and are connected by several north-south interior running streets that provide connections to each neighborhood. The neighborhoods are also connected by a few major corridors, including Federal Boulevard, Speer Boulevard, and 38th Avenue that provide regional connections to neighboring jurisdictions and destinations.

The area includes key features beloved by the community, including: access to transit options and proximity to downtown; architectural variety of different buildings and homes; diverse history and culture of neighborhoods; ability to walk and bike to neighborhood parks and businesses; and high number of independent retailers/restaurants that serve the neighborhood.

---


<table>
<thead>
<tr>
<th>Area</th>
<th>3.85 square miles</th>
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<tbody>
<tr>
<td>Population</td>
<td>27,950 people</td>
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<tr>
<td>Housing Units</td>
<td>14,226 units</td>
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*Source: ESRI; Economic & Planning Systems*

---

**Age**

<table>
<thead>
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<th>Age Group</th>
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<td>19 years and younger</td>
<td>17%</td>
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<tr>
<td>20-29</td>
<td>21%</td>
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<td>30-39</td>
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<td>70-79</td>
<td>5%</td>
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<td>80 years or more</td>
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*Source: 2019 5-Year ACS Estimates*

**Race & Ethnicity**

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<td>BLACK OR AFRICAN AMERICAN</td>
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<td>ASIAN</td>
<td>2%</td>
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<td>TWO OR MORE RACES</td>
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<tr>
<td>AMERICAN INDIAN OR ALASKAN NATIVE</td>
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<td>OTHER RACE</td>
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<tr>
<td>NATIVE HAWAIIAN OR PACIFIC ISLANDER</td>
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*Source: 2019 5-Year ACS Estimates*
AREA HISTORY

This land was the traditional grounds of the Apache, Ute, Cheyenne, Comanche and Arapaho peoples. At the time of Denver’s founding in 1858, William H. Larimer crossed the South Platte River to stake a claim on a tall bluff, naming it Highland. Throughout the area, small farms were established with early immigrants from Irish, Cornish, Scottish, and German descendants. The area slowly began to grow as streetcar lines connected to downtown Denver and housing developments plotted. Developments in Highland and Sunnyside began in the 1870s as the “Town of Highland.” Railroad connections beyond these neighborhoods brought more industry and the first major industrial site, the Boston & Colorado Smelter was built by Nathaniel P. Hill in 1878 to process gold, silver, and copper ores. This became a major employer along with the Rocky Mountain Brewery.

At the turn of the 20th century, streetcar lines were more common and helped to develop both new residential neighborhoods and commercial hubs along these main corridors. These early settlements were inspired to be suburban retreats from central Denver and were promoted with clean air and water away from the busy and dirty city. The area did feature several prominent family estates but soon grew to become a more working-class area as many could commute by streetcar to the growing industry nearby or into the city center. Also during the early 20th century, Italian immigrants became a prominent population in the neighborhoods establishing a “Little Italy” along Zuni Street.

Following World War II, population shifts and growth impacted all of the neighborhoods. While much of Highland and Jefferson Park were mostly built out, Chaffee Park and Sunnyside created new neighborhoods that broke away from the traditional grid pattern with more curvilinear streets and the popular ranch style homes of the 1950s and 60s. Some of these residential developments at the time included racial covenants that did not allow people of color to buy or live in these new houses. Around this same time, the Denver Housing Authority constructed public housing named the James Quigg Newton Homes providing almost 400 units in the Sunnyside neighborhood.

The area also continued to grow as new industrial area were created in conjunction with construction of the Valley Highway (now Interstate 25) and later Interstate 70. Residents at the time rallied to locate Interstate 70 to the city boundary but it ultimately cut through at the border of Chaffee Park and Sunnyside. White Flight impacted these established neighborhoods later in the 20th century as many white families moved to surrounding suburbs. At the same time a large Latino population moved into the area. Tensions among the Latino community and local police enforcement launched the Chicano Movement to celebrate the lives and culture of Chicano and Latino communities. Boycotts, protest, and other demonstrations were held throughout these neighborhoods, especially in what is now known as La Raza Park. Throughout the 1980s and 1990s, community groups worked together to establish neighborhood organizations to improve the areas. This included establishing local and national historic districts, creating neighborhood plans, and other community activities.

Earliest Settlement
1858
Soon after the establishment of Denver, William H. Larimer crossed the South Platte River to a higher elevation naming it “Highland.” Soon after small farms were created along the river building an early agricultural hub.

First Developments & Smelter
1870s
The Boston & Colorado Smelter was built by Nathaniel P. Hill to process gold, silver, and copper in the town of Argo. It became a major employer and nearby neighborhoods began to grow.

Street Car Expansion
1890s
The earliest streetcar line opened in 1872 along today’s West 25th Avenue but continued to grow in the early 20th century. From these routes, many new neighborhoods and shopping hub were developed and access other employment areas. Streetcars continued to operate until the late 1940s.

Franciscan Campus
1938
Immigrant populations continued to grow throughout the city. This included the Franciscan Sisters of Penance and Christian Charity who purchased 20 acres at the northern edge of Chaffee Park where they built a campus to focus on their missions of education and welfare.
Suburban Growth & Racial Covenants
By the 1940s much of the area was built out from the South Platte River. Following World War II, new developments were built and followed more suburban patterns and architectural styles. These new developments included curvilinear streets - compared to the traditional grid block. Some of these post-War housing areas included racial covenants or other redlining factors that did not allow people of color to purchase or live in these neighborhoods. Another major housing development of this era was the construction of the James Quigg Newton Homes, named after Denver’s mayor from 1947-1955.

Chicano Movement
Since the early 20th century, these neighborhoods became home to a growing Latino population, especially following World War II. As the Civil Rights movement grew across the country, it influenced the Chicano Movement here in Denver and across Colorado. Tensions between the growing Latino population and police enforcement led to boycotts and demonstration throughout these neighborhoods.

Interstate and Industry
Transportation modes continued to change throughout the area as the country became more dependent on the automobile. Both Interstate 25 and Interstate 70 were built within the Near Northwest area. Residents were vocal to locate the east to west route (I-70) at the city border but it ultimately was built at the border of Chaffee Park and Sunnyside. The Valley Highway (I-25) runs north south following the river path. While these were built, a new industrial center was founded along side these highways providing new jobs within the immediate area.

La Raza Park Rededicated
Years in the making, the park that was once the first municipal playground and later named Columbus Park in the 1930s was renamed La Raza Park to celebrate the Latino/a/x culture and contributions to the surrounding neighborhoods and embrace the art, celebrations, and everyday activities that take here.

Image Sources: Denver Public Library, Westminster Journal, Denverite
1.1.2 Planning Process

A steering committee of local stakeholders guided the development of the plan. Members represented residents, local organizations and business owners. They helped develop the plan's guiding principles and recommendations, reviewed and refined the plan content, and served as a liaison to the Near Northwest community.

ONLINE OUTREACH

Online materials and activities were created to give people who could not attend the public meetings more opportunities to participate. Through a series of survey exercises and virtual roundtable discussions, online participants helped to identify and analyze existing conditions, shared their ideas and priorities, and provided feedback on recommendations. The COVID-19 Pandemic raised several challenges for community outreach during the early part of the planning process. With social distancing guidelines in place early in the process, in-person meetings were not an option, and virtual meetings were used instead. Later in the process, as in-person meetings became viable again, they were combined with virtual meetings to provide a variety of engagement opportunities. Virtual meetings enabled individuals who could not attend meetings to join in the comfort of their own homes.

WORKSHOPS, COMMUNITY MEETINGS & EVENTS

In-person community workshops, meetings and events were held throughout the planning process. These engagement events provided participants an opportunity to: identify and discuss key issues and opportunities for the Near Northwest Plan; guide the development of the plan vision and goals; and refine draft recommendations. Multiple office hours were hosted and community events attended to also directly engage community members in person.

ENGAGEMENT, EQUITY ANALYSIS AND TARGETED OUTREACH

To create a more equitable planning process, community input was analyzed by comparing the demographics of plan participants to Near Northwest residents. Gaps in participation were identified, and additional targeted outreach was focused on underrepresented residents. This engagement ranged from building partnerships with local organizations and doing additional outreach throughout the area. This additional outreach included the work of promotoras, trusted community members and leaders, who helped engage their neighbors on plan topics through intercept surveys and individual interviews. Promotoras helped improve engagement with the Latino/x and low-income residents.
Plan Feedback and Summary
Below is a summary of key phases of the project and common feedback that was heard throughout the process.

**Phase 1 - Understanding the Area**
Opportunity to understand community members’ likes, dislikes, and ideas for the future, and identify common issues and opportunities. Some takeaways included:

- Preserve/celebrate history and culture.
- Provide more active commercial uses in mixed-use areas and areas where they don’t exist such as Chaffee Park.
- Support neighborhood businesses and districts in the area.
- Maintain existing and create more affordable housing options, and better design outcomes.
- Better and safer mobility options.
- More parks, trees, and improved amenities in parks and rec centers.

**Phase 2 - Define the Issues and Develop Initial Recommendations**
Deeper dive to gain consensus on common goals/ issues and identify preliminary strategies. Some takeaways included:

- Offer multiple ways of preserving and celebrating culture and history.
- Address the wide range of concerns related to loss of older homes, and ensure more services and streetscape improvements are provided in mixed-use areas.
- Support the construction of more affordable housing and prioritize keeping residents at risk of displacement in place.
- Focus on supporting small businesses, as well as opportunities to train a new workforce and retain and attract jobs.

**Phase 3 - Refine Recommendations**

- Emphasize multiple cultures and heritages, including Native American, Italian, Irish, Polish, Jewish, etc.
- Mindful of balancing preservation with other plan goals like creating housing options
- Growth at major transit corridors should be supported by mobility improvements and ground-level amenities, and address challenges associated with increased heights
To advance the vision and core values of Comprehensive Plan 2040, the City and County of Denver and its departments rely on a series of plans (including Blueprint Denver: A Blueprint for an Inclusive City and Game Plan for a Healthy City) to provide high-level policy direction and guide decision making. The Near Northwest Area Plan serves as a supplement to Comprehensive Plan 2040 and advances citywide visions and core values by providing important and specific guidance for the Chaffee Park, Sunnyside, Highland, and Jefferson Park neighborhoods.

**NPI Overview**
The Near Northwest Area Plan is a part of the Neighborhood Planning Initiative (NPI). NPI is a long-term commitment by the city to ensure every neighborhood in Denver can enjoy the benefits of planning and the implementation of community recommendations and investment priorities. NPI provides a framework for neighborhood planning that is intentional, equitable and measurable, and is flexible enough to allow each plan to address the specific circumstances and concerns of each neighborhood.

**Existing Neighborhood Plans**
The Near Northwest Area Plan replaces the previous neighborhood plans in the area. Through the development of the Near Northwest Area Plan, previous plans were evaluated and relevant recommendations from those plans identified. Those relevant recommendations were evaluated to identify recommendations that were still aligned with current neighborhood values and priorities, updated as needed and incorporated in the Near Northwest Area Plan. The following plans are superseded by this Near Northwest Area Plan:
- Sunnyside Neighborhood Plan (1992)
- Highland Neighborhood Plan (1986)
- Jefferson Park Neighborhood Plan (2005)

The plan also overlaps portions of several neighborhood and small-area plans that cover areas outside of Near Northwest. In the locations where this plan overlaps another plan, the Near Northwest Plan supersedes the other plan for those locations, but the other plan remains in effect for the areas not covered by this plan. As with the plans listed above, relevant recommendations for these areas have been incorporated into this plan. This applies to the following plans: 41st and Fox Plan (2009) and Downtown Area Plan Amendment (2018).

**Consistency with Citywide Plans**
Citywide plans offer a high-level framework to guide and influence decisions that affect the future of the city. They are used as a foundation for the more specific vision, recommendations and strategies contained in the Near Northwest Area Plan. Comprehensive Plan 2040 provides the vision for the entire city. All small-area plans and some citywide plans are adopted as supplements to Comprehensive Plan 2040 to provide additional direction for certain topics or areas. Blueprint Denver is the citywide land use and transportation plan, adopted as a supplement to Comprehensive Plan 2040.

The Near Northwest Area Plan is consistent with and furthers the policies and recommendations of Comprehensive Plan 2040 and Blueprint Denver, refining the citywide guidance for a smaller area. Adoption of the Near Northwest Area Plan by Denver City Council updates the Comprehensive Plan 2040 and Blueprint Denver recommendations for this part of the city. Any future updates to citywide plans should incorporate and refine recommendations for Near Northwest based on this.
As Denver continues to evolve as an inclusive city, we must strive to create complete neighborhoods for everyone. Access to vital community amenities should not be limited to only certain neighborhoods in our city. Although Denver aspires to be a city of complete neighborhoods, this does not mean all neighborhoods should be the same or remain static. Even complete neighborhoods continue to evolve. The completeness of each neighborhood is defined by its distinct and authentic history, culture, and character, as well as its access to a variety of housing types, services, green spaces, and employment opportunities.

The context-appropriate integration of utility infrastructure is also part of a complete neighborhood. **Blueprint Denver** establishes a framework to plan and implement complete neighborhoods. Three interrelated elements form the foundation of a complete neighborhood: land use and built form, mobility, and quality-of-life infrastructure. How the complete neighborhood elements vary and come together result in the different places and streets found in our city’s many neighborhoods. How places and streets interact in turn results in the various neighborhood contexts found across the city.

The ability to calibrate the different elements of a complete neighborhood by neighborhood context, place, and street type provides a considerable amount of nuance when mapping our unique and evolving neighborhoods. The Near Northwest Area Plan refines and updates the context, place, and street type designations of **Blueprint Denver**. This plan also advances the land use and built form, mobility, and quality-of-life infrastructure recommendations of **Blueprint Denver** and adds a new element of economy and housing. Together, these tools can be used to create the complete neighborhoods necessary to achieve the vision of **Blueprint Denver** for an equitable and inclusive city.

To achieve neighborhood planning goals, the plan includes refinements to the future places established in Blueprint Denver, including more specific height guidance, as well as recommendations for residential and commercial design, historic and character preservation, and compatible infill development.

Source: **Blueprint Denver** (2019)
1.1.4 How to Use This Plan

The recommendations identified in this plan provide direction to guide day-to-day decision making related to land use, public investment, private development and partnerships. The plan gives the latitude needed to pursue unforeseen opportunities that will arise and to respond to new challenges over the coming years. The plan is a high-level aspirational document and does not create new requirements for the city. The Near Northwest Area Plan is divided into six main sections.

INTRODUCTION

This section provides an overview of the Near Northwest area and the planning process, lays out the vision and high-level recommendations for the area in the Executive Summary, and describes how the plan advances the city’s goals for equity.

AREA-WIDE RECOMMENDATIONS

This section provides the recommendations that are applicable across the entire Near Northwest area, divided into four topics:

- Land Use and Built Form
- Housing and Economy
- Mobility
- Quality of Life Infrastructure

Within each topic, the plan describes the community’s vision, how success will be measured in achieving that vision, key existing conditions, and recommendations. The recommendations are formatted as follows: policies, which are the key recommendations to advance the vision; background, which illustrates the context for the policies; and strategies, which are more detailed actions to advance the policies. Topic sections also include framework maps, showing where key recommendations apply in the area.

NEIGHBORHOODS OF NEAR NORTHWEST

Each neighborhood in Near Northwest has its own section summarizing conditions and providing recommendations specific to that neighborhood. The neighborhoods are:

- Chaffee Park
- Sunnyside
- Highland
- Jefferson Park

This section also provides more detailed guidance for key areas for each neighborhood where many different policies overlap and describes important projects in each area that are vital for achieving the goals for that area.

IMPLEMENTATION

The implementation section describes the tools and partnerships that will be used in achieving the vision, identifies priority recommendations, and describes how implementation progress will be measured. ADD NOTE: ABOUT FUTURE MATRIX

APPLYING THE NEAR NORTHWEST AREA PLAN TO REZONINGS

The Near Northwest Area Plan is a policy document that does not rezone any property. All rezonings must follow the standard rezoning process including Planning Board and City Council public hearings. However, the Near Northwest Area Plan, as an adopted city plan, will play an important role in guiding rezoning decisions. Future rezonings must be consistent with the neighborhood context, place, height and street type designations in this plan, along with the equity considerations and other recommendations. However, many of the zoning recommendations in this plan are intended to be implemented legislatively, either through citywide processes or area-specific text amendments, instead of through applicant driven rezonings.

PLAN BOUNDARIES

These recommendations only apply to the areas within the plan boundaries, which means where the boundary is a street, they only apply to one side. The other sides of those streets will be planned through subsequent planning efforts, and this plan may serve as a starting point for recommendations for those plans with the goal of creating consistent corridors.
HOW TO READ THE RECOMMENDATIONS

Policy
A key recommendation that advances the plan vision. The first letter(s) of the policy number indicate the major category as organized by chapter:
- L - Land Use & Built Form
- H - Housing and Economy
- M - Mobility
- Q - Quality of Life
- C, S, H, and J - Neighborhoods

Header
Sub-section headers may be located before the recommendation, indicating the specific topic of policy or policies to follow.

RECOMMENDATIONS

Policy L4
Preserve and celebrate places that have significant ties to the diverse cultures of Northside.

Background
This text provides helpful context to improve understanding of the policy and related strategies.

Strategies
These are more detailed actions to help achieve the policy.

A. Support the Council District, interested community members, businesses, and property owners in initiatives that advance findings from the Fuestras Historias (2020) report to celebrate the Latinx cultural influences in NRW.
1. Pursue historic designation of public properties, including parks such as La Raza Park.
2. Expand the designation of currently undersigned sites through education of benefits and opportunities to property owners (e.g., tax credits).
3. Assist and connect businesses to various resources and funding opportunities (see section 2.2.2).
4. Find opportunities for stewarding significant historic sites, such as temporary (or permanent)不想中 that tell the history of significant sites.

B. Support Council District, interested community members, businesses, and property owners to identify and preserve other culturally significant sites that have ties to different cultures, such as the Italian and Scottish cultures. This may include the Scottish Village, Laguna Park, and La Raza's in Highland.

C. Utilize Discover Denver assistance from local historians, and support new Neighborhood Historic Context Studies.

Strategies
These are more detailed actions to help achieve the policy.

A. Support the Council District, interested community members, businesses, and property owners in initiatives that advance findings from the Fuestras Historias (2020) report to celebrate the Latinx cultural influences in NRW.
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C. Utilize Discover Denver assistance from local historians, and support new Neighborhood Historic Context Studies.
### 1.2 Vision

The Near Northwest Area Plan is an all-inclusive plan that covers four broad topics: Land Use and Built Form, Housing and Economy, Mobility, and Quality of Life Infrastructure. Each of these categories provides detailed recommendations for the improvement of various aspects of the neighborhoods based on community need and input. The goals below were identified early in the process to help guide community conversations and recommendations. These goals address and bring together recommendations from multiple plan topics to provide holistic solutions for the community:

- **Support wealth building and access to housing.** Support long-term wealth-building and ensure access to a variety of affordable, high quality housing options.
- **Nurture great places.** Nurture great places by preserving and celebrating the history and diverse cultures of the Northside while creating new, well-designed places.
- **Grow businesses and jobs.** Support neighborhood businesses, attract new goods and services, and connect people to jobs and education.
- **Improve multi-modal options and safety.** Make it safer, more convenient, and more comfortable to get around the neighborhoods.
- **Support health and wellbeing.** Help the environment and ensure everyone has access to the resources they need to be healthy, safe, and feel a sense of belonging in the community.

### RELEVANT RECOMMENDATIONS

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<thead>
<tr>
<th>Land Use and Built Form</th>
<th>Housing and Economy</th>
<th>Mobility</th>
<th>Quality of Life Infrastructure</th>
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<tr>
<td><strong>Support wealth building and access to housing</strong></td>
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<tr>
<td>L7: Pursue preservation policies for potentially historic areas</td>
<td>H1: Prioritize new affordable housing</td>
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<td>L8: Encourage retaining existing older homes</td>
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<td>L9: Ensure new housing and additions are compatible</td>
<td>H3: Prevent housing displacement</td>
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<td>L10: Expand missing middle housing</td>
<td>H12 &amp; 13: Preserve and connect jobs to residents</td>
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<td><strong>Nurture great places</strong></td>
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<td>L2: Elevate design within centers and corridors</td>
<td>H-11: Maintain local and culturally significant businesses.</td>
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<td>Q1: Celebrate history in unique and educational ways</td>
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<td>L4: Preserve and celebrate places with cultural ties</td>
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<td><strong>Grow businesses and jobs</strong></td>
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<td>L3: Ensure future space for businesses</td>
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<td><strong>Improve multi-modal options and safety</strong></td>
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<td>M1: Create bold changes to major corridors</td>
<td>Q5: Enhance parkways Q8: Create green streets</td>
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<td><strong>Support health and wellbeing</strong></td>
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<td>H4: Support for residents experiencing homelessness</td>
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<td>H5-6: Increase access to resources and expand services</td>
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<td>H7: Expand healthcare, childcare, and other public health facilities</td>
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<td>M4: New bikeway infrastructure</td>
<td>Q5: New park space Q7: Enhance existing parks and rec facilities</td>
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<td>M-10: Improve access to trails</td>
<td>Q8: Create green streets Q12-16 Improve food access</td>
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</table>
1.3 PLANNING FOR EQUITY

Equity means everyone, regardless of who they are or where they are from, has the opportunity to thrive in Denver. A primary goal of Blueprint Denver is to guide change to improve equity across the city. To advance this goal, the plan evaluates equity through the lens of three core concepts: Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity. Incorporating these three concepts into the planning process helps to define and prioritize recommendations to promote a more equitable Denver by highlighting equity-based needs in particular areas.

For the Near Northwest Area Plan, the three equity concepts have influenced the strategies and recommendations and their prioritization by highlighting areas with particular equity concerns. This approach enables Near Northwest neighborhoods to work towards a vision that prioritizes equity within the plan area and also contributes to a more equitable Denver.

The data and analyses that inform the core concepts on the following pages are intended to provide a high-level overview of the plan area rather than parcel-by-parcel direction. The specific measures of Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs Diversity should be used as indicators that highlight the need for further investigation.
Near Northwest Area Plan

1.3.1 Improving Access to Opportunity

Access to opportunity reflects the Blueprint Denver goal for all neighborhoods to be complete with equitable access to a high quality of life. It is evaluated based on the measures listed below, according to which Near Northwest has moderate access to opportunity. The Neighborhood Equity Index scores, which measure barriers to opportunity, vary somewhat across the area, but are generally moderate. Access to opportunity is highest in the southeast portion.

**ACCESS TO OPPORTUNITY**

1. **Neighborhood Equity Index:**
   - a. Social determinants of health
     - Percent of high school graduates or the equivalent for those 25 years of age or older
     - Percent of families below 100% of the federal poverty line
   - b. Access to fresh food: percent of residents within ¼ mile (10 minute walk) to a full-service grocery store
   - c. Access to parks: percent of living units within ¼ mile (10 minute walk) to a quality park or open space
   - d. Access to health care: percent of pregnancies without first trimester prenatal care
   - e. Children at a healthy weight: percent of children that are overweight or obese
   - f. Average life expectancy

2. **Access by walkshed (1/2 mile), bikeshed (2-mile) and driveshed (5-mile) to each local center, local corridor, community corridor and regional center from the future places map.**

3. **Access to quality transit:** households within ½ mile of high-capacity transit or ¼ mile from the frequent transit network.

Near Northwest Access to Opportunity

Access to Opportunity reflects the Blueprint Denver goal for all neighborhoods to be complete with equitable access to a high quality of life. It is evaluated based on the measures listed below, according to which Near Northwest has moderate access to opportunity. The Neighborhood Equity Index scores, which measure barriers to opportunity, vary somewhat across the area, but are generally moderate. Access to opportunity is highest in the southeast portion.
There are several policies and strategies in this plan that can improve access to opportunity in Near Northwest:

- **Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. (p. 34)**

- **Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options. (p. 40)**

- **Celebrate and reinforce the history and significance of the former streetcar system. (p. 45)**

- **Support wealth building and increase the development of new affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods. (p. 61)**

- **Expand the number of healthcare, childcare and other public health facilities and resources in the neighborhoods. (p. 68)**

- **Attract new businesses and retailers to help meet everyday household needs. (p. 73)**

- **Partner with Denver Public Schools, community organizations, and other major area employer sin connecting NNW residents to new opportunities through workforce training and continuing education. (p. 77)**

- **Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along arterial/high injury network streets to prioritize safe and accessible walking, biking, rolling, and transit. (p. 90)**

- **Consistent with the Complete Streets Design Guidelines, create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key “Balanced” corridors to prioritize safe and accessible walking, biking, rolling, and transit. (p. 95).**

- **Study the implementation of safety improvements at the intersections along bicycle routes and to community destinations. (p. 115)**

- **Implement a complete, connected, functional, and safe, pedestrian network. (p. 120)**

- **Improve access through local parks and to regional trails through connectivity and visibility enhancements. (p. 124)**

- **Advance planning, consolidation, and implementation of enhanced transit services and station/stop amenities along key travel corridors. (p. 130)**

- **Encourage safe and inclusive environments in public and privately owned spaces. (p. 145)**

- **Expand the parks system through the creation of new park space (p. 147)**

- **Improve local and regional park access (p. 150)**

- **Enhance and expand existing parks and recreation facilities. (p. 151)**

- **Recruit an affordable, healthy, full-service grocery retailer. (p. 159)**

- **Reduce physical barriers to accessing healthy food. (p.160)**

Near Northwest Area Plan
Near Northwest Area Plan

1.3.2 Reducing Vulnerability to Displacement

Denver residents value diversity, inclusiveness and opportunity for all. These values are threatened by involuntary displacement, which occurs when residents or businesses can no longer afford to stay in an area due to increasing property values and rents. This can also include displacement caused by a loss of culture, family, and other factors. Vulnerability to Displacement is measured by several factors that have been linked to involuntary displacement. The north and east portions of Near Northwest are the most vulnerable to displacement, scoring high on all three measures of the index. Highland and Jefferson Park have relatively low vulnerability to displacement as many residents have already been displaced during the past two decades.

VULNERABILITY TO DISPLACEMENT

Where are populations most vulnerable to displacement?

1. Median household income
2. Percent of renters
3. Percent of population with less than college degree
There are several policies and strategies in this plan that can reduce vulnerability to displacement in Near Northwest:

- **Preserve and celebrate places that have significant ties to the diverse cultures of Northside.** (p. 43)
- **Re-use existing buildings to retain community identity and neighborhood character, support small business retention and growth, and advance climate action goals.** (p. 44)
- **Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to maintain character and promote natural affordability within low residential places.** (p. 50)
- **Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, ensure that new housing and additions are more consistent with traditional neighborhood scale and characteristics in low and low-medium places.** (p. 51)
- **Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting natural affordability within Low Residential places.** (p. 55)

- **Support wealth building and increase the development of new affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.** (p.61)
- **Preserve existing affordability and improve housing quality.** (p.62)
- **Stabilize residents at risk of involuntary displacement.** (p. 63)
- **Prevent business displacement from within the neighborhood.** (p. 72)
- **Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses.** (p. 74)
- **Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education.** (p. 77)
- **Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.** (p. 143)
- **Support community building initiatives by creating more opportunities to connect with neighborhoods.** (p.144)
1.3.3 Expanding Housing and Jobs Diversity

Diversity of housing and jobs captures the City of Denver’s vision for complete neighborhoods with equitable access to quality employment options and housing choices that accommodate households of different ages, sizes, and incomes. Near Northwest has a fair amount of housing diversity, particularly in Sunnyside, Chaffee Park, and the northwestern portion of Highland.
Near Northwest has fairly high jobs diversity, with jobs dispersed between manufacturing, retail, and innovation. The intensity of colors on the map indicate the number of jobs, and the areas without color do not have enough jobs to conduct the diversity analysis.
There are several policies and strategies in this plan that can improve housing and jobs diversity in Near Northwest

- **L1**: Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. (p.34)

- **L3**: Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options. (p.40)

- **L8**: Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to maintain character and promote natural affordability within low residential places. (p. 50)

- **L10**: Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting natural affordability within Low Residential places. (p. 55)

- **H1**: Support wealth building and increase the development of new affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods. (p.61)

- **H2**: Preserve existing affordability and improve housing quality. (p.62)

- **H4**: Support long-term housing stability for residents experiencing homelessness. (p.65)

- **H8**: Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance. (p.71)

- **H9**: Prevent business displacement from within the neighborhood. (p.72)

- **H10**: Attract new businesses and retailers to help meet everyday household needs. (p.73)

- **H11**: Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses. (p. 74)

- **H12**: Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.. (p.76)

- **H13**: Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education. (p. 77)
## AREA WIDE RECOMMENDATIONS

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# 2 LAND USE & BUILT FORM

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2.1 INTRODUCTION

The Land Use and Built Form topic covers the basic elements necessary for creating equitable and complete neighborhoods as the Near Northwest area grows and changes over the next 20 years. Land use recommendations describe appropriate locations and intensities for housing, shopping, employment, entertainment, and services. Built form recommendations describe how new and existing buildings should look so they preserve and enhance each neighborhood’s character. These elements set the foundation upon which the other topics in this plan build – Mobility, Quality of Life Infrastructure, Housing and Economy. The appropriate mix of uses and character-enhancing architecture and urban design help all residents have access to the goods, services, and amenities necessary to thrive.

Future land use and built form guidance is proposed using two organizational systems: Neighborhood Contexts and Future Places. Neighborhood Contexts describe the desired general characteristics of an area, including street and block patterns and intensity of development. Future Places describe more specifically what new uses and building scales are appropriate. This chapter provides guidance that builds upon the broader guidance in Blueprint Denver.

Measurable Goals
To determine whether the vision is being achieved, the city will track four measures related to walkability, strategic growth, design and regulation.

Increase the percent of the area subject to additional design-focused standard within center and corridors.

0% in 2023
Increase by 2040

Reduce the percent of area with Former Chapter 59 zoning from 6% to 0%.

6% in 2023
0% by 2040

Increase the number of historic districts and individual landmarks within Near Northwest.

4 districts (1 in progress) and 29 individual landmarks in 2023
Increase by 2040
2.2 FRAMEWORK

The framework map illustrates the draft recommendations from the community. Key themes expressed from the community included nurturing great places through:

- Thoughtful growth in mixed-use areas that promote quality design of buildings and streets, and serve as gathering places: These include:
  - Regional mixed-use areas with higher intensity growth around major transit stops along major corridors and areas on the edges of the neighborhoods.
  - Neighborhood mixed-use areas with lower intensity growth that provide services and amenities for residents.
  - Ensure mixed-use growth areas provide elements of a complete neighborhood such as affordable housing, active-ground floor uses, and public gathering places.
- Increase housing options in low residential areas through missing middle housing strategies that balance preservation and compatibility, and promotes affordability.
- Encourage historic and cultural preservation of places and communities within the Near Northwest Area.
- Preserve some of the existing industrial manufacturing areas within jobs and innovation areas while allowing some to transition to a “complete neighborhood” with jobs, affordable housing, new parks space, and walkable, mixed-use destinations.
Neighborhood Contexts reflect established land patterns, such as lot and block sizes, era of construction, and existing building heights and density. Neighborhood contexts also reflect future expectations for how new development is expected to occur and how it should respond to existing patterns. The assigned contexts are reflected in the Denver Zoning Code. All seven contexts (Suburban, Urban Edge, Urban, General Urban, Urban Center, Downtown, and Special District) exist within the Near Northwest Area. For context descriptions, please refer to Blueprint Denver.
2.4 FUTURE PLACES

Places are an organizational system that describe the desired character and makeup of land uses for an area. Places work together to promote complete neighborhoods. The intensity and character of each place differs slightly depending on the neighborhood context (see previous map). The Near Northwest Area Plan updates the Blueprint Denver place designations and provides more specific building height guidance. A brief description of place types is below; see Chapters 4 and 5 of Blueprint Denver for more detailed descriptions.

### DOWNTOWN CENTERS AND CORRIDORS

**Regional Center**
- Mix of office, retail, eating, drinking, commercial services and multi-unit residential with a wide customer draw. 24/7 active places attract locals and visitors
- Large-scale mixed use buildings that respond in form and mass to streets and public spaces. Continues building frontages and distinct streetscape elements that define the public realm.
- High degree of urbanism paired with a strong pedestrian realm

### URBAN CENTER CENTERS AND CORRIDORS

**Regional Center**
- Contains a high mix of uses providing a dynamic environment of living, dining, entertainment, shopping, and a diverse set of employment options.
- Larger scale mixed-use buildings are common. Structures should respond in form and mass to the streets and public spaces around them.
- High degree of urban design with continuous building frontages that define the public realm.

**Community Corridor**
- Typically provides a mix of office, commercial, and residential uses.
- Buildings have a distinctly linear orientation along the street.
- Building footprints are typically larger.

### RESIDENTIAL

**High**
- Includes many large scale, multi-unit residential uses and building forms.
- Features a high mix of uses such that commercial uses are prevalent with the residential uses.

**High-Medium**
- Contains a mix of uses, including multi-unit residential, but at a slightly lower intensity compared to the high residential areas.

### GENERAL URBAN CENTERS AND CORRIDORS

**Community Center**
- Typically provides a mix of office, commercial, and residential uses.
Buildings are larger than those found in local centers and orient to the street and other public spaces. There is a strong degree of urban design with continuous building frontages that define the public realm.

**RESIDENTIAL**

**High-Medium**
- Mix of low- to medium-scale multi-unit residential uses with some neighborhood-serving mixed-use development distributed throughout.
- Block patterns are consistent, and pedestrian-scaled buildings clearly define and activate the street.

**Low-Medium**
- Primarily residential, with a mix of single and two-unit homes interspersed amongst lower-scale, multi-unit buildings.
- Neighborhood-serving commercial uses are limited, and are primarily found at intersections and along corridors.
- Lot coverage may be high, and setbacks generally respect the existing neighborhood character with buildings oriented towards the street.

**URBAN CENTERS AND CORRIDORS**

**Community Center/Corridor**
- Typically provides some mix of office, commercial, and residential uses.
- Buildings are larger in scale than those found in local centers, and are oriented toward the street or other public spaces.
- Building frontages are continuous and define the public realm with a strong degree of urban design.

**Local Center/Corridor**
- Primarily provides for commercial and retail activities like dining, entertainment, and shopping and may also include residential uses and employment opportunities.
- Centers are more intimate with active street frontages that are designed at a comfortable pedestrian scale.
- Buildings have a distinctly linear orientation along the street.

**RESIDENTIAL**

**High-Medium**
- Combination of mid-scale multi-unit residential building forms containing a mix of neighborhood-serving uses appropriate for collector streets and intersections as well as arterial streets and intersections.

**Low-Medium**
- Mix of low- to mid-scale multi-unit residential building forms.
- Small-scale multi-unit buildings are dispersed among single and two-unit residential building forms.
- In the Near Northwest, Low-Medium Residential places are mapped with a maximum base height of 3 stories, although 2.5 stories is also appropriate.
- Limited neighborhood serving commercial can be found, particularly at intersections.
Low
- Predominately single and two-unit building forms on small to medium-sized lots.
- Accessory dwelling units and duplexes are appropriate and can be integrated where compatible.
- Some civic and institutional uses are compatibly integrated throughout. A limited mix of uses can occur along arterial and collector streets, as well as where commercial uses are existing.

**URBAN EDGE**

**CENTERS AND CORRIDORS**

**Community Corridor**
- Typically provides some mix of office, commercial, and residential uses.
- Buildings are larger in scale than those found in local centers, and are oriented toward the street or other public spaces.
- Building frontages are continuous and define the public realm with a strong degree of urban design.

**Local Center/Corridor**
- Primarily provides for commercial and retail activities like dining, entertainment, and shopping and may also include residential uses and employment opportunities.
- Centers are more intimate with active street frontages that are designed at a comfortable pedestrian scale.
- Buildings have a distinctly linear orientation along the street.

**RESIDENTIAL**

**Low**
- Predominately single and two-unit building forms on small to medium-sized lots.
- Accessory dwelling units and duplexes are appropriate and can be integrated where compatible.
- Some civic and institutional uses are compatibly integrated throughout. A limited mix of uses can occur along arterial and collector streets, as well as where commercial uses are existing.

**SPECIAL DISTRICTS**

**Heavy Production**
- Heavy production and construction related activities, utility providers, major warehousing and storage facilities are found on large, multiple acre parcels. Most buildings have large footprints with significant land needs for equipment and material storage.

**Value Manufacturing**
- Advanced large-scale craft manufacturing, research, design labs, robotics, technology, and flex spaces are found in these areas. Residential uses are not compatible.
- Often located in business parks or on extra-large superblocks, value manufacturing typically consists of single or multi-tenant buildings that are designed to accommodate freight movement and product storage.

**Innovation/Flex**
- Assembly facilities, laboratories, small logistics, warehousing, local food production and catering, tech firms, value manufacturing, and related office uses are found in these areas. Residential uses are compatible.
- Buildings may be multi-tenant, with office uses in front and manufacturing in back.

**Campus**
- Campus buildings vary greatly in size and form. These areas are typically dominated by a single, large institutional user. Universities, medical centers and large research facilities are examples. When adjacent to lower intensity development, campuses should transition gradually to respect the surrounding neighborhood.
2.5 GROWTH STRATEGY

*Blueprint Denver*’s citywide growth strategy aims to direct the majority of growth to regional and community centers, community corridors, high and high-medium residential areas (in Downtown and Urban Center context). The Near Northwest Growth Strategy builds on the citywide guidance while adjusting to the local context by increasing and dispersing Community Centers and Corridors throughout the four neighborhoods and around major transit stops to create a “nodal” approach to growth. This approach was driven by community input that shows a desire to increase density and add commercial activity along major corridors (38th, Federal, Speer) while also maintaining some of the lower-scale character that exists today. Key concepts and changes from *Blueprint Denver* include:

**Planned Transit Corridors (Federal Boulevard, Speer Boulevard and 38th Avenue)**
- Increased mixed-use, density and height at specific nodes (mobility hubs) that align with future high-capacity transit stops.
- Low-to mid-scale residential along the corridors in areas between the transit nodes as a transition between the higher intensity nodes.
- Consider the variety of existing conditions along the major corridors including: potentially historic areas; landmark districts; block and lot size; and existing uses and structures

**Northeast Sunnyside:**
- Maintain significant industrial jobs in area closest to I-70 and Pecos (Value Manufacturing)
- Encourage growth of light industrial in addition to allowing a broader mix of uses in the area mapped as Innovation/Flex, and being mindful about the timing of change.
- Concentrate mixed use centers near 41st and Fox Station and 46th and Pecos.
- Maintain high-density residential and heights along the rail line
- Increase residential density and heights at DHA Quigg Newton
- Add parks and open space to support residential growth
- Maintain height transitions into the surrounding residential areas

**Jefferson Park Community/Regional Center**
- Concentrate heights and density at area between I-25 and the South Platte River
- Maintain height transitions into the surrounding residential areas
- Add parks and open space to support residential growth

**Central and Platte Streets**
- Area recently developed into a higher density mix of uses including residential, commercial, and office.

**All Other areas of the city (low residential, low-medium, local and community corridors)**
- Preserve character of low residential and local commercial centers while integrating low-medium density housing (missing middle) that responds to the surrounding context.
“Elements of a complete neighborhood” is a term used in Land Use Policy L1 which seeks to attain certain valuable community needs when new development occurs while simultaneously directing growth in a responsible manner. These are elements that intend to benefit the community at-large but may not be provided by or implemented by the city because they need to occur on private property. Some examples of elements of a complete neighborhood include:

- **Affordable Housing** - Providing income restricted residential units by leveraging the requirements and incentives of the Expanding Housing Affordability policy and through additional resources and programs designed to achieve higher percentages of affordable units and/or serve lower income levels.

- **Active Ground Floors and Culturally Relevant Businesses** – Providing active uses at the ground floor and making sure that these spaces include existing and new culturally-relevant businesses that serve traditional niches in the neighborhoods.

- **Historic Preservation** – Preserving older structures that are identified as “potentially historic” to retain the historic character of the neighborhood, while accommodating growth in the area.

- **Enhance Streetscape and Open Space** – Providing quality streetscapes with lighting, street furnishing, ecologically beneficial and sustainable landscaping, and publicly accessible open space (either publicly or privately owned and maintained) to serve as community gathering and recreation space.

- **Design Quality** – Providing human-scaled design by ensuring that the design and massing of buildings provide a sense of place and comfort for people.
RECOMMENDATIONS

Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.

The neighborhoods of NNW, while varied in context and character, agree that the major corridors that tie them together – Federal Boulevard, Speer Boulevard, and West 38th Avenue – are appropriate locations to accommodate future growth and would like to see improved streetscapes, increased housing options and a wider variety of commercial and destination “nodes” along them, especially in areas that have more auto-centric character today. Chaffee Park residents would like to have a walkable neighborhood center like those that exist in the other neighborhoods. Sunnyside sees the 41st & Fox station as an obvious location for future growth, as redevelopment is already occurring and the area is served by light rail with immediate access to Downtown. Conversations about the existing industrial area of Sunnyside have been ongoing for years and this plan process engaged with property owners and residents to envision future scenarios. Ultimately, the area is seen as a benefit to the community because of the nearly 1,000 jobs it offers, but there is consensus that public improvements are needed such as street connectivity, sidewalks, tree canopy, stormwater, and increased park space. Finally, the areas nearest Downtown, along the South Platte River and I-25 corridor are also seen as appropriate locations to accommodate future growth. This is due to multiple factors: proximity to downtown jobs and amenities, proximity to major planned mixed use centers like the River Mile redevelopment, and access to I-25. Future growth will need to consider increased connectivity across I-25 and the river as well as additional park space for future residents.

A. Regional and Community Centers and Corridors should accommodate the most growth creating opportunities for affordable housing and other community needs such as compatible design, community serving retail and other commercial uses and jobs, enhanced streetscape and publicly accessible open spaces.

B. Encourage new affordable housing to locate near transit and other amenities.

C. Incorporate affordable units at a variety of income levels into market-rate residential areas to create mixed-income communities.

D. Encourage the creation of affordable for-sale housing that serves the needs of families at a variety of income levels. Consider larger units with more bedrooms.

E. In areas where the recommended base height is more than what current zoning allows, ensure elements of a complete neighborhood (particularly those listed on p. 33) are provided. Develop regulations for Near Northwest (or citywide) that achieve these elements of a complete neighborhood where additional height is appropriate, but not currently allowed by zoning. Consider individual agreements and other tools for properties until a broader solution is available.

F. Promote the adaptive reuse of buildings along major corridors while accommodating future growth and development.
MAJOR CORRIDOR CONCEPTS

- Mobility Hubs & Transit-Rich Environment
- Preserve Historic & Potentially Historic Structures
- New Missing Middle
- Mixed Use With Active Ground Floors
- Preserve Traditional Missing Middle
- Contribute Additional Housing Types
- Maintain Residential Character in Consistent Locations
- Consistent Streetscapes & Increased Tree Canopy
- Safe Pedestrian Crossings
- Wide Sidewalks
- Mobility Hubs & Transit-Rich Environment
- Increased Setbacks to Allow for Outdoor Dining
BACKGROUND ON HEIGHT MAPS

While Blueprint Denver place type categories provide general guidance on building heights, this plan provides detailed height guidance for specific areas to direct growth and achieve urban design goals. The Future Base Height Guidance Map depicts the recommended building heights within Near Northwest when incentive heights are not applied. The Future Height Guidance with Incentives Map depicts the maximum recommended building heights that could be achieved under the existing Expanding Housing Affordability incentive program if additional affordable housing is provided. These heights may or may not be achievable on specific sites subject to a variety of factors, including but not limited to:

- Existing zoning;
- Protected district standards;
- Need for elements of a complete neighborhood (such as affordable housing) as recommended in this plan.

These height recommendations are to be used along with the place designations to determine appropriate zone districts and development patterns in Near Northwest.

Future Base Height Guidance Map
This map shows the maximum building heights that should be allowed when Expanding Housing Affordability incentives are not applied.

Future Height Guidance with Incentives Map
This map shows the maximum building heights that should be allowed when Expanding Housing Affordability incentives are applied.
EXPANDING HOUSING AFFORDABILITY

Adopted in 2022, the Expanding Housing Affordability project established market-based programs for new development that complement existing tools and resources, enabling the city to address housing needs for households in every neighborhood. The project resulted in the creation and/or expansion of three interrelated tools:

- **Linkage Fee.** Fee-based tool that applies to all new development that provides funds for the production or preservation of affordable housing. This is a current tool that will be updated to include updated fees.

- **Mandatory Affordable Housing Program.** Requires new residential development of 10 or more units to include a portion of affordable housing. Alternative compliance requirements are also proposed per the requirements of state law (HB21-1117).

- **Incentive Zoning.** Tool that will incentivize affordable units on-site and increase the supply of affordable housing. Incentives include: increases in allowed building height, parking reductions, permit fee reductions, and affordable housing review team.

**LEGEND**

- Up to 2.5 stories
- Up to 3 stories
- Up to 4 stories
- Up to 7 stories
- Up to 12 stories
- Up to 16 stories

Heights within the Value Manufacturing, Heavy Production and Campus Place Type are guided by other tools such as FAR ratio rather than stories. See I-A, I-B, and CMP zone districts.

See Focus Area Recommendations for the Jefferson Park neighborhood for additional details.

Changes from existing zoning height

0 0.3 0.6 Miles

Sources: Denver Planning Commission, Denver, CO, 2022
2.6 COMMERCIAL & MIXED-USE

What is it?
Commercial areas provide collective areas for the community to gather, shop, run a business, and even live. When well managed or supported, these places become active hubs and often the heart of neighborhood. Both historic and new development can influence how these areas are perceived and used by the public, locals and visitors alike. Mixed-use areas allow a variety of uses, building forms, and design elements. Providing housing with commercial areas allow access to neighborhood-serving goods and services which is a key component to creating a complete neighborhood.

In Near Northwest Today
Near Northwest has a long history of commercial areas tied to the former streetcar lines as well as more autocentric developments where goods and services can be found. In recent generations, these commercial hubs have changed and today residents look for more walkable and inviting spaces where they can both live, work, shop, and enjoy their neighborhood's flare. Smaller scale mixed-use areas provide opportunities for start-ups as well as legacy businesses to thrive. There is a need for more active storefronts while adding density for a mix of housing options throughout the Near Northwest neighborhoods. Residents look to preserve the character of these key corridors and hubs while also making improvements towards sustainability and better streetscapes to be more pedestrian and bicycle friendly.
Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, elevate the design of buildings, streets and public spaces within centers and corridors.

Centers and corridors are where most new development and growth will occur in NNW. It is critical that these areas include attention to detail and deliver high-quality, sustainable urban design solutions that respond and celebrate the urban design character of the Near Northwest area. High-quality design solutions can help address the treatment of ground floors where commercial space is not feasible.

**A.** Within community and regional centers, where higher-intensity development is anticipated, use high-quality design to create places that fit in with the existing community character. Encourage human-scaled design that reduces the visual scale of larger or taller buildings, preserve sunlight on streets/sidewalks, and transitions into the surrounding context. Key considerations include:

1. Encourage the design of larger buildings as a combination of more modest building components that create a smaller-scale rhythm along the sidewalk. Consider block sizes that are consistent with the surrounding neighborhoods, and/or varying building height and spacing of buildings to create building variation. Avoid monolithic building forms.

2. Provide height transitions to lower-scale residential areas and existing structures. Consider the use of mass reduction tools such as upper story building setbacks to address the scale of larger buildings.

**B.** Within centers and corridors, encourage more pedestrian-friendly frontages that increase comfort, safety, and visual interest at the ground floor. Key considerations include:

1. Limit auto-oriented building forms and uses, such as drive-thrus and fueling stations, particularly where a higher concentration exists, such as Chaffee Park.

2. Encourage better design outcomes and inviting spaces such as small commercial courtyards/patios by allowing more space for landscaping/streetscape especially along arterials. Consider increased setbacks and adjustments to build-to requirements.

3. Where residential-only uses/forms are allowed on the ground floor, promote a transition space between the sidewalk and residential uses. Consider requirements like setbacks, landscaping, screening, and/or change in elevation that provide privacy, transition, and legibility between the public and private space.

4. Incorporate materials and design elements at the street level that are visually appealing and reflect the surrounding neighborhoods.

**C.** Create enhanced streetscapes that prioritize pedestrians, bicyclists and transit riders within Centers and Corridors consistent with the Complete Street Design Guidelines through prioritizing right-of-way allocation for improved landscaping, expanded tree coverage, and other streetscape design features such as pedestrian-scaled lighting, outdoor gathering areas or patios, and wayfinding.
RECOMMENDATIONS

Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options.

Near Northwest Residents, especially from Sunnyside and Chaffee Park expressed their desire for more pedestrian oriented ground-floor commercial spaces that provide neighborhood-serving retail, restaurants, services, and gathering spaces. Residents have expressed concern for all-residential products development replacing what used to be small-scale neighborhood-serving commercial uses.

**A.** Create vibrant mixed-use places with a variety of retail, office, entertainment, civic, and residential uses that serve the community’s needs and are welcoming to all. Require ground-floor active or commercial uses at critical locations within centers and corridors.

1. Require an active mix of uses at the street level in areas designated as corridors and centers along former streetcar corridors. Consider updates to zoning standards or applying a design overlay, such as the Active Centers and Corridors Overlay (DO-8).

2. Other key locations to promote active ground-floor uses include: mobility hubs, bus stops, and intersections of arterial and collector streets.

**B.** Preserve existing and provide opportunities for new commercial spaces that can accommodate neighborhood-serving uses. Key considerations include:

1. Requirements to include the commercial square footage that was replaced with the redevelopment.

2. Encouraging smaller and more affordable tenant spaces such as requirements for multiple, smaller commercial spaces (e.g., as opposed to a 6,000 sq.ft. commercial space, create four 1,500 sq.ft. spaces) and encourage shared facilities (i.e. restrooms) and amenities (i.e. outdoor space).

**C.** Within areas designated as corridors and centers, encourage adaptive reuse of residential properties to commercial that preserves and expands opportunities for commercial uses along future high-capacity transit corridors and former streetcar nodes, and new local center/corridor future places designation areas.

**D.** Support existing and attract new businesses to fill in these ground-floor active spaces. See Policies H9 and H10.
2.7 HISTORY AND CULTURE

What is it?
Preserving significant historic resources gives a community its unique character and provides a link between the roots of the community and its people. One way to celebrate and preserve the history and culture of neighborhoods is through the preservation of tangible resources such as buildings or murals. Historic buildings and sites, murals and other forms of art such as monuments are ways to record events, people, places, emotions and culture within a community. All of these sites honor a community’s cultural heritage and are irreplaceable once lost. Historic preservation also helps mitigate climate change by eliminating unnecessary building material waste and avoiding up front carbon emissions from new construction.

In Near Northwest Today
When asked what people liked most about their neighborhood, a reoccurring theme that was identified early in the process was the historic and cultural charm of the neighborhood, including historic and old homes, tree-lined streets, architectural variety, and long-standing businesses. There are many historic districts and structures that are scattered in the area primarily within the Highland neighborhood. These places help preserve and enhance the neighborhoods’ unique identity by preserving the historic, cultural, and architectural significance of the area. This section outlines new opportunities in Near Northwest to continue preserving and celebrating the history and culture of the neighborhoods including the former streetcar system and culturally significant sites and buildings in the neighborhood.
RECOMMENDATIONS

L4

Preserve and celebrate places that have significant ties to the diverse cultures of the Northside.

There are multiple identified buildings, businesses, organizations, and districts in NNW that have significant ties to the Italian, Scottish, and Latino/x cultures but they are not protected and could be at risk to displacement or demolition. Some organizations, like the Chicano Humanities & Arts (CHAC) and Servicios de la Raza, have already moved out of the neighborhoods to other locations in Denver.

A. Support the Council District, interested community members, businesses, and property owners on initiatives that advance findings from the Nuestras Historias (2022) report to celebrate the Latino/x cultural influences in NNW.
   1. Pursue historic designation of public properties, including parks.
   2. Expand the designation of currently undesignated sites through education of benefits and opportunities to property owners (e.g., tax credits).
   3. Assist and connect businesses to various resources and funding opportunities. See Policies H8-H11.
   4. Find opportunities for storytelling of significant historic sites, such as temporary (or permanent) kiosks that tell the history of significant sites.

B. Support Council District, interested community members, businesses, and property owners in identifying and preserving other culturally significant sites that have ties to different cultures, such as the Italian and Scottish cultures. This may include the Scottish Village, Leprino Foods, Potenza Lodge, Gaetano’s, and Lechuga’s in Highland.
   1. Utilize Discover Denver, assistance from local historians, and support new Neighborhood Historic Context Studies.

C. Based on more research and outreach, study and determine the most appropriate tool for each site or district, ranging from regulatory tools like Local Historic Cultural District, Local Historic District, and Individual Landmark to programs like adaptive reuse incentives.
**RECOMMENDATIONS**

**L5**

Re-use existing buildings to retain community identity and neighborhood character, support small business retention and growth, and advance climate action goals.

Demolition of buildings and new construction are often the reason why businesses are forced to move out of the neighborhood. New construction commercial spaces are also often too expensive for small, local businesses to afford to move back into. Reusing and fixing up existing buildings may be a better use of money, allow local businesses to remain in the neighborhoods, and retain neighborhood character.

**A.** Streamline and incentivize conversions of older and existing buildings by expanding the adaptive reuse program to the Near Northwest area. Support the program with dedicated staff to implement and grow the program. Key priorities include:
1. Rehabilitating buildings to reinforce the historic character and community identity of the neighborhood.
2. Supporting the retention and growth of legacy and small businesses.
3. Advancing climate action goals by reducing carbon impact associated with landfill waste and material production/acquisition, and improving energy and water efficiency.

**B.** Prioritize adaptive reuse efforts within neighborhood commercial districts along the historic streetcar system, potentially historic areas and key structures identified in historic context studies, and other culturally-significant buildings identified in neighborhood context studies such as “Nuestras Historias” (2022).

**C.** Ensure that institutional sites, such as schools and religious centers, are reused for community-serving uses when their historic users leave. Appropriate community-serving uses include, but are not limited to: childcare, alternative education/vocational training, non-profit office space, community meeting rooms, recreation center, parks and open space, housing types consistent with low-medium residential, affordable housing, and emergency housing or other type of housing need.
1. For institutional sites directly adjacent to regional and local BRT, and bus priority corridors, allow housing types consistent with high-medium residential closer to the corridors and adjacent transit stops.
2. Vacant former institutional buildings should be prioritized for preservation and reuse unless a community-informed process is conducted that makes an exception for demolition.
RECOMMENDATIONS

L6

Celebrate and reinforce the history and significance of the former streetcar system.

The Near Northwest has approximately 11 miles of former streetcar line routes that include cherished neighborhood commercial districts that used to be served by the streetcar but now are home to walkable local businesses and unique architectural character.

A. Identify areas along the former streetcar lines that maintain historic or architectural significance and explore tools to preserve their character and continuation of neighborhood-serving commercial districts (see map on p. 41).

1. Explore the opportunity for a Thematic Historic District that does not require contiguous boundaries.

2. Explore the potential application of a design overlay and/or design standards and guidelines to ensure that any new development in these locations are designed to be of a similar scale and character (e.g., frequent entries, small storefronts, masonry) of traditional buildings with active ground floors that support neighborhood-serving commercial uses (see Policy L3).

3. Encourage the rehabilitation of buildings in these areas to reinforce the historic character and community identity of the neighborhood (see Policy L5).

B. Incorporate the streetcar history through streetscape improvements and creative programming. Consider the following:

1. Marking the former streetcar line through special marking along the route such as the street or sidewalk, or consistent banners.

2. Create an interactive public space along the route that tells the history of the streetcar system in Near Northwest.

3. Create a neighborhood trolley tour and micro-transit solution that replicates the route of the streetcar with personal guides (or recordings) that tell the history of the places along the way.
STREETCAR NODE CONCEPT

- Contribute Additional Housing Types
- Compatible New Mixed Use Construction
- Enhance Bus Stops & Transit Amenities
- Ground Floor Commercial
- Maintain Consistent Sidewalks
- Increase Green Infrastructure
- Increase Lighting & Signage
- Preserve Traditional Streetcar Architecture
- Consistent Streetscapes & Increased Tree Canopy

Near Northwest Area Plan
There are currently no historic districts in Sunnyside or Chaffee Park. Highland has three local historic districts and one national historic district. Jefferson Park has one small local historic district. Sunnyside and Jefferson Park have been surveyed by Discover Denver with a full report on Areas of Significance that should serve as the basis for potential designation. Chaffee Park and Highland have a historic context study that should be referenced and areas defined that should be further researched. All identified areas from these reports are outlined in the NNW Areas of Historic Significance Map.

**RECOMMENDATIONS**

L7

Further study “potentially historic” areas and “key structures” identified in historic context studies and pursue preservation policies, as deemed appropriate.

**BACKGROUND**

There are currently no historic districts in Sunnyside or Chaffee Park. Highland has three local historic districts and one national historic district. Jefferson Park has one small local historic district. Sunnyside and Jefferson Park have been surveyed by Discover Denver with a full report on Areas of Significance that should serve as the basis for potential designation. Chaffee Park and Highland have a historic context study that should be referenced and areas defined that should be further researched. All identified areas from these reports are outlined in the NNW Areas of Historic Significance Map.

**STRATEGIES**

A. Prioritize Sunnyside and Jefferson Park as an area for preservation action, as they both have a completed Discover Denver survey and report with Areas of Significance already defined.

B. Utilize the historic context studies that identified certain locations and building types to spur more research and analysis. Work with Discover Denver to survey Chaffee Park and Highlands and identify areas of significance.

C. Explore local preservation and/or design tools for the Scottish Village National Historic District to prevent scrapes and encourage more compatible infill and redevelopment particularly within low-medium residential areas where larger multi-unit homes can be built. Work with property owners and the neighborhood on these potential tools.

**DISCOVER DENVER**

Discover Denver is a citywide building survey focused on identifying buildings that are historically, architecturally, or culturally significant to Denver’s history. The survey documents the city’s individual buildings, the histories of its neighborhoods, and the stories important to its communities. Led by Historic Denver, Inc. and the City and County of Denver, the project is funded primarily by a grant from the Colorado State Historical Fund.

In Near Northwest, a survey has been completed for the Jefferson Park and Sunnyside neighborhoods.
EXISTING AND POTENTIALLY HISTORIC AREAS

LEGEND
- Local Landmark District
- National Historic District
- Potentially Historic Areas
- Local Landmark Structure
- Natl. Landmark Structure
- Potentially Historic Structures
- Areas Identified in Nuestras Historias
2.8 HOUSING DESIGN AND TYPES

What is it?
The residential areas identified in the Future Places map are where a majority of residents live today. They provide a broad range of housing options and accommodate the varying needs and lifestyles of different households (single person households, families, the elderly, etc.) The built form, style, and scale of homes contribute to the overall design aesthetics of the Near Northwest Area neighborhoods. Design aesthetics helps to vitalize the public realm so that residents can enjoy their regular commutes, daily activities, and strolls through the neighborhood. The preservation of older, smaller homes in the neighborhood including duplexes and rowhomes can also contribute to the overall identity of a neighborhood while promoting naturally occurring affordable housing.

In Near Northwest Today
Community members are concerned about more traditional, older housing stock such as bungalows, small duplexes, and cottages, that represent the history of these neighborhoods as a working class, affordable neighborhoods, are being replaced with larger, more expensive housing types. Jefferson Park and Highland, and portions of Sunnyside have experienced the most transformation with an influx of new construction that are out of scale and context with older homes in the area. Tools, such as conservation overlays have been adopted (Sunnyside neighborhood in 2023) to modify design standards that will require new construction to be more consistent with the scale and design of existing homes.

In addition, community members have also expressed the desire for integrating a variety of new housing options in the neighborhood through a more thoughtful approach that promotes preservation, compatibility, and housing affordability.
CONSISTENT WITH ADOPTED CITYWIDE POLICIES IN BLUEPRINT DENVER AND IN COORDINATION WITH CITYWIDE EFFORTS, ENCOURAGE RETAINING, RATHER THAN DEMOLISHING, EXISTING OLDER HOMES TO MAINTAIN CHARACTER AND PROMOTE NATURAL AFFORDABILITY WITHIN LOW RESIDENTIAL PLACES.

In many instances, traditional housing that is more affordable is being replaced with new construction that is much larger and more expensive. Preserving a traditional structure instead of replacing it could help maintain character and affordability in the neighborhoods and keep residents at risk to displacement in the neighborhood. Providing more flexibility for renovations and additions can help incentivize preserving homes, particularly for potentially historic areas, until more specific preservation tools are explored and implemented.

A. Allow additional flexibility in zoning regulations to encourage renovations and additions, especially for areas identified as “potentially historic.” Consider the following:
   1. Allow for penetrations to bulk plane for dormers and cross gables to accommodate second story additions.
   2. Reduce required separation between a garage and main house to accommodate rear additions.
   3. Increase lot coverage if an existing structure is retained.
   4. Reduce rear setbacks to allow flexibility for rear additions.

B. Explore a demolition ordinance and fees for certain areas or buildings of a certain age to deter demolition in neighborhoods. If demolition is pursued require the salvaging or reuse of a certain percentage and/or type of building materials.

C. Promote the upkeep and rehabilitation of existing buildings by connecting residents, especially those vulnerable to displacement, to resources to improve or update their homes. See Policy H3.
Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, ensure that new housing and additions are more consistent with traditional neighborhood scale and characteristics in low and low-medium places.

New residential housing in low and low-medium residential areas build to the maximum zoning allowances. This results in new homes that are out of scale and context with the existing character that is typically 1.5 stories in height. Current zoning standards allow for larger more expensive homes that detract from neighborhood character. A key priority for this area is to ensure that new housing better reflects the current scale and architectural character of the neighborhoods.

**A. Residential Low –** Ensure new homes are more consistent with the scale of the neighborhood and discourage scrapes in the Chaffee Park neighborhood. Update zoning regulations that consider the following:

1. Reductions to the building lot coverage standard to ensure new homes and additions are similarly sized to the existing neighborhoods.
2. Reductions in height and adjustments to bulk plane standards to promote more compatible scale and massing.
3. Additional form standards to encourage key features consistent with the neighborhood, such as a maximum roof pitch to encourage low-sloping roofs to match existing roof forms in the neighborhood.

**B. Residential Low -** Encourage more compatible building forms that fit in with the traditional neighborhood character and remove barriers on small and unique lots. Update zoning regulations for two-unit zone districts (TU) that consider the following:

1. Promote more compatible infill by incentivizing use of the tandem house building form and discouraging use of the duplex building form. Promote an appearance from the street of a single unit structure, even though additional attached or detached units may be located to the rear where they are not visible from the street. Consider increasing lot coverage, flexibility in building length, and increasing rear bulk plane to incentivize tandem homes.
2. Modify standards to allow duplexes and tandem homes to be built on 25-foot-wide lots. There are multiple lots (primarily in Highland) that are zoned two-unit but restricted to a single-unit home because of minimum lot width restrictions.
3. Incorporate missing middle housing for carriage lots (land surrounded by alleys in the center of a block and limited to only ADUs). Revise/incorporate context-sensitive standards to address concerns related to their configuration, including neighborhood compatibility and life safety concerns.

**C. Residential Low-Medium –** Encourage design elements that will limit flat facades and create more visual interest along the ground floor of residential buildings, while balancing residential privacy. Update zoning regulations that consider the following:

1. Requiring private open spaces (e.g., porches, stoops) fronting along the street and other design elements to help provide a transition from public and private space.
2. Increasing front setbacks to allow room for additional landscaping and ability to include stoops and porches.
3. Requiring variation in massing and setbacks, particularly for larger multi-unit buildings, to create visual interest in new buildings.

**D. Utilize the Near Northwest Existing Conditions Pattern Book when considering future modifications.**
**WHAT IS “MISSING MIDDLE” HOUSING?**

Missing middle refers to 2 to 19 unit residential buildings, such as duplexes, triplexes, row houses, small apartments, and similar neighborhood housing options that fall “in the middle” between single unit and large apartment buildings. Missing middle also refers to units that are attainable to middle-income households. These housing types can help provide more affordable options for middle-income households and homeownership opportunities for residents who rent. Examples of missing middle housing have traditionally existed in many of the Near Northwest neighborhoods.

Missing middle housing is an important strategy to help ease Denver’s housing shortage and make neighborhoods more inclusive. In particular, missing middle options have helped seniors remain in neighborhoods they love when family sizes are reduced from children moving out or when incomes become fixed from retirement (often referred to as “aging in place”).

Missing middle homes can also keep neighborhoods family-friendly, as households with children often desire yards and locations within residential areas, as opposed to apartments. Missing middle housing can provide these options to families at more affordable prices compared to single unit homes.
GUIDANCE FOR MISSING MIDDLE HOUSING

PRESERVATION AND ANTI-DISPLACEMENT AREAS

Expand housing options while incentivizing preservation and promoting the construction of new affordable housing and wealth building opportunities.

- **Preservation Bonus** – Incentivize preservation of existing primary structures in areas within Low Residential places that have been identified as “potentially historic” by allowing an additional primary dwelling unit (than what current zoning allows) if the existing structure is preserved. See L10.

- **Traditional Missing Middle Housing** – Protect existing buildings and/or densities in areas that include traditional missing middle housing types that provide existing housing diversity and naturally occurring affordable units. See L10.

- **Affordability Priority** – Allow one additional primary dwelling unit than what current zoning allows if the additional unit is income restricted to ensure long-term affordability and reduce displacement risk. See L10.

NEW MISSING MIDDLE HOUSING OPPORTUNITIES IN LOW RESIDENTIAL AREAS

Allow newer forms of missing middle housing that are compatible in scale and design with existing neighborhood characteristics and promote smaller unit sizes. Prioritize the construction of affordable housing within affordability priority areas. See L10.

- **Carriage Blocks** – Encourage new missing middle housing forms (tandem homes, duplex, triplex, multiplex, cottage courts, etc.) in areas that include square blocks with former “carriage lots” in the middle of the block, as these blocks already include housing diversity and have lots that are typically larger/longer than traditional lots. See L10.

- **Key Transit Corridors** – Allow new missing middle housing forms on busier neighborhood streets with transit improvements that provide connections to neighborhood destinations. See L10.
MISSING MIDDLE CONCEPTS

New Missing Middle Housing: Tri-plex
Tandem House
Accessory Dwelling Unit
Preservation Bonus
Side-by-Side Duplex
New Missing Middle Housing: Multi-plex
Traditional Missing Middle
Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting natural affordability within Low Residential places.

Over time, demographics have shifted: housing prices and incomes have escalated while household size and non-white populations have declined. Having residents and families from diverse backgrounds and incomes in Near Northwest is a key component of the long-term vision for the neighborhood. One way to help achieve this goal is by incorporating more “missing middle” housing (see page 52) in the neighborhood, which typically include smaller home sizes that are less expensive/more attainable than a single-family home. Community members have expressed the desire to incorporate these types of homes through a thoughtful approach that will incentivize preservation and affordability, discourage displacement, and ensure compatibility.

A. Preservation Bonus: Expand housing options while encouraging preservation in areas that are not currently protected, but identified as “potentially historic,” by allowing one additional primary dwelling unit if the existing structure is preserved.
1. The majority of the structure and architectural character should be preserved to qualify.
2. This may require modifications to standards, such as lot coverage, to make feasible. Along with ongoing citywide efforts for similar incentives, study the necessary requirements and allowances.

B. Affordability Priority Areas: Develop programs and regulations to incentivize and facilitate creation of affordable units, manage the affordable units, and reduce displacement. When these programs are in place, allow properties to add one additional primary unit under the program conditions to ensure affordability and prevent involuntary displacement.
1. Pair these policies with others intended to help residents stay in their existing homes (See Policy H3) and opportunities for wealth-building. This may include partnerships with non-profits to offer low-interest financing and subsidies to make the incentive more financially viable for residents.

C. Where affordability priority and preservation bonus areas overlap, develop standards that balance and help achieve both goals.

D. Traditional Missing Middle Housing: Preserve the natural affordability, density, and historic character of older, traditional missing middle housing.
1. Support the preservation of these naturally occurring affordable housing units by leveraging new and existing tools, such as incentive programs that provide financing for rehabilitation and homes in exchange for affordability and acquiring and transforming housing into cooperative housing (See Policy E2.B).
2. Consider requirements for any demolition and redevelopment of these homes to provide the same number of units that existed in the original structure and ensure that some of these units are income restricted.

E. New Missing Middle Housing Opportunities: Allow the construction of new “missing middle” housing options on carriage blocks and key transit corridors. Encourage long-term affordability and ensure that the design and scale of new construction is consistent with existing neighborhood characteristics and reflective of older, traditional missing middle housing in the neighborhoods.
1. Allow for more units within a single structure but limit its overall size and scale. This may include reductions in height and bulk plane standards and requiring smaller unit sizes. Expand allowable building forms to include duplexes and tandem homes (where not already allowed), and triplex/multiplex. Cottage court (garden court) homes are also appropriate for carriage lots.

F. Special consideration should be given to compatibility and design where additional design guidance applies, such as Conservation Overlays within the Highland and Sunnyside neighborhoods.

G. Use these recommendations to provide guidance for future citywide projects to implement *Blueprint Denver* missing middle goals. Citywide policies may add additional missing middle options in Near Northwest not contemplated by these recommendations.

H. Support a large-scale rezoning to allow for ADUs where not currently allowed in Sunnyside.
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, support rezonings out of Former Chapter 59 and into the Denver Zoning Code to improve design outcomes, equity and responsiveness to evolution in zoning regulations.

Former Chapter 59 zoning is outdated, and bringing properties into the Denver Zoning Code will ensure the latest improvements to the code apply to help achieve this plan’s goals. Currently 6% of the Near Northwest plan area zoning is Former Chapter 59 zoning.
3 HOUSING & ECONOMY

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3.3 SOCIAL & HEALTH RELATED SERVICES 64
3.4 SMALL BUSINESS AND COMMUNITY CULTURAL RETAIL 70
3.5 PRESERVING AND GROWING PRIMARY JOBS 75
3.1 INTRODUCTION

A strong local economy and affordable housing are vital parts of a complete neighborhood, and the built environment both shapes and is shaped by local economic activity. Residents benefit when they have convenient access to jobs, education, day-to-day services, and arts and culture. Broader economic trends impact this area. Median incomes, home values, and rents have risen dramatically in the past 20 years, which has accelerated gentrification concerns. Since 2000, all neighborhoods in the Near Northwest study area have experienced a significant decrease in Hispanic/Latino populations, particularly in Jefferson Park and Highland.

With increasing housing costs, many of the Near Northwest’s (NNW) residents are spending more of their income on housing. A diverse range of housing options—including different prices, sizes, types and a mix of rental and for-sale—encourages complete neighborhoods where families of all types can afford to live. The citywide vision articulated in Blueprint Denver and Housing an Inclusive Denver is for every neighborhood to offer affordable housing options (including units with a range of bedroom counts) and have financially secure residents who are not vulnerable to displacement and have equitable access to jobs and opportunity.

Economic conditions in these neighborhoods vary by neighborhood but the overall area has a 4% unemployment rate. Near Northwest is a strong jobs generator with many manufacturing and logistics jobs located in the industrial sections of the neighborhoods in Chaffee Park and Sunnyside, plus office jobs along I-25 in Highland and Jefferson Park. These jobs provide opportunities for residents and contribute to a strong local economy. The NNW area has a similar distribution of top employers and industry sectors as the city as a whole. The top three employers and industry sectors for both geographies are Professional, Scientific and Tech Services, Retail Trade, and Other Services.

Many parts of the NNW area include a variety of locally-owned, restaurants and services that not only serve the local neighborhoods, but have also become regional destinations. While many residents expressed their love of their neighborhood, they also expressed the lack of essential services, and need to support existing and attract new culturally-relevant businesses in their neighborhoods. Community members in Chaffee Park expressed the desire for having more restaurants and services like the other neighborhoods.

The following recommendations help address affordable housing and wealth building, and support new and existing businesses for the NNW neighborhoods to achieve the community’s vision for an economically diverse and vibrant NNW area.

LONG TERM VISION FOR ECONOMY

In 2040, the neighborhoods of Chaffee Park, Sunnyside, Highland, and Jefferson Park enjoy community-oriented, and diversely and locally owned businesses and goods, including along revitalized former streetcar and local transit commercial nodes, along new and improved mass transit corridors like Federal Boulevard, West 38th Avenue, and Speer Boulevard, and new, mixed-use neighborhood centers.

Long-term businesses have been sustained and new businesses have emerged, including low-threshold startups, like “pop up” businesses, food trucks and retail stands. Active uses, shared public spaces, and intentional streetscapes encourage small gatherings. A thriving arts community and scene has expanded and is bolstered and sustained by partnerships with Recreation Centers, schools, community events and festivals, non-profits, and other public and philanthropic funding.

A pipeline of job opportunities is fed through Near Northwest educational and vocational institutions and match the diversity of the neighborhood – from first-time jobs in high school to service industry trades to industrial, construction, and high-tech jobs to executive offices.
LONG TERM VISION FOR HOUSING

In 2040, the Near Northwest neighborhoods of Chaffee Park, Sunnyside, Highland, and Jefferson Park has created “housing for all” by expanding housing options, creating new housing, and embracing a range of housing types, sizes, and prices. A range of housing options are available responding to a spectrum socioeconomic levels and phases of life, allowing the areas children and youth to stay in the area as working adults and adults being able to age in place. Access to wealth-building for lower-income residents is available through programs, incentives, and innovative types of homeownership models.

Measurable Goals

To determine whether the vision is being achieved, the city will track the following measures to housing and economic priorities:

- **Housing Diversity**
  - Diverse Neighborhoods
  - 0 in 2019
  - 4 in 2040

- **Unemployment Rate**
  - Neighborhoods with an unemployment rate below city average
  - 1 in 2019
  - 4 in 2040

- **Housing Affordability**
  - Lower cost burdened households from 32% (2019)
  - 2040

- **Locally Owned Businesses**
  - Maintain 90% of locally-owned business
  - 2040

- **Preserve Industrial Jobs**
  - Maintain 2,000 jobs in industrial areas
  - 2040

In 2040, the Near Northwest neighborhoods of Chaffee Park, Sunnyside, Highland, and Jefferson Park has created “housing for all” by expanding housing options, creating new housing, and embracing a range of housing types, sizes, and prices. A range of housing options are available responding to a spectrum socioeconomic levels and phases of life, allowing the areas children and youth to stay in the area as working adults and adults being able to age in place. Access to wealth-building for lower-income residents is available through programs, incentives, and innovative types of homeownership models.
3.2 AFFORDABLE HOUSING AND WEALTH BUILDING

What is it?
The most common measure of housing affordability assesses the “burden” that housing costs put on a household. If a household pays more than 30% of their gross income in rent or mortgage payments, taxes, and basic utilities, they are considered to be “cost-burdened” and susceptible to displacement should housing costs increase. The higher the cost burden, the greater the vulnerability, which leaves residents with less money to spend on other daily needs. Affordability does not just refer to subsidized housing for people at extremely low-income levels; it also affects an increasingly wide spectrum of working households in the city.

Supporting home ownership opportunities for residents will support wealth-building over time. The following recommendations provide policies and programs to enable these neighborhoods to maintain and improve housing into the future. Additional citywide recommendations and programs can be applied to this area from the Denver Department of Housing Stability.

HISPANIC/LATIN X POPULATION

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<tr>
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<td>2019</td>
<td>35%</td>
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COST-BURDENED HOUSEHOLDS

- 4,248 Households
- 1/3 of Near Northwest households pay more than 30% of their income towards housing costs.

MEDIAN HOME VALUE

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<th>Value</th>
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<tr>
<td>2019</td>
<td>$460,000</td>
</tr>
</tbody>
</table>

AFFORDABLE UNITS

- Short 1,065 units
- Renting at less than $600

Source: 2019 5-Year ACS Estimates, 2000 and 2019 U.S. Census

2019 5-Year ACS Estimates and Root Policy Research
**Income-Restricted Housing**

Income-restricted housing is housing that has a covenant that requires rents to be affordable for residents. The requirements are typically tied to specific Area Median Income levels, and many income-restricted units involve a subsidy to help maintain lower rents. (Photo: Phoenix on the Fax, Income-Restricted Housing, South Park Hill, Denver)

**Supportive housing**

Supportive housing combines apartments, where residents pay rent based on what is affordable for their income, along with on-site and community-based services to help individuals and families transition out of long-term homelessness back to having a safe place to call home. Research shows that this form of housing is an effective way to end homelessness, because it provides safe, stable homes with access to support from professionals who coordinate individualized services such as mental and physical health services, addiction treatment, job training and more. (Photo: Sanderson Apartments)

**Preservation of Existing Naturally Occurring Affordable Housing**

Naturally Occurring Affordable Housing refers to affordable housing that operates without subsidy or covenant requirements. A majority of affordable housing falls into this category, and NOAH is an important housing option for low-income families or individuals who do not qualify for income-restricted housing. (Photo: NOAH, East Colfax, Denver)

**Accessory Dwelling Units (ADUs)**

An ADU is a second unit located on the same zone lot as a primary single unit use. An ADU may be either “attached” (e.g. a basement unit) or “detached” (e.g. a unit over the garage or a smaller house in the backyard). These units provide sensitive ways to integrate affordable living into established neighborhoods; they allow empty-nesters to age in place by moving into a smaller unit and renting their home, or they accommodate households that want to live in the neighborhood but cannot afford a larger home. (Photo: ADU, Denver)

**Missing middle housing (2-19 units)**

Missing middle refers to duplexes, fourplexes, rowhouses and similar neighborhood housing options that fall between large single unit homes and apartment or condo buildings. Missing middle also refers to units that are attainable to middle-income households. These housing types can help provide more attainable options for middle-income households and homeownership opportunities for households that currently rent. (Photo: Highlands Garden Village, Denver)

**Cooperatives housing**

Cooperatives housing is housing that is owned or rented by members who intentionally and equitably share resources, governance, rights and responsibilities. Cooperative housing can help expand access to housing for all and increases opportunities for home ownership and wealth building for middle-income earners living in increasingly expensive areas. (Photo: Chrysalis Cooperative, Boulder)

**Co-housing**

Co-housing is an intentional community of private homes clustered around shared space. Shared spaces and amenities may include community kitchens, dining areas, laundry, parks and recreational spaces. Co-housing provides opportunities for community-focused living environments that increase connection, for gently boosting density in neighborhoods since amenities such as yard space is often shared, and provides seniors a viable option to age in their community. (Photo: Aria Cohousing, Denver)

**Campus employee/student housing**

Campus housing is dedicated to housing employees and/or students at hospitals and colleges. The housing is often owned or subsidized by the institution and is located either on or adjacent to campus. Saint Joseph Hospital converted the historic Tammen Hall to income-restricted senior housing, an example of how institutions can utilize their capital and property holdings to help address housing affordability challenges. (Photo: Tammen Hall, St. Joseph Hospital, Five Points, Denver)

**Senior housing**

Senior housing serves an aging population ranging from independent living to 24/7 assisted care. There is a stronger emphasis on safety, accessibility, adaptability and longevity than many conventional housing choices. (Photo: City Park West, Denver)

**Family-friendly housing**

Family-friendly housing is designed to serve households of more than one generation, usually including children. This includes housing units with more than one bedroom and amenities, such as daycares and playgrounds, that serve a variety of ages. (Photo: Mariposa, Denver)

**Live-work**

Live-work provides a combination of a primary residential and commercial uses located within the same unit. Live-work units reduce commuting, often provide more affordable office space than stand-alone office space, and can play an important role in the incubation cycle for small businesses. Live-work units can help to reduce housing costs for small businesses owners who can combine office space and living costs. (Photo: live-work units, Denver)
RECOMMENDATIONS

Support wealth building and increase the development of new affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.

There is a growing need (and desire) to add more affordable housing to address Denver’s housing crisis. The NNW neighborhoods are reflective of Denver’s overall lack of housing affordability. Chaffee Park has been relatively more affordable, with home values 35% less than the citywide median, while Jefferson Park and Highland have seen home values rise 20% beyond the citywide median. Sunnyside has been roughly at parity with citywide home values. The NNW area has experienced an overall drop in home ownership, dropping from 52% to 44% in the past 20 years, compared to a citywide home ownership rate of 58%. Many neighbors have concerns when new developments or renovations take place that surrounding rents and values only increase creating a growing burden on low-income households. In NNW, the number of units have increased in the past 20 years, while the population has actually decreased. Larger households in homes are being replaced by smaller households in rental apartments.

A. Ensure affordable housing meets community needs, including:
1. Housing that is affordable to households earning very low, low, and moderate incomes, consistent with adopted city policy.
2. Permanent Supportive Housing to provide stability for our lowest income and most vulnerable residents.
3. Housing options designed to accommodate a range of households, including families, multi-generational living, aging in place, residents with disabilities, and residents needing supportive services.
4. Affordable housing that will remain affordable for the long-term (99 years), consistent with city policy.
5. Affordable housing options that are of equal quality to and compatible with unrestricted market-rate housing in the area.

B. Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs, such as:
1. Supporting existing and creating new programs intended to help make homeownership more attainable for residents who desire homeownership including middle income and income-restricted renters.
2. Helping residents prepare to become homeowners through programs such as targeted homebuyer counseling courses that integrate financial coaching and education with down payment assistance.
3. Creating a homeownership catalyst pilot program that provides technical assistance and financial incentives, such as a program that provides incentives and down payment assistance for maintaining good credit.

C. Establish a NNW-focused non-profit Community Land Trust (and/or in partnership with existing land trusts) to work with partners, such as Denver Housing Authority, and affordable housing developers, to acquire public and private land and/or housing that creates long term stewardship for affordable ownership of housing and commercial buildings.
1. Target areas may include vacant and underutilized commercial and industrial properties and parking lots, including properties adjacent to and in close proximity to the Quigg Newton community.
2. Identify and create opportunities for congregate or scattered site land trust properties (i.e., properties spread over a much larger area) to help low- and moderate-income households and businesses attain ownership.

D. Explore a citywide policy that limits the number of homes that can be purchased by institutional or corporate buyers for investment speculation and provide priority for local, first time and/or next generation buyers from within the NNW neighborhoods.

E. Use financial tools, including but not limited to Low Income Housing Tax Credits, the Affordable Housing Fund, and Tax Increment Financing, to help fund affordable housing development.

F. Continue to support the city in incentivizing the development of affordable housing and improving the process for constructing affordable housing.
1. Partner with agencies involved in the development review process to assess barriers to small-scale affordable housing and propose solutions that enable smaller projects.

G. Promote small-scale housing cooperatives by reducing zoning barriers and exploring additional tools to allow for multiple individuals to share ownership and residency of homes.

H. Support the construction of ADUs by reducing costs and partnering with local organizations to create additional tools:
1. Consider a graduated permit fee structure that reduces costs for ADUs.
2. Explore the opportunity to create a manufactured ADU prototype that can be created and assembled in the NNW industrial area.
3. Work with community partners to provide technical assistance and financial incentives to help existing homeowners build ADUs, such as the WDSF+ ADU pilot program.
4. Develop pre-approved ADU plans at no cost to residents.

I. Support efforts by the Denver Housing Authority to replace existing units and create additional affordable units, on-site and nearby, in any future improvement plan for the Quigg Newton community.
CONNECTING AFFORDABILITY AND COMMUNITY LAND TRUSTS

Tierra Colectiva Land Trust is a project of the Globeville & Elyria-Swansea Coalition that serves to provide permanently affordable housing in the neighborhoods and stands on the historic tradition of community-stewardship of community-owned land. With grants from the City of Denver, the Colorado Department of Transportation, and the Colorado Health Foundation, Tierra Colectiva recently constructed five affordable town homes on the corner of Josephine Street and East 44th Avenue in the Elyria-Swansea Neighborhood. The new homes doubled the number of pre-existing units and are meant to be affordable for people making 50 to 60 percent of the area’s median income.

Establishing a similar organization could benefit the Near Northwest by providing quality affordable housing for limited or low-income households and other affordable options. Additional benefits would include an increase in housing stability, less housing insecurity, the creation of more opportunities for economic growth due to less financial hardship on residents, and possibly even less strain on taxpayers. In addition to financial benefits, having a local non-profit advocating for a neighborhood can help draw attention to more systemic societal issues that affect communities around the Denver area.

RECOMMENDATIONS

Preserve existing affordability and improve housing quality.

NNW has 1,000 existing income-restricted units with a majority (58%) located in the Sunnyside neighborhood. Most of income-restricted units in Sunnyside are found in the Quigg Newton community - owned and managed by the Denver Housing Authority. Many of the non-Quigg Newton covenants requiring affordability are expected to expire within the next 20 years. Quigg Newton also offers the unique opportunity to expand affordability in NNW, as the community is planned for improvements and redevelopment within this plan’s time horizon. It is a priority to extend affordability covenants, grow support for tenants, and develop strategies to grow and ensure no net loss of existing income-restricted housing through demolition, conversion, or renovation.

A. Preserve existing income-restricted affordable properties by:
   1. Extend expiring affordability covenants through strategies and incentives such as working with potential purchasers to extend affordability through long-term commitments, and enhancing maintenance, and support for tenants.
   2. Exploring partnerships (i.e., non-profits and foundations) to work with owners of existing income-restricted properties to encourage retention and extension of affordability covenants and, where needed, to encourage resale to qualified buyers.
   3. Study and develop strategies to ensure no net loss of existing income-restricted housing through demolition, conversion, or renovation.
   4. Ensure that any future improvement proposal for the Quigg Newton community replaces existing income-restricted homes and optimizes the opportunity to expand affordability within new development.

B. Preserve naturally occurring affordable housing, particularly in areas close to transit and in areas vulnerable to displacement, through existing and new tools such as:
   1. Incentive programs for owners and landlords that provide financing for rehabilitation of small multi-unit properties and single-unit homes in exchange for affordability commitments (i.e., long-term deed restrictions).
   2. Partnering with existing cooperatives and other community-based organizations to assist tenants with acquiring and transforming housing into cooperative housing.
   3. Partnerships between the City, land trusts, non-profit organizations, and residents to develop new financial and/or regulatory tools.
   4. Increased entitlement such as allowing additional units in exchange for affordability commitment and preservation of existing structures. See Policy L10.

C. Retain and improve the quality of older homes through programs that help with upgrades to improve accessibility, energy efficiency, comfort and safety.
**RECOMMENDATIONS**

**H3**

**Stabilize residents at risk of involuntary displacement.**

*NNW housing market is becoming increasingly costly for residents. The City of Denver identifies the Chaffee Park and Sunnyside neighborhoods as particularly vulnerable to displacement pressures. In addition to housing costs, this can also include displacement caused by a loss of culture, family, and other factors. Certainly, NNW has already experienced significant displacement over the past 20 years. Most telling, the Latino/x population in the area has decreased from 71% to 35%, and the average household size has shrunk from 2.9 to 2.1 persons. The area is currently short approximately 1,000 units for the area’s lowest income households. These renters are often extremely cost-burdened by their rents and don’t have any affordable options to buy a home in NNW. Consistent with the goals of Comprehensive Plan 2040, this plan recommends targeting resources to serve residents, both renters and homeowners, who are at risk of involuntary displacement. When we asked vulnerable populations why they would decide to move, the majority say that it would be due to the rise in rent/property tax.*

**Strategy A.** Support community relief programs and actively promote city rental assistance initiatives to help residents stay in their homes, including but not limited to temporary rental and utility assistance, property tax rebates/exemptions/waivers/caps on increases each year, homeowner preservation initiatives, ownership programs with down payment assistance to purchase homes, eviction legal defense, tenant rights counseling, financial empowerment training, energy and accessibility assistance, home rehabilitation assistance, foreclosure prevention, food access, and emergency relief funds.

**Strategy B.** Engage property owners in the area, both small/family-owned companies and larger, investor-owned companies, about developing a landlord incentive program that offers incentives for providing stable housing to vulnerable renters living in or relocating back to the NNW area (see policy E3.C).

1. Design the program based on feedback from property owners about preferred incentives, including, “displacement voucher” that goes with the renter, connected with an agreement to keep rents stabilized, loss mitigation beyond what security deposits cover, rehabilitation to housing unit or properties, and a “signing bonus” for renting to tenants perceived as higher risk.

**Strategy C.** Implement the Prioritization Policy, provided it is approved by City Council, which allows residents displaced from or at risk of being displaced from NNW planning area priority application for newly developed affordable rental units. Pair with affirmative marketing to provide education, tools, and resources to existing residents.

**Strategy D.** Support Denver Housing Authority efforts to ensure that existing residents in the Quigg Newton community can be housed within any future redevelopment and/or within close proximity of the existing site.

**Strategy E.** Integrate resources and strategies to address equity considerations and mitigate involuntary displacement of residents with the implementation of major city investments and projects, including regulatory changes, legislative rezonings, and transportation infrastructure improvements. Prioritize incentives or requirements for affordable housing and targeted engagement to connect vulnerable residents with resources.

**Strategy F.** Work with partners to increase access to programs that help residents stay in their homes, increase utilization of public housing programs (including City, State, Denver Housing Authority, and nonprofit programs), increase homeownership and explore housing land trust programs.

**Strategy G.** Conduct outreach with hard-to-reach households and residents that are vulnerable to displacement, including senior citizens to explore additional assistance programs and options to mitigate displacement. This may include a door-to-door needs assessment of households living in areas of vulnerability to displacement. Build organizing efforts centered with people facing displacement to inform future efforts.

**Strategy H.** Educate homeowners to both discourage predatory lending/purchasing practices and to provide information on market pricing and return expectations as well as benefits to staying in place.
Secondary to providing stable permanent housing, connections to social services play an essential role in improving the quality of life for vulnerable populations. This is particularly important for persons experiencing homelessness and for those who are housing insecure and that may be at risk of becoming homeless. By providing a robust social service network with programs such as eviction prevention, legal services, mental health, substance abuse treatment, domestic violence program, and financial literacy, we can create an environment that is inclusive and accessible to all residents of the Near Northwest Area.

In the City and County of Denver, there are approximately 4,700 individuals who are experiencing homelessness. Some of these individuals frequent places near Interstate 25 and 70, along Federal, transit areas, and surrounding parks within the planning area. Concerns from Near Northwest neighbors include the increase in panhandling, encampments, and overall safety.

The following recommendations are applicable on citywide level but can be specialized to the Near Northwest neighborhoods to support those experiencing homelessness to increase services (short-term and long-term) as well as outreach and awareness.

### Homeless in the City and County of Denver

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<thead>
<tr>
<th></th>
<th>Adult Only</th>
<th></th>
<th>Families</th>
<th></th>
<th>Youth Only</th>
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<td>%</td>
<td>#</td>
<td>%</td>
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<td>%</td>
</tr>
<tr>
<td><strong>Persons Staying in Emergency Shelters</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total of 2,455 (52% of Total Homeless Population)</td>
<td>1,882 people</td>
<td>76%</td>
<td>404 families</td>
<td>16.5%</td>
<td>169 people</td>
<td>7%</td>
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<tr>
<td><strong>Persons Unsheltered</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total of 1,313 (27% of Total Homeless Population)</td>
<td>1,298 people</td>
<td>98%</td>
<td>4 families</td>
<td>.3%</td>
<td>11 people</td>
<td>.84%</td>
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<tr>
<td><strong>Person Staying in Transitional Housing</strong></td>
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<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Total of 998 (20% of Total Homeless Population)</td>
<td>452 people</td>
<td>45.3%</td>
<td>465 families</td>
<td>46.6%</td>
<td>821 people</td>
<td>8.1%</td>
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<tr>
<td><strong>Person Staying in Safe Haven</strong></td>
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<tr>
<td>Total of 28 (Total of 1% of Total Homeless Population)</td>
<td>27 people</td>
<td>96%</td>
<td>0</td>
<td>0</td>
<td>4 people</td>
<td>4%</td>
</tr>
</tbody>
</table>

*Everyone Counts 2022 Point in Time Survey by Metro Denver Homeless Initiative (Citywide Numbers)*
Homelessness is a multi-faceted issue requiring many-sided solutions. Long-term solutions towards housing stability for residents experiencing homelessness require further investments in programs and infrastructure to improve the quality of life and everyday needs of residents. The strategies below aim to encourage innovative solutions and models that integrate homeless service provisions into other mainstream services to address existing gaps in the system.

**Support long-term housing stability for residents experiencing homelessness.**

A. Develop more permanent supportive housing, combining low-barrier affordable housing, health care, and other supportive services to help create stability for vulnerable residents.

B. Partner with Denver Housing Authority and Colorado Division of Housing to leverage federal and state resources to expand tenant-based long-term vouchers with the ability to layer on supportive services when needed.

C. Expand support for permanent supportive housing pipeline through continued partnership with Denver Housing Authority and Colorado Division of Housing, local services funding, and creation of locally funded voucher program.

D. Explore innovative opportunities and financing models to bring on additional housing, including hotel acquisition and rehabilitation and social impact bond financing based on health savings created by supportive housing, training and implementation of cross-sector teams to address needs of people experiencing homelessness, school children, immigrants, refugees or other vulnerable populations.

**PRIORITIZATION POLICY**

The Prioritization Policy is a new initiative to provide households for those at risk or who have been displaced from their neighborhood or from Denver.

- 30% of units dedicated for residents at-risk or have been displaced
- HOST related funding will include agreements for both affordable rental units and affordable home ownership units
- The first 14 days that applications are open for units will be available for affordable units
- Developers will be assessed of maintaining 30% affordable units at least every three years for rentals and during new sales for homeownership

Who will benefit from prioritizing affordable housing? People who are likely to benefit are those who:

- Have long-standing ties/deep roots in the Denver community
- Are struggling to keep up with rising housing costs (e.g. facing foreclosure or paying more than 40% of their incomes on housing)
- Need to move because they are losing their housing through no fault of their own (e.g. no cause eviction or renters who must leave because property owners are selling the unit)

How will this prioritization policy work? A portion of affordable housing created by the city – both for rent and to own – will be part of this policy, including:

- Residential units regulated through negotiated agreements
- HOST funding recipients
- Others required through policy (such as large redevelopment areas)

See the Affordable Housing Prioritization Policy Frequently Asked Questions for more information.
RECOMMENDATIONS

Increase access to basic resources and expand pool of service provider partners – to address gaps in existing social service system.

There are currently hundreds of providers and volunteers working across the city to address the issue of homelessness. Ensuring the strength and resiliency of the system means building stronger partnerships between existing services providers across the board, doing so can help reduce duplication, inefficiency, and increase accountability to better meet the diverse needs of residents experiencing homelessness.

A. Encourage stronger relationships between service providers and their neighbors
   1. Assist service providers with the creation of “good neighbor agreements” if desired.
   2. Explore the development of a “toolkit” to engage and build support within the community.
   3. Staff a dedicated community health organizer to serve as liaisons between the broader community, service providers, and community health workers. (Consider partnering with service providers to help hire/fund community health workers).

B. Conduct gap analysis with homeless service partners, school and early childhood partners, and human services partners.

C. Create models to address gaps in services such as navigation centers, hygiene centers, rest, and resource centers, etc. (collectively referred to as Community Resource Centers)

D. Identify locations to create safe places for parking or sleeping spaces, such as local places of worship.

E. Identify sites for possible redevelopment as tiny home communities, inclement weather shelters, non-congregate shelters, and other community activities.

F. Provide safe and reliable transportation options, including access to transit, to safely travel around the city and access resources.
**RECOMMENDATIONS**

**H6**

Provide a range of supportive services including mental/behavioral health & substance use treatment.

There is an ongoing need for a range of supportive services, including trauma-informed care, in the NNW. There is a unique opportunity in NNW, with nearly forty religious institutions identified in or near the study area, to work with these organizations – and others – to find creative solutions to providing essential services to our most in-need populations.

**A.** Increase collaboration around and funding for substance treatment services to address the needs of vulnerable populations.

1. Work with formal and informal (i.e., religious institutions) to identify existing drug and alcohol rehabilitation resources and promote collaboration.
2. Work with public safety and mental health providers to deliver more crisis intervention co-response, including partnerships with the STAR programs, which is designed to respond to residents having mental health distress.
3. Invest in new partnerships for service provision, such as mini-grants to fund innovative work from local community partners including “informal” social service providers.

**B.** Increase awareness of existing mental and behavioral health resources

1. Encourage collaboration on events and volunteer opportunities between service providers and neighborhood organizations.
2. Ensure that the Near Northwest has adequate connections with the Denver Human Service and DDPHE Behavioral Health Navigators program.
3. Promote partnerships and awareness of programs like EIT and the Wellness Winnie.
Expand the number of healthcare, childcare and other public health facilities and resources in the neighborhoods.

While Near Northwest has a few smaller health facilities and private medical practices, the nearest urgent care centers are either in Downtown Denver or in the West Highland neighborhood. Moreover, most of the planning area is underserved by pharmacies, except for a portion of Highland. None of the study area is considered a “childcare desert” as defined by the 2019 Denver Great Kids Head Start Community Assessment. However, licensed childcare facilities seem to be in shorter supply in Chaffee Park compared to other neighborhoods in the planning area. “Childcare” was the second highest ranked answer to the survey question about the most critical services needed in the area, with a combined total of 85%.

A. Support increasing the number of healthcare facilities, clinics, and pharmacies.
   1. Explore and support opportunities with Denver Health or other medical organizations (SCL, Centura, UCHealth) to expand reach within NNW, including urgent care facilities.
   2. Explore models that promote co-location of services (e.g. Northeast Park Hill’s Dahlia Campus for Mental Health and Well-being).
   3. Encourage and help recruit pharmacy services to the NNW area.

B. Support a local network of ‘Friends, Family, and Neighbor Care’ (FFN) to provide affordable childcare services for residents.
   1. Provide bi-lingual training opportunities for caregivers.
   2. Support additional education and training to better care for children with disabilities.

C. Work with the appropriate City departments to expand access to public restrooms.
   1. Address barriers to accessibility of existing public restrooms, including adequate plumbing, sanitation, and access for all populations.
   2. Consider partnerships with institutions to create more access to restrooms.

D. Encourage landlords to address exposed lead in residential buildings.
   1. Provide landlords with financial support to make lead mitigation improvements to their properties, including DDPHE’s HUD grant.

E. Increase opportunities for children to be screened for elevated blood lead levels.
   1. Coordinate with community health clinics to offer screenings.

F. Retain and expand senior housing and elder care services
   1. Work with the Denver Office of Aging to connect senior housing and care facilities with resources for facility upgrades, renovations, staff retention, and financial stability.
   2. Partner to expand existing senior programing of recreation centers and senior centers.
   3. Locate opportunities for more senior housing and assisted living facilities in areas close to services and transit.

G. Ensure public laundry facilities remain accessible.
   1. Connect laundromat owners to resources listed in Small Business and Retail section.
   2. Coordinate with innovative services such as Laundry Love or Bayaud Enterprise’s Mobile Laundry Truck.
ECONOMY CONCEPTS

**Community Resource Center**
A diverse range of service centers for people experiencing homelessness, ranging from hygiene centers that provide a place to use the toilet, shower, or do laundry, to navigation centers that offer services like case management, housing navigation, and health services.

**Small Business Alliance and Support**
Many neighborhood-scale business and shopping areas exist in the planning area. A small business alliance can help build capacity among and provide/connect resources to these areas. Other forms of assistance can include financial support from the City.

**Small Business Incubator and Spaces**
Community members value the local independent nature of neighborhood-serving businesses. Incubators and/or accelerators, to test new neighborhood serving retail and services, and encouraging smaller retail spaces can help attract and create opportunities for new small businesses.

**Community and Cultural Retail**
There are a number of long-standing, culturally-significant businesses in the neighborhood that are highly valued by residents. Community-minded ownership models can help preserve and retain small, local businesses by insulating these businesses from rising rents and other market forces that may create displacement.

**Preserving Industrial Jobs**
The industrial areas offer a job base that is increasingly rare, including primary jobs and trades that are accessible to individuals without a formal college education. Supporting and creating new partnerships with these businesses can help preserve and connect residents to job opportunities.

**Workforce Training and Education**
Diversity of jobs in the area provide an opportunity to connect residents to new job opportunities and educational offerings at different levels to expand equity and access to opportunities. Partnerships can include Denver Public Schools and other educational institutions in the area.

**Green Business Practice**
Businesses can make a variety of changes to improve sustainability and help combat climate change. Changes can include everyday business operations as well as physical infrastructure improvements.
What is it?
Several key commercial corridors and neighborhood nodes are used by neighborhood residents and those in surrounding areas. Neighborhood nodes in particular, that are primarily located at former streetcar stops, include a significant amount of small, locally-owned businesses that offer meaningful services and jobs. These are cherished assets by the community, but are faced with many challenges (rising rent, lack of employees, etc.) that threaten businesses to close and/or leave the area. These concerns are especially true for some of the long-standing “Northside” businesses as they’ve seen displacement occur the past 10 years and fear that more will be lost in the future. The following recommendations provide policies and programs to retain existing businesses while looking at opportunities to attract new ones to meet everyday household needs.

3.4 SMALL BUSINESS AND COMMUNITY/CULTURAL RETAIL

What are some everyday goods and services missing?

When asked what everyday goods and services are missing, many people want to see more healthy food/grocery options. Other goods and services desired include: healthcare options, daytime activities (e.g. coffee shop, bakery), gym and workout facilities, retail goods (e.g. clothing, gifts), and childcare.

<table>
<thead>
<tr>
<th>What are some everyday goods and services missing?</th>
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</thead>
<tbody>
<tr>
<td>Daytime activities</td>
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<td>41%</td>
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</table>

Source: 2022 Near Northwest Surveys

RETAIL VACANCY RATE, 2021

<table>
<thead>
<tr>
<th>Near Northwest</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.5%</td>
<td>6%</td>
</tr>
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</table>

Source: CoStar, Arland

90% ARE CONSIDERED SMALL BUSINESSES

Source: CoStar, Arland

269 STOREFRONTS

Source: CoStar, Arland
**RECOMMENDATIONS**

**H8**

Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.

Nine discrete neighborhood-scale business and shopping areas have been identified in the NNW planning area (p. 41). These areas range from the Platte Street corridor that provides the western edge of downtown Denver, to vibrant neighborhood business districts that date back to Denver’s streetcar network, such as West 32nd Avenue, and commercial nodes along major corridors such as Federal Boulevard and West 38th Avenue. Together, these areas offer nearly 300 retail stores and restaurants, plus another 50 personal service businesses. More than 90% of these are small, local businesses as opposed to national chains or franchises. These business districts not only provide essential goods and services, but they are also integral to the quality of life and day-to-day experiences enjoyed by neighborhood residents.

**A.** Create a NNW small business alliance that aims to build capacity among the areas’ various commercial nodes and corridors within the plan area. The NNW business alliance, which could include a membership component, would aim to:
1. Provide information on issues of concern to small businesses,
2. Assist with marketing area goods and services to NNW residents,
3. Connect businesses to services offered by the City of Denver
4. Build organizational capacity to help some to evolve into Business Improvement Districts (BID) or other formal districts.
5. Further equity by supporting historically marginalized business owners and entrepreneurs

**B.** Work with Near Northwest Area business and civic organizations to develop a marketing package to help attract neighborhood residents and customers to individual businesses, and to help locally-owned businesses locate and remain in the districts and provide living wages and benefits to staff such as transit passes.

**C.** Work with relevant organizations to provide technical and legal assistance with business planning, succession or transition planning, lease negotiations, maintenance fees, predatory lending, property taxes and other challenges faced by small business owners. Offer these services at a local, convenient location.

**D.** Offer financial support for upgrading or expanding retail space, storefront improvements, business signage upgrades, and building rehabilitation. Explore various forms of financial support such as fee waivers or deferral, low-interest loans, or small grants.

**E.** Incorporate streetscape improvements like adding trees, planting areas and green infrastructure to create a more pedestrian-friendly environment within neighborhood commercial areas.

**F.** Connect businesses with city resources which can be used to build capacity and support the City’s most vulnerable small businesses, especially those that are neighborhood-serving, to better withstand economic shocks and other business disruptions which exacerbate operating challenges.

**G.** Promote creative industries, maker spaces, artists and small, local businesses to celebrate the heritage of Near Northwest.

**H.** Embed diversity, equity and inclusion best practices in all small business technical assistance programs and ensure resources are available to English-as-a-second-language business owners.

**I.** Establish an adaptive reuse program to make it easier to invest in and operate businesses within older structures:
1. Identify opportunities to provide flexibility in change-of-use requirements for small business to encourage preservation of existing buildings and analyze the cost of public realm improvements to be more proportional to private investment.
2. Develop a handbook for adaptive reuse projects to promote predictability and reduce variations in case-by-case decisions.

**J.** Encourage businesses to implement sustainable practices such as but not limited to:
1. Adding solar panels, native landscaping, or recycled building materials.
2. Implement Waste No More by collaborating in city recycling and composting programs.
3. Participate and join the “Certifiably Green Denver” Business Program.
COMMUNITY FEEDBACK

What are your greatest concerns with neighborhood commercial areas?

| Lack of identity | 35% |
| Not enough people know they exist | 35% |
| Poor streetscape/public realm | 63% |

Source: 2022 Near Northwest Surveys

RECOMMENDATIONS

Small Business and Community/Cultural Retail

Prevent business displacement from within the neighborhood.

Near Northwest’s local independent retailers are highly valued by neighborhood residents, and financial stability is key to helping small businesses thrive. With rapidly changing real estate conditions, sometimes technical and regulatory assistance is not enough to prevent displacement. Financial incentives are suggested to help strengthen businesses and the ability of property owners to accommodate them.

A. Broaden the range of financial incentives and assistance for small independent businesses and landlords to strengthen the area’s tenant mix and help prevent displacement

B. Assist small businesses in buying their building or condo space, by utilizing programs such as the Small Business Administration’s 504 Loan Program, mobilizing community development organizations, such as Community Development Corporations (CDCs), to acquire commercial property through community land trusts, and exploring programs such as right of first refusal.

C. Offer financial incentives, such as funds for commercial rehabilitation, to landlords that are willing to sign long-term leases with small businesses or limit rent increases.

D. Offer matchmaking services to connect small independent businesses with landlords. Provide relocation assistance to displaced small businesses to help them remain as close to their prior location as possible.

E. Leverage the Business Impact Opportunity (BIO) Fund for the Federal corridor to help businesses before, during, and after BRT construction. Connect other businesses along 38th and Speer Boulevard to the BIO fund as future transit investments are made.
RECOMMENDATIONS

Attract new businesses and retailers to help meet everyday household needs.

An overwhelming number of NNW residents value the local independent nature of neighborhood-serving businesses. They desire and are interested in patronizing more local businesses, especially in walkable and bikeable areas. Encouraging the next generation of unique small businesses through targeted incentives and encouraging commercial property ownership by small businesses can create a more vibrant business community as well as localized job opportunities in NNW.

A. Work with property owners and business organizations to develop small business incubators and/or accelerators, particularly in existing vacant and underutilized structures, to test market new neighborhood serving retail and services. Successful incubator tenants should then be encouraged to move to permanent storefront locations within NNW with assistance from local organizations.

B. Incentivize new projects that offer smaller retail spaces, provide below-market commercial space, and/or provide space for an existing business to remain on-site with incentives such as density bonuses, low-interest financing, and direct subsidies.
   1. Consider adjustments in zoning to encourage the creation of smaller, more active storefronts that can accommodate neighborhood-serving businesses by requiring strong street-level active use standards such as an overlay district. See Policy L3.

C. Utilize small business loan programs, such as the Small Business Investment Fund and tax credit programs (e.g. business personal property and state Enterprise Zones). Increase awareness this and other programs to support entrepreneurs.

D. Evaluate permitting time and other barriers for small businesses, and assess the feasibility of application fee waivers or deferrals and expedited permitting to support new and existing small businesses.

E. Focus business attraction efforts in areas that lack many retail and services such as Chaffee Park with an emphasis on more local restaurants (options such as healthy, family friendly, and outdoor seating), grocery stores, and other neighborhood serving retail.

F. Encourage existing business to fill service gaps by expanding or adding additional products with limited availability in area.
RECOMMENDATIONS

Small Business and Community/Cultural Retail

Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses.

NNW features a number of culturally significant businesses. The Sunnyside and Highland neighborhoods have the strongest collection of these businesses – a majority of which are Latin American and Italian – and the community values their continued presence highly. For these businesses and others, community-minded ownership models offer multiple benefits. They can help preserve and retain small independent businesses by insulating these businesses from rising rents and other market forces that may create displacement. They build upon the sense of ownership that NNW residents feel for their neighboring local businesses.

A. Identify culturally and/or historically relevant businesses that serve traditional niches in the neighborhoods (Latino/x, Italian, and other groups) to advance the City’s Legacy Business Program. Provide support to preserve these collective businesses through business assistance, property ownership, and other innovative efforts.

B. Assist and grow the capacity of community organizations (community development corporations, business improvement districts, community land trusts) to support similar programs such as
   1. Assume ownership of small businesses through cooperatives, crowdfunding, or other creative approaches.
   2. Providing additional support funding to organization types listed above to acquire property for affordable/below-market commercial ground floors for small businesses or non-profits.
   3. Evaluate the need or interest to develop new community organizations or collaborations to support these efforts.

C. Provide cultural competency training for city staff for improved service to the culturally diverse business population.

D. Facilitate access for small businesses to the City’s procurement process (including its minority women disadvantaged business certification program) to enhance opportunities to bid on City contracts and provide goods and services (e.g., catering) for smaller City purchases such as expenditures.

E. Develop strategies and tools to help existing businesses stay in the area when the properties they occupy redevelop, including occupying space in the new development or relocating within the neighborhood.

SMALL BUSINESS RESOURCES

There are many resource programs available through the Denver Economic Development & Opportunity for businesses to grow and collaborate while creating more vibrant neighborhood business districts. Whether you’re just starting or long established. These resources are available to help you succeed and compete.

- Façade Improvement – funding to upgrade a brick and mortar storefront
- The Malone Fund & BIPOC Businesses – started in 2022, this fund fosters growth and generational wealth to improve access to marginalized communities
- ScaleUp Network – Going beyond start ups, this post-accelerator program builds strategic plans to help businesses grow
- Cooperative Development Program - Working to create sustainable and equitable wealth in Denver by developing employee-owned business models
- Family Business Preservation - Support locally-owned businesses to strengthen operations, mitigate involuntary displacement, and increase multigenerational ownership
- Indie/Visible Program – Develop and train your business in marketing to reach customers in the digital world
- 1-on-1 Business Advising – Free expertise to new and existing businesses alike on topics such as lending, tax credits, business planning, regulation navigation, and more (now virtual)
3.5 PRESERVING AND GROWING PRIMARY JOBS

What is it?
Unique to Near Northwest are the amount of industrial manufacturing and logistics jobs, including industrial and warehousing in Sunnyside and Chaffee Park neighborhoods, plus office jobs that are relational to downtown and located largely east of Interstate 25 in Highland. Access to jobs and education is key to achieving Blueprint Denver’s vision for a more inclusive city where all residents have equitable access to a quality education, jobs and services, they are not vulnerable to displacement, and have more types of job opportunities. Education and training are critical to ensure Near Northwest can accommodate forecasted jobs growth and residents have access to higher wage jobs. Educating the future workforce by supporting neighborhood Denver Public Schools and providing job training for growing sectors in partnership with Denver Public Schools, local businesses, and others will help ensure that area residents benefit from future jobs.

18,919 TOTAL JOBS

- Other Services (Except Public Administration)
- Professional, Scientific & Tech Services
- Retail Trade

2,000 JOBS IN INDUSTRIAL AREAS OF CHAFFEE PARK AND SUNNYSIDE

Source: ESRI, City and County of Denver (2020)
Preserving and Growing Primary Jobs

Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.

The industrial areas in Sunnyside and Chaffee Park offer a job base that is increasingly rare within the City of Denver – primary jobs and trades that are accessible to individuals without a formal college education. Throughout the planning process, residents identified the need to preserve and protect the industrial job base which is approximately 2,000 jobs. There are a handful of “heritage industrial” businesses that warrant special protection, similar to the legacy business status being explored for long-standing retail businesses. Plus, there are opportunities to connect neighborhood residents and schools to existing job opportunities, providing options for a more walkable and livable community.

A. In collaboration with major employers within the industrial areas, create a vocational job training and/or apprenticeship program at North High School and other NNW schools to prepare and connect NNW youth to job opportunities available within the neighborhood’s industrial areas. Anticipate opportunities that emphasize technology and advanced manufacturing innovations.

1. Explore the creation of an apprenticeship and other training programs with North High School and other education institutions located in the NNW neighborhoods to maximize job options for local residents.

B. Explore opportunities to add additional uses at the western edge of the industrial areas that provide retail/craft manufacturing combinations beyond breweries and distilleries.

C. Where the potential for involuntary displacement is identified, evaluate and implement methods to mitigate business displacement, such as incentives, property ownership and/or other assistance to existing businesses. See Policy H9.

D. Identify industrial businesses through the City’s Legacy Business Program that may be considered as being cultural and/or historic destinations and anchors, and develop incentives and/or marketing support to retain them.

E. Continue to support value manufacturing places as high-value manufacturing districts as additional needs are identified such as additional regulatory relief, and a mobility network that facilitates truck traffic and access to major highways.

F. For the Sunnyside industrial area, consider enacting a “net zero” policy that aims to replace any lost industrial jobs with jobs that have similar skillsets and compensation in the surrounding Value Manufacturing and Innovation/Flex districts.

G. Support new job growth in value manufacturing and innovation/flex places through new and existing economic development tools such as the Enterprise Zone program.

H. As buildings, uses, and supporting technology evolve, consider utilizing special districts to help finance the modernization of needed infrastructure, addressing new investment that may be needed (e.g., roads, electrical, broadband, and other technological upgrades). Options for localized infrastructure upgrades include both general improvement and metropolitan districts. For broader district-wide improvements and marketing support, a business improvement district may also be considered.
RECOMMENDATIONS

**H13**

Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education.

*Diversity of jobs in the area provide an opportunity to connect residents to new job opportunities and educational offerings at different levels to expand equity and access to opportunities. The following strategies incorporate various partnerships to made accessible in all neighborhoods.*

**A.** Develop partnerships with Denver Public Schools (DPS) in identifying opportunities to support students and families from cradle to career. Consider joint use agreements and making school facilities open for community events and support and expand DPS’ community hub model to NNW.

1. Work with DPS in identifying US Department of Education, foundation, and other grant opportunities to help identify areas of support needed by neighborhood schools to support a student throughout their educational path.

**B.** Explore the creation of an apprenticeship and other training programs with Denver Public Schools and other education institutions located in the NNW neighborhoods to maximize job options for local residents. Encourage local hiring of NNW residents and businesses, particularly for city-supportive projects that offer employment opportunities.

**C.** Consistent with HOST 5-Year Strategic Plan, help residents experiencing homelessness increase their income and housing stability by partnering with Denver Economic Development & Opportunity (DDDO) and Denver Human Services (DHS) to expand access to benefits, job training, and apprenticeships, and other resources.

**D.** Increase educational opportunities for adults in NNW through adult and higher education. Provide educational opportunities at community centers, libraries, and other public facilities by connecting residents to scholarships and other programs to improve access to learning.

**E.** Collaborate with major employers within the industrial areas, create a vocational job training and/or apprenticeship program. See Policy H12.A.
4 MOBILITY

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4.1 INTRODUCTION

Near Northwest residents and businesses rely on transportation infrastructure to reach their local and regional destinations, and they demand a transportation network that prioritizes pedestrians. At some point during the day, everyone uses the transportation network to get around the city whether it’s walking, biking, taking the bus, driving, or using another option. Historically, many of the Near Northwest neighborhoods were served and developed around historical streetcar lines, prior to the proliferation of the personal automobile. This resulted in transportation, density, and land use conditions that supported a car-optional lifestyle. Newer neighborhoods, such as Chaffee Park, were built after World War II when the personal automobile gained popularity. As a result, these neighborhoods often lacked (and still lack) critical pedestrian infrastructure like wide sidewalks and accessible street crossings. In addition, major highway developments including Interstate 25 (I-25) and Interstate 70 (I-70) have fractured the neighborhoods with physical barriers that have segmented and isolated these neighborhoods from the rest of Denver.

Mobility is closely tied to Land Use & Built Form, Economy & Housing, and Quality-of-Life Infrastructure. Transportation options influence neighborhood affordability and health outcomes, and prioritized future networks with increased connectivity, safety, and accessibility. Near Northwest has several High Injury Network (HIN) streets as identified in Denver’s Vision Zero Action Plan. HIN streets have a history of crashes resulting in serious injuries and deaths - making the need for an intentional focus on pedestrian safety a recurring theme and high priority throughout the planning process. The policies and strategies outlined in this section aim within Near Northwest and beyond.

While some portions of the existing Near Northwest transportation and mobility network have received recent improvements including pedestrian and bicycle intersection improvements, the mobility policies and strategies in this plan will help continue to guide future investments and infrastructure improvements throughout the remainder of Near Northwest to significantly reduce crashes and eliminate fatalities, while establishing even stronger north-south and east-west connections. The policies and strategies prioritize people over cars and identify new opportunities that ensure all mobility options are accessible, safe, and connected, while also serving a central role in accomplishing the city’s Mobility Action Plan goals.

LONG TERM VISION FOR MOBILITY

In 2040, the neighborhoods of Chaffee Park, Sunnyside, Highland, and Jefferson Park have environmentally friendly transportation options that are accessible, convenient, attractive, and affordable to all residents and businesses. A robust transit network offers frequent, reliable, and accessible options to key destinations. West 38th Avenue, Federal Boulevard, and Speer Boulevard have been transformed into vibrant pedestrian-friendly transit streets, and a network of circulators and local and regional buses travel primarily along former streetcar routes to access neighborhood commercial nodes and residential areas.

People of all ages and abilities travel safely and effortlessly by foot, bicycles, scooters, wheelchairs, and other devices, including shuttle buses, throughout the neighborhoods and nearby destinations. A network of key streets prioritizes people and the environment over personal vehicles and discourages speeding.
The mobility recommendations in this section are consistent with the mobility recommendations in the following plans:

- **Comprehensive Plan 2040** – The 20-year vision for Denver and its people reflects the voices of thousands of Denverites who have shared their hopes, concerns, and aspirations for the City’s future. The Comprehensive Plan aims to:
  - Maximize the public right-of-way to create great places.
  - Deliver a robust, diversified, multimodal network.
  - Strengthen local and regional connections, and focus growth, development, and jobs in transit rich areas.

- **Mobility Action Plan (MAP)** – Denver’s plan to reinvent its transportation system with a focus on mobility, safety, access, equity, sustainability, and smart technology to improve connectivity, economic opportunity, and quality of life for everyone.

- **Vision Zero** – Denver’s action plan to eliminate all traffic deaths and serious injuries by 2030 with a focus on safety improvements along the City’s High Injury Network (HIN) corridors particularly in communities of concern.

- **Denver Moves Transit and Denver Moves Pedestrians and Trails** – Two Mobility Plans developed by mode that contain near and long-term strategies for moving more people through the City.

- **Denver Game Plan for a Healthy City** – The citywide parks plan with recommendations to improve parkways and trails, including:
  - Ensuring all Denver residents are within a 10 minute walk of a park.
  - Encouraging the creation of new “Contemporary Parkways” with guidance for updating existing and future parkways that reflect current transportation and mobility needs for all Denver residents.

- **Transportation Demand Management (TDM) Policies** – Citywide regulatory efforts that integrate strategies to improve transportation and mobility options for users in new and existing larger scale developments with the goal of reducing or replacing short-distance trips taken by single-occupant vehicles.
Measurable Goals
The following metrics evaluate current transportation and mobility conditions and set future targets to accomplish the walkable, bikeable, and transit-friendly vision for Near Northwest, while also supporting citywide mobility and safety goals.

Mode Share
Mode share is defined and measured by the U.S. Census Bureau as the percentage of travelers using a particular transportation type used (i.e., walking, biking, transit, driving, etc.) to get to a destination. U.S. cities aim to reduce drive-alone rates in single occupancy vehicles (SOV’s) to balance and reduce the stress on their transportation systems.

In 2017, Denver’s Mobility Action Plan (MAP) set citywide commute mode share goals for 2030. The Near Northwest’s 2040 transportation mode share targets improve upon the MAP 2030 goals, with Near Northwest’s neighborhoods exceeding the 2030 MAP targets by the year 2040. The data within this section is averaged for all neighborhoods and the Near Northwest Area Plan will rely on a citywide effort to define mode share goals by neighborhood to include important regional context and analysis. Denver’s Department of Transportation and Infrastructure (DOTI) will establish targets for specific mode share goals at the neighborhood level through the city’s citywide transportation plan: Denver Moves Everyone (DME) 2050.

DME 2050 also establishes specific post-2030 citywide goals and may do so by individual neighborhood. This plan states goals should be more aggressive than those outlined in the Mayor’s 2020 Mobility Action Plan, and continue to advance Denver’s multimodal pedestrian safety, environmental sustainability, and climate action goals.

Killed and Serious Injury (KSI) Crashes
Denver’s Vision Zero Program aims to eliminate all traffic deaths and serious injuries on Denver’s roads by 2030 and tracks statistics on those killed and seriously injured (KSI) in roadway crashes annually. Vision Zero tracks 3-year KSI averages. The 3-year average (2020-2022) for all Near Northwest neighborhoods combined is approximately 19 people who die or are seriously injured within the area (see graph below for 3-year averages). The 2030 target for all Denver neighborhoods is to have a KSI 3-year average trending towards zero.

3-YEAR AVERAGE FOR KILLED AND SERIOUS INJURIES (KSI) BY NEIGHBORHOOD

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>2020-2022 Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chaffee Park</td>
<td>1.3</td>
</tr>
<tr>
<td>Sunnyside</td>
<td>4.3</td>
</tr>
<tr>
<td>Jefferson Park</td>
<td>3.7</td>
</tr>
<tr>
<td>Highland</td>
<td>9.3</td>
</tr>
</tbody>
</table>

Source: CCD Crash Data, 2020-2022

2040 Mode Share Targets for Near Northwest

<table>
<thead>
<tr>
<th>Transportation Type</th>
<th>2019</th>
<th>2030</th>
<th>2040</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Occupancy Vehicle</td>
<td>74%</td>
<td>50%</td>
<td>&lt;50%</td>
</tr>
<tr>
<td>Bicycle</td>
<td>8%</td>
<td>&gt;8%</td>
<td>&gt;8%</td>
</tr>
<tr>
<td>Transit</td>
<td>7%</td>
<td>15%</td>
<td>&gt;15%</td>
</tr>
<tr>
<td>Pedestrian</td>
<td>7%</td>
<td>15%</td>
<td>&gt;15%</td>
</tr>
</tbody>
</table>

Source: 2019 ACS 5-Year Estimates (Census 2030: Citywide Mobility Action Plan goals 2040: goals will be set by DOTI Denver Moves: Everyone)
4.2 STREET TYPES

Blueprint Denver outlines a complete multimodal transportation network that provides mobility choices to all residents, organized into four user categories: Pedestrian, Bike, Transit, and Auto/Goods movement. This complete network will give residents the ability to choose how they access jobs, education, residential, commercial, and leisure destinations.

Denver also uses a system called the “functional classification system” for categorizing different types of streets. Blueprint Denver updated this system to include how surrounding character and context might affect the street’s design or operation. This update added residential, commercial, main street, and mixed-use designations to the functional classification system.

Street Classifications

Local
Streets that are designed for the highest amount of property access and the lowest amount of through movement/traffic.

Collector
Streets whose main function is to collect movement from local streets and convey it to arterial streets.

Arterial
Streets designed for the highest amount of through movement and lowest amount of property access.

RESIDENTIAL

- **Land Use** - Characterized primarily by residential uses, but may also include parks, schools, civic uses, or small retail nodes.
- **Function** - Traffic calming encourages slower speeds and promotes safety for all users. Signalized cross walks with high visibility markings provide ample crossing opportunities.
- **Buffer** - Street trees provide a buffer between people walking or rolling and traffic.

MIXED USE

- **Land Use** - Varied mix of uses including retail, office, residential, and restaurants.
- **Function** - Driveways are more frequent than main streets, but still limited to provide a friendly environment for people walking, rolling, or using bicycles.
- **Buffer** - Fairly consistent buffer between people walking, rolling, and traffic.

MAIN STREET

- **Land Use** - Characterized by a mix of uses such as retail, services, restaurants, and residential.
- **Function** - Wide sidewalks with fewer driveways to prioritize people walking and rolling.
- **Buffer** - Consistent street trees and/or amenity zones provide a buffer between people walking, rolling, and traffic.

INDUSTRIAL

- **Land Use** - Characterized by manufacturing, but may contain other uses. Buildings are generally low-rise and may be set back to accommodate site-specific needs.
- **Function** - Adequate sidewalk space is provided, but driveway access is more frequent and streets may be wider.
- **Buffer** - Consistent buffer between people walking, rolling, and transit.
4.3 BALANCED CORRIDORS

What is it?
Balanced corridors are a key recommendation in this plan that represent bold modifications to roadway facilities built during the 1950s and 1960s when vehicles were the predominant form of transportation and mobility. Recommendations in this section seek to flip the narrative, prioritizing pedestrians over vehicles through the introduction of safe, functional, and diverse multimodal transportation solutions. Balanced corridors present the best opportunity to retrofit streets for Near Northwest Area residents and meet their vision for a safe, connected, comfortable, and functional transportation network that connects communities and destinations at the local and regional level.

Most of the current road network prioritizes the personal automobile, and the balanced street recommendations suggest how to best re-balance and re-allocate existing roadway space to meet citywide goals. While space will be reallocated for other modes, Denver expects 50% of work trips to be made by personal automobiles in 2030, and a representative portion of the road network will remain focused on moving automobiles. Denver’s Vision Zero program found that driver safety greatly improves following the types of safety treatments recommended in this section.

Creating more reliable, connected, affordable, and safe mobility options will improve quality of life and help the City meet its mobility goals. Examples of potential improvements to create balanced corridors include:

- Repurposing existing street space to enhance pedestrian safety through reducing crossing distances at intersections.
- Closing gaps in the sidewalk network, providing wider sidewalks that meet current regulations and accessibility requirements.
- Providing new street crossings and enhancing existing crossings.
- Repurposing street space to add transit-only lanes, bicycle lanes, neighborhood bikeways, and shared streets.

Elements to consider on any particular street will vary based on existing conditions including roadway classifications, land use characteristics, and neighborhood contexts.

ROAD DIETS

A road diet refers to when space within the right of way is reallocated for uses other than space for vehicles. This effectively shortens the width of the road and crossing distance. Federal Highway Administration (FHWA) recommends the use of proven safety countermeasures such as road diets that “can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.” Road diets are proven to reduce crashes up to 47%.

Source: Evaluation of Lane Reduction “Road Diet” Measures on Crashes, FHWA-HRT-10-053.

CHANGING A ROAD FROM 4 LANES TO 3 LANES LEADS TO 19-47% REDUCTION IN TOTAL CRASHES
Streets in West Today

Near Northwest represents one of the best opportunities within Denver to make significant progress towards city mobility goals of 30% of people walking, biking, or taking transit and zero traffic fatalities by 2030. Near Northwest neighborhoods exhibit lower drive alone mode shares than Denver’s citywide average and are generally well-served by high-capacity and local transit service with strong ridership. However, there are many challenges within the study area that need to be addressed to reduce the number of single occupancy vehicle trips and eliminate traffic deaths area wide.

Several major arterial corridors, highways, and at-grade railroad tracks that bisect Near Northwest neighborhoods, creating barriers and making it uncomfortable to walk, bike, or roll. Residents have expressed wider sidewalks, street trees, and slower vehicle speeds as the greatest needs for these major arterial corridors. New pedestrian and bicycle crossing opportunities across major barriers were also strongly desired by area residents. Each neighborhood also faces their own unique mobility challenges including the need for wider sidewalks and tree canopy in Chaffee Park, safer crossings along 38th Avenue between Sunnyside and Highland, and off-axis intersections in the Highland that create long, difficult crossings.

VISION ZERO ACTION PLAN

Created in 2017, the Vision Zero Action Plan outlines a path towards eliminating all traffic-related deaths and serious injuries on Denver’s roads. A central pillar of Vision Zero is that people should not be killed or seriously injured as a consequence of mobility. Vision Zero recognizes that humans make mistakes and therefore the transportation system be designed to minimize the consequences of those errors. The Action Plan identifies that 50 percent of Denver’s traffic fatalities occur on just 5 percent of the city’s streets - these 5 percent of streets are called the High Injury Network (HIN). Creating safer streets through design is an essential part of Vision Zero. For example, higher speeds not only increase the risk of a crash, but also increase the risk for serious injury or death, regardless of mode. 3 out of 27 High Injury Network corridors run through the Near Northwest, and recommendations in this plan directly support the following Vision Zero goals:

- Implement safety treatments along the HIN
- Reconfigure streets and intersections to improve safety and operations
- Reduce vehicle speeds along the HIN
- Create slow zones in priority areas
MOBILITY CONCEPTS

BALANCED CORRIDORS
Streets that improve safety, comfort and prioritize walking, rolling, biking, and transit.
- Improved transit frequency, capacity, and enhanced stops.
- Safe, accessible, and comfortable walking and rolling environment.
- Improved facilities and safety enhancements for people biking or riding.
- Streets that maximize and prioritize street canopy, but may not be appropriate for stormwater or water quality infrastructure in all places.
- Streets that include various stormwater and water quality infrastructure improvements.

HIGH COMFORT BIKEWAYS
Bikeways that improve safety and comfort for cyclists as well as pedestrians at intersection crossings. High comfort bikeways include a spectrum of design options.

NEAR NORTHWEST CONNECTIVITY LOOP
A branded neighborhood loop that incorporates water quality with pedestrian/bike improvements to provide connections throughout Near Northwest and Platte River Greenway.

TRANSIT AND MOBILITY HUBS
Transit stops with enhanced amenities that allow for seamless transition between modes. Transit and mobility hubs can vary in scale and amenities depending on context. Local mobility hubs have basic transit stop amenities related to one or two modes, while regional mobility hubs may have more amenities related to multiple mobility networks and systems.

IMPROVED UNDERPASS
Improve the comfort, visibility, and appeal of underpasses including art, signage, and additional ped/bike infrastructure.

FUTURE CONNECTION
Areas to be further studied for additional bicycle/pedestrian connections across major barriers.

SHARED STREET
Street that includes a shared zone where pedestrians, bicyclists, and motor vehicles mix in the same space - prioritizing pedestrian mobility over cars and include design elements that discourage speeding.
COMMUNITY FEEDBACK

When asked about the “greatest needs” for 38th Avenue, Speer Boulevard, and Federal Boulevard, all three corridors had the same top four choices: wider sidewalks, more trees/landscaping, new/better bike facilities, and slower vehicle speeds.

- **38th Avenue** – Wider sidewalks (59%); More trees/landscaping (58%); New/better bike facilities (56%); Slower vehicle speeds (52%)
- **Speer Boulevard** – Slower vehicle speeds (60%); New/better bike facilities (55%); Wider sidewalks (47%); More street trees/landscaping (46%)
- **Federal Boulevard** – More street trees/landscaping (69%); Slower vehicle speeds (57%); Wider sidewalks (54%); New/better bike facilities (48%)

Source: 2022 Near Northwest Surveys

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RECOMMENDATIONS

**M1**

Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along arterial/high injury network streets to prioritize safe and accessible walking, biking, rolling, and transit.

*The high volume arterials (38th Avenue and Speer and Federal Boulevards) in Near Northwest are all part of Denver’s High Injury Network (HIN). The HIN consists of the streets with the highest proportion of pedestrian and cyclists injuries and fatalities. In regards to these corridors, community members expressed concerns regarding safety and comfort, difficulty crossing them, and the need for access to high quality-mobility options. The recommendations below work to balance the needs of multiple modes across these critical transportation corridors.*

**POLICY**

**A. All Arterial/High Injury Networks**

1. Upgrade all corridors to adhere to the standards outlined in the Complete Streets Design Guidelines, including but not limited to sidewalks, amenity zones, and other design elements.
2. Increase tree coverage to eliminate canopy gaps and implement green infrastructure improvements where feasible.
3. Prioritize improving pedestrian safety and the quality and comfort of pedestrian facilities.
4. Construct accessible boarding areas at bus stops and add amenities where needed

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COMPLETE STREET DESIGN GUIDELINES

The Denver Complete Streets Design Guidelines provide a framework and set of parameters to guide the design, construction, and maintenance of Denver's streets. The Guidelines describe and illustrate design guidance for future investments in our streets. These guidelines build on the framework of street types identified by Blueprint Denver. The document will be followed by a formal update to the City’s Transportation Standards and Details, which will allow the city to apply the updated standards in new construction and future projects, in harmony with the guidelines.
FEDERAL BOULEVARD RECOMMENDATIONS

A. Transit: Study and advance the implementation of Federal Boulevard as a Regional BRT Corridor and implement mobility hubs.

B. Pedestrian: Improve pedestrian facilities along and across Federal in order to enhance access to transit and to adjacent neighborhoods.

1. Install missing sidewalks along Federal and along intersecting East/West blocks following the prioritization and tiering system of Denver Moves: Pedestrians and Trails.
2. Widen sidewalks on publicly-owned property to bring them up to standard in width and physical separation.
   a. McDonough Park
   b. Columbian Elementary School
   c. Highland Park
3. Widen the sidewalks of the bridge and include protective barriers over I-70 and improve the safety of the intersections on either side.
   a. Study the feasibility of creating connections between planned and existing bicycle routes by designating and designing the sidewalks of the bridge as shared use paths.
   b. Incorporate additional safety interventions to protect pedestrians near on and off ramps.

C. Green: Increase tree canopy along corridor with priority in mixed-use areas

D. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections:

NEAR-TERM IMPROVEMENTS ALONG FEDERAL BLVD.
The City is expediting a variety of safety improvements throughout 2022 and 2023, many of which were recommended in the 2017 Federal Boulevard Corridor Plan. These improvements include:

- Ped improvements from 23rd to 27th (curb ramps, ped signals, sidewalk expansion, green space, gathering areas, etc.)
- Ped solar light at 25th, 37th and 47th
- Filling in median gaps south of 20th, between 29th and 32nd, and 48th to 51st
- Bicycle detection cameras at 29th, 35th, and 50th
- Traffic signal upgrades at 38th
- Traffic signal upgrades at 41st and 42nd
- Vision Zero quick build (safety improvements) 50th to 52nd
38TH AVENUE RECOMMENDATIONS

A. Transit: Study and advance the implementation of 38th Avenue as a Local BRT Corridor and implement mobility hubs.

1. Short-term improvements could include a service buy up from RTD to go from 30-minute to 15-minute level of service and implementing speed and reliability improvements such as bus bulbs and transit signal priority.

2. Work with neighboring business owners, property owners, and developers to improve the comfort of bus stops.

B. Street Redesign: Study and advance the implementation of 38th as a “Transformative Complete Street”

1. Conduct a feasibility study and develop a preferred alternative for a street redesign, with the goal of installing amenity zones (for improved tree canopy and green infrastructure); wider, separated sidewalks; bicycle facilities; and enhanced transit amenities.

2. Include in the study an analysis of 39th and/or 37th Avenues to serve as a low-stress parallel bicycle route. As part of these routes, frequent, and high-quality wayfinding should be included to direct bicyclists to mobility hubs, transit stops, businesses, and other local destinations located along 38th Avenue.

C. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections:

1. Quivas and Zuni Streets to provide safe routes to schools for students.

2. Federal, Clay, Zuni, Tejon, Quivas, Pecos, Navajo, and Lipan Streets for high-traffic pedestrian and bicycle crossings at signalized intersections.
SPEER BOULEVARD RECOMMENDATIONS

A. Transit: Study and advance the implementation of Speer as a Bus Priority Corridor and implement mobility hubs.
   1. Study the feasibility of a service buy-up to provide service on Speer Boulevard.

B. Street Redesign: Study and advance the implementation of Speer Boulevard as a “Transformative Complete Street”
   1. Conduct a feasibility study and develop a preferred alternative for a street redesign, with the goal of installing amenity zones (for improved tree canopy and green infrastructure); wider, separated sidewalks; enhanced transit amenities; and separated bicycle facilities.
      a. Include the option of a shared use path in the feasibility study.
      b. Consider decreasing travel lanes and/or increasing required building setbacks to provide ample space for parkway design.

C. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections:
   1. Federal Boulevard, pedestrian signal at North High, Zuni Street, 29th Avenue, and Bryant Street.
      a. To simplify the intersection of Speer and 29th, consider closing the right turn slip lane from southbound Speer to westbound 29th (banning this right turn) and closing the segment of Clay between 29th and Speer altogether.
West 50th Avenue Recommendations

Consistent with the Complete Streets Design Guidelines, create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along key “Balanced” corridors to prioritize safe and accessible walking, biking, rolling, and transit.

A. Bike/Ped: Study the feasibility of implementing a higher comfort bike facility.

1. Install recommended 50th Street bike lane between Zuni and Shoshone Sts, along with the recommended neighborhood bikeway between Shoshone St. and Osage/48th.
   a. Between Zuni and Osage Streets review intersections for additional safe crossing measures and implement traffic calming and other methods to reduce through traffic and ADT.

2. Study the feasibility of upgrading the bicycle facilities between Federal Blvd. and Shoshone St. to shared use paths to provide both widened pedestrian facilities to access a park, school, and transit – and to provide a higher comfort bicycle facility
   a. A higher comfort bike facility would be especially critical within the NNW Connectivity Loop route (from Zuni to Pecos.)
   b. Widen sidewalk to comply with Complete Streets Design Guidelines preferred width of 6 feet if shared use path is not feasible.

B. Green: Increase tree canopy coverage and implement green infrastructure improvement (designated Green Water Quality Street, see Quality of Life)

C. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: Federal, and Tejon, Pecos, and Shoshone Streets.
   a. Study the feasibility of additional traffic control at the intersection of Pecos Street and 50th Avenue.
A. Bike/Ped: Study the feasibility of implementing higher comfort bike facilities to maintain comfort throughout the corridor as a contemporary parkway.

1. Between Navajo and Lipan Streets to match the existing facility type between Pecos Street and Navajo Street. Extend the bicycle facility to Jason Street, should bicycle facilities be installed on Jason Street.

2. Install missing sidewalks and upgrade deficient width sidewalks to meet the Complete Streets Guidelines.

B. Green: Consider improvements to 46th Avenue to create a contemporary parkway that serves as an extension of the existing 46th Avenue Historic Parkway (See Q5.D).

C. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections:

1. Federia Boulevard, and Zuni, Tejon, Pecos, Navajo Streets.

**M2** STRATEGIES

**WEST 46TH AVENUE RECOMMENDATIONS**

**Bike**

- Study the feasibility of higher comfort facility as part of Connectivity Loop and contemporary parkway.
- Match the existing facility type between Pecos and Navajo, and extend facility to Jason St.

**Pedestrian and Intersection Safety**

- Install missing sidewalks and upgrade deficient width sidewalks.
- Increase tree canopy and green infrastructure.
- Upgrade intersections for better pedestrian and cyclist safety.
WEST 44TH AVENUE RECOMMENDATIONS

**M2**

**STRATEGIES**

A. Transit: Implement mobility hubs.

B. Pedestrian: Install missing sidewalks and upgrade others to city standard
   1. Install missing links between Chaffee Park (Shoshone Street) and Inca Street.

C. Green: Increase tree canopy coverage and implement green infrastructure improvements (designated Green Amenity Street, see Quality of Life).
   1. Priorities for increased tree canopy coverage are in mixed use areas and heat islands (refer to heat island map).

D. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections:
   1. Zuni, Tejon, Pecos, and Navajo Streets.

**BALANCED CORRIDORS**

**Transit**

Implement mobility hubs that provide many rider amenities

**Pedestrian and Intersection Safety**

Increase tree canopy and implement green infrastructure

Upgrade intersections for better pedestrian and cyclist safety

Install missing links between Chaffee Park (Shoshone Street) and Inca Street
A. Transit: Implement mobility hubs.

B. Bike/Ped: Study the feasibility of a high comfort bicycle facility between Federal Boulevard and Pecos Streets along 32nd Avenue or 33rd Avenue.

C. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections:
   1. Federal Boulevard.
   2. Study the feasibility of implementing simplified intersection designs and removing excess space to increase bicyclist and pedestrian safety at the intersection of Boulder Street and 32nd Avenue.
29TH AVENUE RECOMMENDATIONS

A. Bike: Study the feasibility of upgrading the segment of 29th Avenue between Zuni and 15th Streets to a protected bike lane.
   1. Study the feasibility of including ramped bus bulbs in bikeway design.

B. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: Federal, Eliot, Speer, Bryant, Zuni, and Umatilla.
   1. Study the feasibility of adding bicycle conflict markings and other design treatments to the following intersections to improve bicyclist comfort and right of way through the intersection:
      a. Umatilla, 15th, and Boulder Streets.
      b. Zuni Streets.
      c. Federal Boulevard.
   2. Improve connectivity between Highland and Jefferson Park by implementing safe/designated crossings at: the intersection with Bryant Street (to connect to the shared use path through Valdez Elementary) and the intersection of Eliot Street (to access Viking Park).
**26TH AVENUE RECOMMENDATIONS**

**STRATEGIES**

**A.** Transit: Advance the implementation of 26th Avenue as a Bus Priority Corridor with 15 minute service, as recommended by Denver Moves: Transit, and implement mobility hubs.

**B.** Bike/Ped: Study the feasibility of a high comfort bicycle facility on West 26th Avenue from Zuni to Sheridan in order to provide a connection to Sloans Lake.
A. Street Redesign: Implement art and lighting to improve the comfort, visibility, and appeal of the I-70 underpass. Study the feasibility of additional separation between sidewalks and vehicle travel lanes.

B. Green: Implement green infrastructure improvements (designated Green Water Quality Street, see Quality of Life).

C. Bike:
   1. Study the feasibility of installing a one-way protected bike lane on Zuni Street heading south between 46th and 32nd Avenues (north one-way would be provided on Pecos Street).
   2. Install the previously recommended bicycle facility between Speer and 32nd. Study the feasibility of upgrading the recommended facility from a bike lane to a buffered or protected bike lane.
   3. Improve sightlines and safety at the southern end of Zuni Street where it turns west into 26th Avenue.

D. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 29th, 38th, 41st, 44th, 46th Avenues, and Speer Boulevard.
   1. Consider implementing additional stop control to ensure regular spacing of safe crossings for pedestrians and cyclists. Consider where gaps between protected crossings are three blocks or greater:
      a. Between 38th and 41st Avenues.
      b. Between 41st and 44th Avenues.
      c. Between 44th and 46th Avenues.
TEJON STREET RECOMMENDATIONS

A. Transit: Study Tejon Street for service investment suitability as proposed in Denver Moves: Transit, and implement mobility hubs.

B. Bike/Ped: Complete study of optimal bicycle facility on corridor between West 32nd and West 46th Avenues.

C. Green: Increase tree canopy coverage and implement green infrastructure improvements (designated Green Water Quality Street, see Quality of Life).

D. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 31st/Erie, 38th, 41st, 44th, 46th, and 50th Avenues.
   1. Consider implementing additional stop control to ensure regular spacing of safe crossings for pedestrians and cyclists. Consider where gaps between protected crossings are three blocks or greater.
      a. Between 38th and 41st Avenues.
      b. Between 33rd and 36th Avenues.
PECOS STREET RECOMMENDATIONS

A. Green: Increase tree canopy coverage and implement green infrastructure improvements (designated Green Amenity Street, see Quality of Life).

B. Bike

1. Study the feasibility of implementing a neighborhood bikeway between 50th and 48th as part of the Near Northwest Loop, and a protected bike lane heading north between 32nd and 46th Avenues (south one-way would be provided on Zuni Street).

2. Partner with STRIVE PREP Sunnyside to consider the feasibility of a shared use path on the west side of Pecos Street between 46th Avenue and Elk Place.

C. Pedestrian: Separate sidewalks from vehicle travel with amenity zone and bring up to city standards

1. North of 44th Avenue is a priority.

2. Partner with Denver Public Schools and STRIVE Prep – Sunnyside Campus to study the feasibility of installing a shared use path on the west side of Pecos between West Elk Place and 46th Avenue to provide a more direct connection between the bike/ped bridge over I-70 and the bicycle facility on 46th Avenue.

D. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 38th, 41st, 44th, 46th, 47th, and 50th Avenues.

1. Provide an enhanced bicycle and pedestrian crossing at Pecos Street and 50th Avenue to facilitate a safe route between the bicycle and pedestrian bridge over I-70 and the upcoming bicycle and pedestrian bridge over the railroad at 47th Avenue.

2. Study possible interventions to further improve pedestrian safety and access to the bike/ped bridge from the north in the area of the roundabout.

3. Consider implementing additional stop control to ensure regular spacing of safe crossings for pedestrians and cyclists. Consider where gaps between protected crossings are three blocks or greater:
   a. Between 38th and 42nd Avenues and 48th and 52nd Avenues.

4. Consider implementing additional stop control to assist users of the future neighborhood bikeway on 50th Avenue in crossing Pecos Street.
**CLAY STREET RECOMMENDATIONS**

A. Green: Increase tree canopy coverage and implement green infrastructure improvements (designated Green Amenity and Water Quality Street, see Quality of Life).

B. Bike/Ped: Evaluate the effectiveness of the Clay Street neighborhood bikeway project.

1. As corridor implementation progresses, aim to have a high comfort bike facility that explores different design options for lowering street volumes
   a. Include in the analysis a consideration of traffic diversion.
      » Consider between 44th and 41st Avenues.
      » Consider between 34th and 38th Avenues.

2. Study the feasibility of implementing a higher comfort bicycle facility, particularly between 32nd and 38th Avenues where the street has greater width, as a way to implement the Near Northwest Connectivity Loop.

3. Should a bicycle and pedestrian bridge be installed over I-70, continue the bicycle facility further north to connect to the facility on 50th Avenue.

C. Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the intersections with 38th Avenue.
**INCA STREET RECOMMENDATIONS**

**A.** Green: Increase tree canopy coverage and other green planting to reduce heat island effects and buffer the neighborhood from the railroad (designated Green Amenity and Water Quality Street, see Quality of Life).

**B.** Bike/Ped: Upgrade existing shared use path.
   1. Ensure curb cuts to access the shared use path are present at all intersections.
      a. Use bicycle conflict marking across Inca Street to guide bicyclists to curb cuts at intersections that contain a perpendicular bicycle facility.
   2. Increase clarity of designation as a shared use path through paint and signage.
   3. Install lighting, art, and signage to improve the comfort, visibility, and appeal of the I-70 underpass.

**C.** Street Design:
   1. Install pedestrian scale lighting along the street to increase visibility and safety, especially around the 41st and Fox station.

**STRATEGIES**

**BALANCED CORRIDORS**

- Increase tree canopy and implement green infrastructure
- Install pedestrian scale lighting along the street to increase visibility and safety

**Pedestrian and Intersection Safety**

- Improve the comfort, visibility, and appeal of the I-70 underpass
- Increase tree canopy and implement green infrastructure
- Install pedestrian scale lighting along the street to increase visibility and safety

**Bike Routes**

Upgrade existing shared use path.
4.4 NEIGHBORHOOD TRAFFIC CALMING

Introduction
Neighborhood traffic calming includes infrastructure upgrades and operational improvements to neighborhood streets that are intended to address safety concerns such as insufficient pedestrian crossings, speeding on local streets, and difficult sight lines. Traffic calming elements are intended to provide visual and physical cues to slow drivers’ speed, and can be quick, low-cost improvements such as signage, pavement markings, art, green infrastructure/stormwater management solutions, or physical barriers to reduce conflicts between bicyclists, pedestrians, and vehicles. Currently Denver’s Neighborhood Transportation Management Program (NTMP) takes a neighborhood-scale approach to quickly implement traffic calming and small-scale transportation improvements.

These efforts help to improve safety and calm traffic in Denver’s neighborhoods by working with residents to quickly identify and install relatively low-cost safety improvements such as stop signs, daylighting at intersections (restricting traffic and parking close to intersections that results in limited pedestrian and bicyclist visibility), and new or improved crossings. By taking a strategic geographic approach to implementing solutions, traffic calming efforts can target areas where safety is of the utmost concern such as schools, parks, commercial nodes, and near high-volume transit stations and stops.

Neighborhood Traffic Calming in Near Northwest
Near Northwest has many parks, schools, commercial nodes and other community amenities, that are destinations for community members. Many of the community members in Near Northwest walk, bike, or roll to these destinations, therefore, it is important that vehicles are traveling a safe speed to prevent crashes. Additionally, many of these destinations are frequented by vulnerable populations, such as children or people with disabilities.
**NEIGHBORHOOD TRAFFIC CALMING**

**M3**

**NEIGHBORHOOD TRAFFIC CALMING**

**RECOMMENDATIONS**

**Policy**

A. Evaluate and implement necessary reductions to speed limits and installation of traffic calming per Vision Zero plan guidance.

B. Priority corridors include, but are not limited to:
   1. 48th, 46th, 44th, 41st, 35th, 32nd, Eliot, Clay, Zuni, Tejon, Pecos, Navajo
   2. Evaluate intersections and implement crossing safety improvements on 38th Avenue as part of Safe Routes to School Action Plan.

C. Consistent with Safe Routes to School Action Plan, ensure future traffic calming interventions are closely coordinated with local schools to be most relevant and helpful to each school.

D. Consider improvements that achieve multiple goals: lowering speeds, stormwater management/green infrastructure improvements, public artwork, signage, lighting, etc.

E. Evaluate the distances between controlled crossings along the following corridors to ensure pedestrian permeability across busier streets:
   1. Zuni, Tejon, Pecos, Navajo.

F. Study methods to reduce vehicular traffic on neighborhood bikeways and shared roadway bicycle routes – including the use of traffic diversion. Consider the use of green infrastructure in designs.

G. After initial pilot period, transition traffic calming interventions away from temporary plastic materials/interventions and install designs in permanent/durable materials.
   1. Include green infrastructure in permanent infrastructure designs. Along streets where the sidewalk is attached, consider the implementation of intermittent bump outs into the parking lane to create space for additional tree planting.

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**BACKGROUND**

Study measures to slow and reduce traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers.

Residents have identified speeding, running stop signs, and failing to yield to crossing pedestrians and cyclists as a major concern in Near Northwest. A zone-based approach to neighborhood traffic calming can add safety measures in select areas to alert drivers to sensitive land uses (such as neighborhood bikeways, parks with playgrounds, schools, recreation centers, commercial nodes, and libraries) and change driver behavior. Projects that can contribute to traffic calming include gateways at entrances via signs, markings and other traffic calming treatments to reduce speeding, and limiting vehicular access within each zone. Priority zones are shown in the Neighborhood Traffic Calming Opportunities map.

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**STRATEGIES BACKGROUND**

Near Northwest Area Plan
NEIGHBORHOOD TRAFFIC CALMING OPPORTUNITIES

LEGEND

- Traffic Calming Corridor
- Traffic Calming Area
- Consider additional stop control
- Senior Living Facility
- School
- Recreation Center
- Library
- Park with playground

0 0.3 0.6 Miles
NEIGHBORHOOD TRAFFIC CALMING CONCEPTS

Traffic calming concepts include infrastructure upgrades and operational improvements to neighborhood streets and intersections. They address problems like insufficient pedestrian crossings, speeding, and visibility issues.

**DAYLIGHTING INTERSECTIONS**
Removing parking spaces immediately adjacent to intersections to improve sight lines and visibility.

**PHYSICAL BARRIERS**
Roundabouts, traffic diverters, or other physical cues that slow or limit traffic on local streets.

**LANE REDUCTION/CHICANES**
Reducing lane widths and/or forcing new travel patterns requires drivers to pay more attention, which helps to slow traffic and increases awareness for all modes.

**INTERSECTION IMPROVEMENTS**
Bulb-outs, medians, lighting, and raised crosswalks are some examples of intersection improvements.

**LIMIT VEHICULAR TRAFFIC**
In certain situations, half or full closures of streets to vehicles can create a vibrant and safe neighborhood space.
Near Northwest Area Plan

Introduction
Streets that provide safe and comfortable bikeways allow people of all ages and abilities to bike for transportation, exercise, and enjoyment. In Denver, a variety of bikeways currently exist throughout the city. Many plans call to expand the number of streets with high-comfort bikeways and to upgrade current routes with safer, more comfortable infrastructure. High comfort bikeways are safe and comfortable spaces designated for bicyclists through use of pavement markings and/or a separated path. Intersections are designed to reduce conflicts between bicyclists and vehicles by improving visibility and marking dedicated space in the right-of-way for cyclists.

Research shows that these facilities also help to calm traffic on corridors. High comfort bikeways include neighborhood bikeways, protected bike lanes, trails, and shared-use paths. Bikeways come in many forms to match the mobility needs of each street, and their safety treatments provide an opportunity to add space for placemaking, green infrastructure, and pedestrian improvements.

A recent study conducted in Denver and published in the *Journal of Transport and Health* concludes that bike infrastructure doubles as traffic calming infrastructure, which reduces fatalities and improves safety for all modes. Lower traffic streets improve safety and provide more opportunities for interactions with neighbors. Increasing the number of people riding bikes has many benefits including reduced greenhouse gas (GHG) emissions, lower wear and tear on roads, and reduced need for additional travel lanes and parking.

Denver is committed to reducing the single-occupancy vehicle (SOV) commuter rate to 50%, and increasing the percentage of bicycle commuters to 15%. Investing in high comfort bikeways and bicycle infrastructure is essential to encouraging this mode shift, as “interested but concerned” bicyclists will be more likely to choose to ride if the infrastructure feels safe.

Biking in Near Northwest Today
In Near Northwest bikeways consist of bike lanes and shared roadways, as well as protected and buffered bike lanes. *Denver Moves: Bikes* includes many recommendations that would be appropriate for the Near Northwest to address challenges and network gaps. More recently, new bikeway corridors have been constructed in Near Northwest through the Northwest Denver Community Transportation Network. Each corridor includes numerous improvements that enhance pedestrian and transit access and minimize vehicle speeding.

Recommendations in this plan build upon those recent improvements and *Denver Moves: Bikes*, adding neighborhood context and detail to planned bicycle improvements, with the goal of providing a complete, comfortable, convenient, and safe bicycle network.

Community Feedback
When asked to identify the biggest mobility challenges for busier neighborhood streets that provide connections throughout Near Northwest (32nd Avenue; Zuni, Tejon, and Pecos Streets; 46th, 29th, and 26th Avenues), “bike lane missing or needs improvement” was ranked at the top for all streets except 46th Avenue.

### Top reasons that discourage biking:

- Routes not continuous: 70%
- Feel unsafe: 78%
- Lack of secure bike parking: 40%

*Source: 2022 Near Northwest Surveys*
RECOMMENDATIONS

**M4**

Implement and upgrade planned Denver Moves: Bicycles bikeway infrastructure recommendations. Consider upgrades to higher-comfort facilities where possible.

Denver Moves: Bikes and the recent Northwest Community Transportation Network projects established a framework of numerous bicycle facilities and recommendations in the area. Through extensive feedback, community members expressed a desire for less mixing with vehicle traffic, and increased separation and protection in order to feel safe and comfortable bicycling in the area. Community members also expressed a desire for existing bikeways to provide a higher level of protection, and separation from vehicles; in addition, they expressed a desire for bicycle facilities to provide continuous levels of comfort, connect to other high comfort facilities, and not alternate between facility types. This plan identifies opportunities to upgrade and enhance existing bike facilities to respond to the community’s desire for higher comfort facilities. Future improvements will require further study and outreach with the community to determine how existing roadways can be repurposed and identify what type of facility would be most appropriate.

**A.** Continue to evaluate the effectiveness of the Northwest Community Transportation Network system facilities and upgrade facilities as requested in this plan based on feasibility.

**B.** Ensure neighborhood bikeways are high comfort bike facilities. Explore different design options for lowering street volumes. Include in consideration design alternatives that close street segments to vehicle through put while maintaining “last block” household access.

**C.** Study neighborhood corridors for opportunities to implement additional protected/separated bicycle facilities.

**D.** To improve bicyclist comfort and reduce heat impacts, improve tree canopy and implement green infrastructure improvements where feasible per the GIIS utilizing the guidelines detailed in the Ultra-Urban Green Infrastructure Guidelines and Denver Green Continuum Streets Guidelines.
BIKE +LANES

Bicycle lanes have traditionally been used primarily by those riding bicycles, but in recent years other ridership options have emerged. These new ridership options, including electric bicycles, electric scooters, and a range of other lower speed (less than 20 mph) electric personal devices, are legally permitted to use bicycle lanes. The term ‘Bicyclist+’ or ‘Bike+’ is used when referring to bicycle lanes to clearly communicate that these other legally permitted ridership options are also encouraged to use bicycle lanes. For example, what was previously referred to as a Protected Bike Lane will now be referred to as a Protected Bike+ Lane. This change encourages safer travel and is intended to reduce unwanted behaviors, such as sidewalk riding by e-scooters.

CAN BE IN THE BIKE+ LANE

Small, electric personal devices that travel less than 20 mph are permitted to travel in Denver’s Bike+ Lanes.

- Bicycles (includes cargo bikes & rickshaws)
- E-scooters
- Class 1 E-bikes
- Class 2 E-bikes

HIGH COMFORT BIKE OPPORTUNITIES

“All existing and proposed facilities are Denver Moves and Community Transportation Network Bikeways unless highlighted yellow as a “Newly Proposed Bikeway.”

LEGEND

Existing (and near term construction) bikeways
Planned bikeways

Facility Type*
- Neighborhood Bikeway
- Shared Use Path
- Bike+ Lane
- Buffered Bike+ Lane
- Protected bike+ lane
- Trail
- Further study required to determine facility type.
- Proposed Shared Street

Near Northwest Plan Recommendations
- Proposed Enhancement to Existing Bikeway
- Newly Proposed Bikeway
- Intersection Improvement
- Future Connection (Exact Location TBD)
- Improved Overpass/Underpass
- Approved future 47th Ave Bridge
HIGH COMFORT BIKEWAY CONCEPTS

High comfort bikeways are safe and comfortable spaces designated for bicyclists through use of pavement markings and/or a separated path. Intersections are designed to reduce conflicts between bicyclists and vehicles by improving visibility and marking dedicated space in the right-of-way for cyclists. Research shows that these facilities can also help to calm traffic on corridors.

**NEIGHBORHOOD BIKEWAY**
Low-volume, low-speed streets modified at the intersections and mid-block to enhance bicycle safety and comfort. These facilities act as shared streets with enhanced intersections that improve safety for all modes.

*(Photo: Shared Neighborhood Bikeway, NACTO.org)*

**PROTECTED BIKE LANE**
An exclusive bike facility with a path physically separated from motor traffic and distinct from the sidewalk. Intersections are designed for safety and facilitate turning movements for bicyclists.

*(Photo: Protected Bike Lane, Source: www.kimley-horn.com)*

**BIKE LANE**
Exclusive space for bicycles noted by pavement markings and signage (without buffers or barriers to separate from traffic).

**BUFFERED BIKE LANE**
The same facility as a traditional bike lane, but with an additional buffer space that helps to separate the cyclist from adjacent vehicle travel lanes and/or parking.

**TRAIL/SHARED-USE PATH**
Completely separated from the roadway and typically shared with pedestrians.
RECOMMENDATIONS

HIGH COMFORT BIKEWAYS

A. Study and install new high-comfort bikeway connections (see Balanced Corridor and Neighborhood recommendations):
   1. Speer Boulevard.
   2. 39th and/or 37th Avenues as a parallel alternative to 38th Avenue.
   3. Chaffee Park: Wyandot Street and West 48th Avenue.
   4. Sunnyside: 47th Avenue (Jason to Pecos), Jason Street (47th to 45th)
   5. Highland: 32nd or 33rd Avenues, North High shared use path, and Dunkeld Place.
   6. Jefferson Park: Bryant Street, 26th Avenue, and Mile High Stadium Circle.

B. Study the feasibility of repurposing roadway space from vehicles to bicycles. Consider converting some low Average Daily Traffic (ADT) local roads from two-way to one-way. Study and work with the community on the most appropriate facility type including biked lanes, and whether the optimal bicycle facility configuration is one-way or two-way. Evaluate roadways in pairs to ensure two-directional vehicle travel access is maintained.
   1. Alcott and Beach/Bryant Streets between 32nd/33rd and 48th Avenues.
   2. Wyandot and Vallejo Streets between 32nd/33rd and 48th Avenues.
   3. Shoshone and Quivas Streets between 32nd/33rd and 44th Avenues.
   4. 39th/37th Avenues (Creates alternative to bicycle facilities directly on 38th Avenue).
M6

Study the implementation of safety improvements at the intersections along bicycle routes and to community destinations.

Community members frequently expressed that high-volumes and speeds of traffic made it difficult to safely cross the arterial and collector streets in the neighborhood. This makes everyday journeys such as travelling to school or walking the dog difficult and unsafe. Additional safety improvements (such as curb extensions, bicycle conflict markings, high-visibility crosswalks, and leading pedestrian intervals) for pedestrians and bicyclists can improve the safety and experience at crossings. In addition, residents elevated pedestrian safety and comfort as one of their top priorities and cited the need for new bicycle and pedestrian crossings. The creation of additional intersections with stop control, and increase the usefulness of the street grid for pedestrians and cyclists and make it easier to navigate. This plan has identified segments of key corridors for the consideration of additional stop control.

A. Conduct a study of intersection safety along bicycle routes.
   1. Consider the increased use of pavement markings through intersections demonstrating the bicycle right of way.
   2. Complete a review of the intersections where two bicycle routes cross for the implementation of additional stop control (where lacking) and bicycle boxes in order to increase the ease, comfort, and safety of left turns for cyclists.

B. At intersections along bicycle routes, study additional stop control for the collector and arterial streets that intersect the bicycle route.
Pedestrians are at the heart of the transportation system and are the priority in the design of all streets. This includes providing a safe crossing environment, adequate and complete sidewalk space and good walking conditions. Walkable neighborhoods with wide and well-maintained sidewalks have safety, health, economic, environmental, and equity benefits. Pedestrian safety is critical as everyone walks or rolls at some point in their day. Sidewalks should ideally be detached from the curb and provide a safe and comfortable walking environment with amenities like benches, landscaping, and pedestrian-scale lighting. Denver requires sidewalks to be a minimum of 4 feet as required by American Disabilities Act accessibility standards, though the city strives to meet even higher standards. Denver’s Transportation Standards and Details for the Engineering Division requires a 5-foot sidewalk and 8-foot tree lawn on local and collector streets, and an 8-foot sidewalk and 12-foot tree lawn or amenity zone on arterial streets; infill arterials which are typically more constrained require at least an 8-foot sidewalk and 8-foot tree lawn or amenity zone. An amenity zone is a portion of the public right-of-way that falls between the sidewalk and the curb, and typically includes landscaping, green infrastructure, street trees, or other streetscape elements.

Denver is committed to providing a multimodal transportation network that will encourage a mode-shift to 15 percent pedestrian and bicyclists, as outlined in Denver’s Comprehensive Plan and detailed in the Mayor’s Mobility Action Plan. In 2019, Denver passed Denver Moves: Pedestrians and Trails, a citywide plan to achieve a vision for walkability across the city, which includes sidewalk and trail design guidelines and prioritized projects. As a result of the community-driven prioritization established through this plan, Denver intends to complete missing sidewalks before widening sidewalks that are too narrow. The prioritization follows a tier system, and the highest priority are projects along the High Injury Network.

Waking and Rolling Near Northwest Today

The sidewalk network in Near Northwest is nearly complete. Sidewalks are missing on about 7% of streets. Most of the missing sidewalks are near industrial areas in Sunnyside and Chaffee Park, while the majority of narrow sidewalks are located throughout Sunnyside and Chaffee Park. Additionally, narrow sidewalks, or sidewalks less than 5 feet wide, make up 70 percent of local and collector streets. While 23 percent of sidewalks are greater than 5 feet, not all sidewalks are detached nor do they follow Denver’s standards or best practices.

Pedestrian crashes in the Near Northwest predominantly happen along High Injury Network streets such as Federal Boulevard, Speer Boulevard, and 38th Avenue. A key part of building safe streets is ensuring safety at intersections by installing proven countermeasures for reducing pedestrian, bicyclist, and driver exposure to crashes. Signalized crossings provide a safe pedestrian experience, especially on streets where vehicle speeds and volumes are high. If the distance between signals is perceived as too far to walk, pedestrians may opt to cross the street at less safe locations.
EXISTING SIDEWALK NETWORK BY TYPE (LOCAL AND COLLECTOR STREETS)

- Less than 5ft: 7%
- 5ft or greater: 23%
- Missing: 70%

EXISTING SIDEWALK NETWORK BY TYPE (ARTERIAL STREETS)

- Less than 8ft: 21%
- 8ft or greater: 79%
INTERSECTION SAFETY CONCEPTS - PHYSICAL IMPROVEMENTS

A key part of building safe streets is ensuring safety at intersections. There are specific intersection safety improvements that are proven countermeasures for reducing pedestrian, bicyclist and driver exposure to crashes. These can generally be placed into one of two categories: physical improvements or operational improvements.

**BULBOUTS**
Extensions of the curb at intersections to improve visibility for pedestrians and drivers, reduce crossing distances and slow vehicle traffic.

**RAISED CROSSWALKS**
Marked crosswalks that are raised to slow driver turning speed and increase yielding compliance.

**MEDIAN/PEDESTRIAN REFUGES**
Raised islands in the center of a street separating opposing lanes of traffic with curb ramps and cutouts at pedestrian access points. Medians slow vehicle traffic while providing safe refuge for pedestrians while crossing busier streets.

**LIGHTING**
Improved lighting along sidewalks and at intersections helps increase visibility for all users/modes.

**LANE WIDTH REDUCTIONS**
Narrower lane widths help to reduce speed and shorten crossing distances for pedestrians.

**PAVEMENT MARKINGS**
Marked crossings or bike boxes at intersections help to denote space for all modes and improve safety.
INTERSECTION SAFETY CONCEPTS - OPERATIONAL IMPROVEMENTS

PROTECTED TURN PHASING
Protected right or left turn traffic signal phasing creates a separate phase for pedestrians and cyclists to cross the street vs. vehicles turning. This eliminates conflicts between turning vehicles and people walking or biking.

NEW CROSSING INFRASTRUCTURE
New installation of signs, markings, rapid flashing beacons, bike signals, pedestrian countdown signals or traffic signals in locations that do not currently have a controlled crossing.

LEADING PEDESTRIAN INTERVALS
Traffic signal timing that provides pedestrians and cyclists with a few seconds head start to cross the street before vehicles are given a green light. This increases visibility and reduces conflict of turning vehicles with people walking or biking.

AUTOMATIC CROSSING INFRASTRUCTURE
Signals that automatically phase pedestrian crossing time or bicycle detection technology create easier crossings for pedestrians and cyclists.

RESTRICTED TURNS
Signs that prohibit vehicular left and/or right turns eliminates conflicts between turning vehicles and people walking, rolling or biking – one of the most common types of crashes.

SIGNAL COORDINATION (PROGRESSION) OR “GREEN WAVE”
Traffic signals aligned to biking speeds reduce start and stop delay for cyclists and drivers traveling at slower, safer speeds.
DENVER PRIORITY TIERS FOR SIDEWALK IMPROVEMENTS

1. Projects along the Vision Zero High Injury Network (HIN) (Speer and Federal Boulevards and 38th Avenue).
2. High frequency transit access projects; projects that are within 600 feet of a rail station, bike share station, or high-frequency bus stop or station (15 minute or better frequencies throughout the day); and projects with a high-priority destination (school, park, grocery store, or health care center) within 600 feet.

3. Remaining high-frequency transit access projects.
4. Remaining transit access projects (bus stops and stations not on the high-frequency bus network).
5. Remaining high-priority destination access projects (school, park, grocery store, or health care center).
6. All remaining projects.

RECOMMENDATIONS

M7

Implement a complete, connected, functional, and safe pedestrian network.

POLICY

Missing sidewalk connections and substandard sidewalks pose a barrier to walkability in areas – in particular Chaffee Park and parts of Sunnyside. The feedback received through this planning process emphasized pedestrian infrastructure as a priority to enable pedestrians to safely access their destinations, sidewalks must be installed in areas where they are missing and upgraded in areas where they are deficient. Sidewalks along the arterial roadways in the area (38th Avenue and Speer and Federal Boulevards) require special attention to provide a safe and comfortable experience for pedestrians and to provide access to existing and future transit.

A. Prioritize improving pedestrian safety and the quality and comfort of pedestrian facilities.
B. Install new sidewalks where they are missing.
   1. Follow the citywide prioritization for sidewalks.
   2. Consider prioritizing sidewalks along transit routes, libraries, recreation centers, and schools.
C. Upgrade existing sidewalks where deficient in width to meet city street design standards.
   1. Prioritize transit corridors.
   2. Coordinate with Denver’s Neighborhood Sidewalk Repair Program to determine implementation and funding for sidewalk installation and widening.
D. Following citywide prioritization for sidewalk improvements, prioritize areas with concentrated sidewalk deficiency and gaps (labeled as “Priority Areas” on the Pedestrian recommendation map).
E. Coordinate with Denver’s Low-cost Walkway program to install walkways as an interim measure in areas of expected change (such as the far northeast of Sunnyside). Consider the implementation of walkways where sidewalks are less than three feet wide in order to provide safe routes to school or transit stops.

BACKGROUND

POLICY

STRATEGIES
**RECOMMENDATIONS — PEDESTRIAN IMPROVEMENTS, INTERSECTION SAFETY AND NEW CROSSINGS**

**M8**

**Increase safety and comfort for pedestrians and cyclists at existing intersections.**

Community members frequently expressed that high-volumes and speeds of traffic made it difficult to safely cross the arterial and collector streets in the neighborhood. This makes everyday journeys such as travelling to school or walking the dog difficult and unsafe. Additional safety improvements (such as curb extensions, bicycle conflict markings, high-visibility crosswalks, and leading pedestrian intervals) for pedestrians and bicyclists can improve the safety and experience at crossings. In addition, residents elevated pedestrian safety and comfort as one of their top priorities and cited the need for new bicycle and pedestrian crossings. The creation of additional intersections with stop control, and increase the usefulness of the street grid for pedestrians and cyclists and make it easier to navigate. This plan has identified segments of key corridors for the consideration of additional stop control.

A. Study the implementation of safety improvements at the intersections on High Injury Network streets (see Policy M1)

B. Consider implementing additional stop control along collector and arterial streets within the neighborhoods to ensure regular spacing of safe crossings for pedestrians and cyclists. For specific locations, refer to the balanced corridor and neighborhood sections.

C. Study the implementation of safety improvements and intersection simplification at complicated, off-axis intersections that lie at the border of the Lower Highlands street grid (see Highland neighborhood recommendations for more detail)

D. Increase safety and comfort for pedestrians and cyclists at intersections along bicycle routes and areas of high pedestrian need and demand. For specific locations, refer to the balanced corridor and neighborhood sections.

**COMMUNITY FEEDBACK**

**Top Concerns with Inadequate Sidewalks**

<table>
<thead>
<tr>
<th>Concern</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sidewalks too narrow to use</td>
<td>83%</td>
</tr>
<tr>
<td>Sidewalks too close to traffic</td>
<td>69%</td>
</tr>
<tr>
<td>Sidewalks aren’t consistent</td>
<td>56%</td>
</tr>
</tbody>
</table>

Source: 2022 Near Northwest Surveys
The I-70, I-25, the Platte River, and the railroad create barriers to travel for residents of the Near Northwest. Consistent with citywide plans, this plan highlights multiple opportunities for additional, grade-separated crossing locations. In addition, improvements to existing crossing locations have been identified, to make them more comfortable and accessible for multimodal travel.

**Strategies**

A. Study the feasibility of a bicycle and pedestrian grade separated crossing across I-70 at Clay or Tejon Streets.

B. Study the feasibility of a trail connection from Inca Street to Chaffee Park underneath I-70.

C. Implement art, signage, and lighting to improve the comfort, visibility, and appeal of the I-70 underpass on Zuni Street and the I-25 underpass along the Inca Street trail.

D. Implement the bridge over the railroad tracks at 47th Avenue identified in the *Northern Connection Feasibility Study* and *Denver Moves: Pedestrians and Trails*.

E. Implement the bicycle/pedestrian bridge over the railroad tracks between 44th and 46th Avenues identified in the *41st and Fox Station Area Plan*.

F. Implement the bicycle/pedestrian bridges over the South Platte River at Gates Crescent Park and Fishback Park that have been identified in the *Downtown Area Plan Amendment* and the *River Mile Master Plan*.

G. Study the feasibility of a bicycle/pedestrian bridge over I-25 for the area between Speer Boulevard and Mile High Stadium Circle. Evaluate the suitability multiple connection points, including at 26th Avenue (connects to the ped/bike bridge over the Platte River at Fishback Park) and Mile High Stadium Circle.

H. Coordinate with CDOT on bike/ped improvements as part of the Speer Boulevard/I-25 bridge re-design and the 23rd Avenue/I-25 bridge re-design.
4.7 TRAILS

Introduction
Trails serve as key recreational and multi-modal transportation facilities for area residents. Trails provide an off-street transportation network dedicated to pedestrians and bicyclists that connects different neighborhoods together. These trails also create opportunities for users to enjoy and engage with natural open spaces in Near Northwest including the South Platte River. The trail system also provides access to area parks, and supports and encourages active, healthy lifestyle choices for residents.

Near Northwest Today
The only off-street trails in Near Northwest include the Inca Street Trail and the South Platte River Trail. Both are located along the southeastern boundaries of the Jefferson Park, Highland, and Sunnyside neighborhoods. Residents have expressed the need for additional trail segments to provide connections to nearby destinations and incorporate better wayfinding and access to the overall trails system.
RECOMMENDATIONS

M10

**Improve access through local parks and to regional trails through connectivity and visibility enhancements.**

Access to the S. Platte River Trail from Jefferson Park or the Highlands street grid requires familiarity with the area. Many entrances to the Trail are unlabeled and appear to be either sidewalks or private property. Increasing the simplicity and visibility of connections to the trail can make adoption of walking and bicycling easier for all residents.

A. Install additional wayfinding signage at trail access points, exits, and junctures.

B. Using a combination of signage and stencils, clearly label all sidewalk segments that lead to the South Platte River Trail. Trail access points that necessitate clear signage and improved connector paths:
   1. 23rd Avenue connection to Gates Crescent Park/S Platte River Trail
   2. Water Street/Fishback Park to S. Platte River Trail connection (High Priority proposed/reconfigured trail connection per *Denver Moves: Pedestrians and Trails*)
      a. An improved connection across Water Street is needed between the ramp at Speer Boulevard/Water Street and the S. Platte River Trail. The improved connection would necessitate such improvements as wayfinding, curb cuts, and a crosswalk.
   3. 15th Street and S. Platte River Trail crossing (High priority street crossing upgrade per *Denver Moves: Pedestrians and Trails*)
   4. Trail access points that require only signage and stencils:
      a. At Platte Street and the 19th Street bridge.
      b. On Speer Boulevard.
      c. Rockmont Drive (multiple).
      d. Inca Street underpass (north of I-70).

C. Consider widening the bridge over the Platte River at Confluence Park (north of Speer Boulevard) and the Highland Cable Bridge (at Commons Park) to better accommodate high volumes of multimodal users.

D. Consistent with *Denver Moves: Pedestrians and Trails*, consider widening the S. Platte River Trail.
LOWER HIGHLANDS TRAIL RECOMMENDATIONS
*In order of priority

1. **Central Street**
   Create a shared street from 15th to 20th Streets.

2. **Extend Trail to Zuni Street**
   Extend Central Street trail along CDOT right-of-way to Zuni and Speer intersection.

3. **Widen Existing Trail**
   Widen existing South Platte River Trail between 15th and 20th Street bridges

JEFFERSON PARK TRAIL RECOMMENDATIONS
*In order of priority

1. **Trolley Trail**
   Upgrade trail along trolley route to be wider and integrated with trolley route.

2. **I-25 Ped/Bike Bridge**
   Study feasibility to add a ped/bike bridge at approximately 20th Avenue alignment to connect Jefferson Park to the river.
**INCA STREET TRAIL RECOMMENDATIONS**
*In order of priority*

1. **Inca Street Improvements**
   - Add trees/landscaping/green infrastructure buffer from street as well as lighting, signage, and public art along trail.

2. **Extend Trail Under I-70**
   - Coordinate with property owners to add public trail access and connect with proposed NNW Loop along 48th Avenue and Osage Street.

3. **Possible Regional Connection**
   - Study potential to connect into Clear Creek Trail system to the north.

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**CUERNAVACA PARK ACCESS TRAIL RECOMMENDATIONS**
*In order of priority*

1. **I-25 Underpass Improvements**
   - Add lighting and public art.

2. **Kalamath St. Improvements**
   - Create direct connections along Kalamath Street parallel to I-25 - ideally as a shared use path or protected bike facility - to create continuity for the proposed NNW Loop.

3. **Off-Street Trail Improvements**
   - Add trees, green infrastructure, lighting, signage, and public art along trail.
**RECOMMENDATIONS**

**M11 Use undeveloped and publicly owned space to install connector trail segments between key community corridors and destinations.**

The local parks in the Near Northwest area break the street grid, requiring detour-intolerant pedestrians and bicyclists to detour around the park or take winding, narrow pedestrian paths through the park. This policy encourages DOTI to partner with the Denver Parks Department to treat paths through parks as transportation resources, as well as the recreation resources they already are. Integrating paths through parks into the street grid will make the overall area easier to navigate for residents.

**A.** Implement trail segments identified in Denver Moves: Bicycles:
   1. Kalamath Street from 33rd to 36th Avenues.
   2. Speer clover parallel – from 16th Street/Centeral Street to Zuni Street.

**B.** Consider the installation of additional trail segments not previously identified in Denver Moves: Bicycles or Denver Moves: Pedestrians and Trails.
   1. Study the feasibility for a connection of Inca Street Trail to Chaffee Park underneath I-70.
   2. Study the feasibility of creating a continuous, direct shared use path along Kalamath Street from the Inca Street underpass to the intersection of 20th and Osage Streets.

**C.** Consider directness and connectedness in park trail design to ensure that trails networks provide clear, direct, multi-use paths between destinations or streets.

**D.** Evaluate the creation of multi-use connector trails through parks.
   1. Study the feasibility of a shared use path through Jefferson Park connecting to Decatur Street to the north and south.
   2. Study the feasibility of an additional shared use path connection within 51st and Zuni Park that connect Wyandot Street with the intersection of 52nd Avenue/Zuni Street.
   3. Study the designation of a clear bicycle route through Highland Gateway Park from 32nd Avenue to Osage Street - to assist cyclists in avoiding the high crash intersection of Central, 20th, and Osage Streets.
   4. Study the feasibility of a shared use trail connecting 44th Avenue through Chaffee Park.
   5. Study the feasibility of a shared use trail connecting 41st Avenue through Ciancio Park.
   6. Evaluate the paths through Viking Park that connect 29th Avenue and Speer Boulevard for suitability for bicyclist and scooter use to ensure they can function as a connection between the recommended shared use path through Denver North High School and the bicycle facilities on Eliot Street. Update the design of the path(s) if it is deemed they are unsuitable for use by cyclists in their current configuration.
Introduction
Transit is the most space-efficient form of transportation, with the ability to move six to fifteen times as many people in the same space as private vehicles (NACTO 2016). This is especially relevant in Denver as population increases and there is a limited amount of space on Denver's roads.

The primary transit service provider is the Regional Transportation District (RTD), which provides bus, rail, Access-a-Ride, and FlexRide (formerly Call-n-Ride) services that connect people between neighborhoods and cities around the Denver Region. RTD served approximately 340,000 trips per day on weekdays. Denver Moves: Transit, a near- and long-term transit vision and guiding framework for the city, was completed in January 2019 and sets the priorities for making transit enhancements in Denver and taking increased accountability for improvements within the ROW that benefit transit.

Denver Moves: Transit supports local and regional transit systems by identifying Denver-focused transit improvements through capital investment corridors, enhancing multimodal access to transit, and identifying first and last mile solutions. Denver Moves Transit provides a citywide lens for transit improvements and the corridors referenced in this neighborhood plan often extend beyond the boundaries of the Near Northwest Area. Improving transit benefits Denver’s economic, health, environmental, and accessibility outcomes. Denver Moves: Transit also supports the Mayor’s Mobility Action Plan and its mode shift goal of increasing the percentage of transit commuters to 15%.

Transit in Near Northwest Today
Transit service in Near Northwest is characterized by a network of local buses that connect neighborhood destinations and carry heavy loads between neighborhoods and downtown. While the study area is not served by light rail or regional bus routes, they are within walking distance to some residents, with Union Station being located just southeast of the plan area and the 41st and Fox Station just east of the plan area. The bus network provides routes that travel north-south and east-west. East-west routes are more present along major corridors like 38th Avenue. Many of the east-west routes in the study redirect north-south as they connect to downtown. Although routes travel along major corridors, residents have access to other routes within seven blocks. Most of the ridership in Near Northwest occurs along Federal Boulevard, particularly along intersections where other bus routes meet.
Transit is the City’s first transit plan and recommends building out capital investment corridors, enhancing multimodal access to transit and identifying first and last mile solutions. The City organizes corridor recommendations into the following categories:

- **Regional Bus Rapid Transit (BRT)** regional connections outside of Denver with high levels of passenger capacity, very frequent services and high-quality design. These include features to make transit more reliable and rapid, such as BRT or rail infrastructure, and additional improvements including dedicated transit lanes and enhanced stops and stations.

- **Local Bus Rapid Transit (BRT)** local connections within Denver with slightly lower levels of passenger capacity, service frequency and design than Regional BRT. Local BRT corridors are served by rapid bus with bus-only lanes and other transit-priority treatments throughout the corridor. Full BRT may be possible on some of these corridors.

- **Bus Priority** with slightly lower levels of passenger capacity, service frequency and design than BRT. Bus priority corridors benefit from investments, such as transit priority signals and improved stop amenities, and can include dedicated transit lanes at key locations to help buses move faster and more reliably.

- **Service investment** where improvements prioritize increasing service frequency.

**DENVER MOVES: TRANSIT**

**LEGEND**
- Existing Bus Routes
- Existing Bus Stop
- 41st and Fox light rail station
- Proposed Mobility Hubs
- Proposed Regional Mobility Hub
- Proposed Local Mobility Hub
- Denver Moves: Transit Recommendations

**Near Northwest Area Plan**

**DENVER MOVES: TRANSIT**

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- **Service investment** where improvements prioritize increasing service frequency.
**RECOMMENDATIONS**

**M12**

Prioritize the implementation of improvements to support the Frequent Transit Network and invest in Capital Investment corridors.

While RTD manages operations of public transit in Denver, there are many strategies the city can employ in the right-of-way to improve transit speeds and reliability while reducing delay, such as boarding islands and bus bulbs, dedicated bus lanes, transit signal priority, and queue jumps. Denver Moves: Transit establishes the city’s Frequent Transit Network (FTN) program to prioritize and implement the FTN, in coordination with RTD. In addition, Denver can coordinate with RTD to recommend operational improvements, such as bus frequency and stop placement.

A. Coordinate with the Regional Transportation District (RTD) and CDOT in relation to Federal Boulevard for advancement of efforts related to service frequency and lane management.

B. Advance implementation of Local BRT and Bus Priority Corridors on Speer Boulevard, 38th Avenue, and 26th Avenue (see Policy M1).

C. Study the feasibility of a service buy-up to provide service on Speer Boulevard by DOTI.

D. Study the feasibility of improving transit service to provide residents with higher-frequency service to better meet their mobility needs and facilitate increased transit use. Coordinate efforts with service providers, including the Regional Transportation District (RTD).

E. Study the feasibility of increasing the target frequency of transit service on 38th Avenue, Federal Boulevard, and Speer Boulevard within the Near Northwest area from “Frequent - 15 minutes” to “Very frequent - 5 to 10 minutes” as part of Denver’s Frequent Transit Network vision in Denver Moves: Transit.

**M13**

Advance planning, consolidation, and implementation of enhanced transit services and station/stop amenities along key travel corridors throughout the Near Northwest Area. Coordinate with regional partners such as the Regional Transportation District (RTD) for advancement of efforts.

Four Capital Investment Corridors run through the Near Northwest Area (26th and 38th Avenues, and Speer and Federal Boulevards). This policy will seamlessly integrate various transportation modes and enhance the transit rider experience to boost ridership. Transit will become even more convenient and user-friendly through transit stops that maximize first-mile and last-mile connections. Improving customer amenities leads to comfortable and equitable transit stops that increase the convenience of transit service.

A. *Denver Moves: Transit* identifies Tejon Street for future frequent transit service.

B. Consider increasing the transit focus and priority on Lipan Street as development evolves in the far northeast corner of Sunnyside, designated as a future community center and high to medium density in *Blueprint Denver*.

C. Partner with RTD to evaluate the spacing of bus stops in the Near Northwest with an aim towards consolidation and increased speed.

D. Implement bus priority improvements from 32nd to 38th Avenues on Navajo Street.

E. Consider new transit service that connects Chaffee Park and Globeville over the 47th Avenue bridge.
**RECOMMENDATIONS**

**TRANSIT AND MOBILITY HUBS**

**M14**

Advance the implementation of mobility hubs and enhanced transit stops.

Community expressed support for transit improvements and stated concerns about the current transit system and the amenities provided to transit riders. Through activity centers at transit stops that maximize first-mile last-mile connections, transit will become even more convenient and user-friendly. Locations were chosen based on an analysis of transit stops with the highest ridership and locations of key multimodal network connections. Regional stops are at the intersection of two future BRT corridors (Regional or Local), and at light rail stops. Local stops are at the intersections of any other two types of Frequent Transit Network (FTN) Corridors, or between an FTN corridor with a local bus route with a highest boarding transit stop.

**A.** Coordinate with the Regional Transportation District (RTD), and CDOT where necessary, on transit stop and station efforts.

**B.** Elevate all stops to the aspirational type standards established by the Department of Transportation and Infrastructure (DOTI) Passenger Amenity Program guidelines to provide adequate and safe waiting areas.

1. Prioritize high ridership stops.
2. Construct accessible boarding areas at all bus stops.
3. Evaluate ramped bus bulbs at stops.

**C.** Partner with RTD to implement desired amenities at proposed mobility hubs.

**D.** Provide designated micromobility parking/drop-off areas at high shared micromobility origin or destination locations adjacent to transit stops.

**E.** Partner with neighboring businesses to increase the permeability and shade of the areas immediately surrounding bus stops to reduce heat island effects.

**F.** Study the feasibility of a shuttle service from the 41st and Fox light rail station as a first/last mile connector for senior/special needs members or as a connector to nearby commercial areas.

**MOBILITY HUBS**

Improved transit connectivity and access by integrating multiple transportation modes through infrastructure and wayfinding. Mobility Hubs vary in size, programming and design depending on the surrounding land use and level of use and often incorporate placemaking strategies.

**Local Mobility Hub**

Any transit stop with approximately less than 100 boardings per day that provides connections to homes and local destinations from transit. Local Mobility Hubs can include the following elements: ADA accessible design, pedestrian access, passenger loading zones, bikeshare access, real-time arrival information, integrated trip planning, integrated and electronic fare payment, wayfinding, benches and lighting.

**Regional Mobility Hub**

Any transit stop with ridership of approximately more than 100 boardings per day that provides connections to regional destinations from transit and serves as a key regional destination. Regional Mobility Hubs include all of the elements found in a Local Mobility Hub, in addition to the following elements:

Bicycle access, carshare access, shelters, services and retail, and off-street hub placement.
4.9 POLICIES AND PROGRAMS

Introduction
Additional mobility policies and programs are required to support the various pedestrian, bike, and transit recommendations that have been outlined in this section. This includes wayfinding signage, curbside management incentivizing green mobility, and transportation demand management policies. All are critical to the success of a robust mobility system to make sure that both infrastructure and programmatic solutions are in place to support the plan’s vision for providing environmentally friendly transportation options that are accessible, convenient, attractive, and affordable to all residents and businesses.
**RECOMMENDATIONS**

**M15**

Install bicycle and pedestrian wayfinding signage to improve access to community destinations, trails, grade separated crossings, and bicycle routes.

**A.** Where sidewalks are designated as multi-use trails/side paths (Inca, Kalamath, 20th), use a colored stencil at regular intervals to clarify their use.
   1. Ensure the presence of curb cuts to facilitate the transition for cyclists and those with mobility difficulties from street to sidewalk level. Examples of missing curb cuts: shared use path connection to Eliot Street from Mile High Stadium Circle; Kalamath Street shared use path access from Navajo Street.

**B.** Using a combination of signage and stencils, clearly label all path segments that connect from streets down to the South Platte River Trail.

**C.** Develop branded signage for the Near Northwest Connectivity Loop, including a wayfinding and signage package to help pedestrians and cyclists navigate to important area destinations.

**POLICIES AND PROGRAMS**

Access to the S. Platte River Trail from Jefferson Park or the Highlands street grid requires familiarity with the area. Many entrances to the Trail are unlabeled and appear to be either sidewalks or private property. Increasing the simplicity and visibility of connections to the trail can make adoption of walking and bicycling easier – for new area residents and old.
Space near the curb on urban streets is increasingly being recognized for its high value for a variety of purposes. Curbside space provides access to residences and businesses and can be programmed for many different uses, including travel lanes, transit-only lanes, bicycle lanes, on-street parking, bicycle parking, freight loading zones, passenger pick-up and drop-off areas, and parklets. A variety of context sensitive curbside management strategies exist that focus on optimizing curb lane resources.

The Denver Strategic Parking Plan describes the city’s vision and approach to parking and curbside management and introduces the area management plan program. The Curbside Area Management Plan process works with neighborhoods to develop comprehensive parking and curbside plans that address the curb lane needs of all user groups, activities, and land uses. The vision for this plan aims for the efficient use of curb lane resources while providing access and promoting walking, biking, and transit.

RECOMMENDATIONS

Consider the implementation of additional curbside management to tailor the amount of parking and loading zones needed.

As curbside space is limited (especially in the LoHi and Jefferson Park neighborhoods, and proximate to the 41st and Fox Station), it must be managed and efficiently programmed to accommodate prioritized needs in the neighborhoods. Priorities for curbside space vary throughout the neighborhoods, from those who are concerned with replacing on-street parking with other uses to those who would like to see more bike lanes, transit, and pedestrian amenities. Through these strategies, priorities can be identified to define best use of the curb or flex zone.

A. Study parking utilization rates along identified bicycle and pedestrian priority corridors. As a rule of thumb, consider repurposing parking from one side of the street along continuous segments where parking is utilized at rates below 50%.

B. At Near Northwest community destinations and future mobility hubs, consider converting on-street parking spaces in key locations to alternative curbside uses such as public parklets (i.e., curbside parking repurposed to provide more public space and amenities), bicycle and micromobility (e.g., scooters) parking, and mobility hub/transit stop infrastructure.

C. Develop additional Curbside Access Plans (CAP) to address neighborhood parking and curbside challenges.

1. Study the necessity of a CAP for the area surrounding the 41st and Fox light rail station and along Inca St.

2. Evaluate parking restrictions in Jefferson Park and conduct a CAP to address event, commuter, and Mile High Stadium patron parking demand. The CAP should address neighborhood parking during stadium events.

D. Emphasize the use of alleys for business loading needs.

E. Provide designated micromobility parking areas near commercial blocks. Use signage and paint to display parking location.
**RECOMMENDATIONS**

**M17**

Prepare, encourage, and incentivize development in the Near Northwest neighborhoods to transition to green mobility.

Denver aims to reduce greenhouse gas (GHG) emissions 65% by 2030. A number of high-volume arterials and two highways cut through the residential neighborhoods of the Near Northwest area. To reduce the impact of air and noise pollution within the area, and in Denver as a whole, the following strategies encourage advance preparation for travel modes beyond the internal combustion engine vehicles.

A. Incentivize private developments to include vehicle charging infrastructure in support of low-emission electric vehicles to be more inclusive with innovative transportation options. Continue to advance multimodal pedestrian, bike, and transit systems.

B. Incentivize all new multi-unit, mixed use and commercial development projects to provide publicly accessible electric vehicle charging stations and infrastructure. Power these systems with renewable energy systems (e.g., solar photovoltaic and wind generation systems).
   1. Consider different ways to improve access to electric vehicle charging stations where off-street parking (e.g., garages) are limited in the neighborhood such as Scottish Highlands.

C. Promote renewable energy multimodal transportation options (e.g., car and bikeshare programs) which are quieter and help mitigate noise and air pollution.

D. Install bicycle parking at neighborhood commercial destinations by working with and connecting business and property owners to city-funded opportunities.

**ACCESSIBILITY**

The plan incorporates recommendations to ensure future mobility improvements make it easier for those with mobility limitations to get around their neighborhood. These include recommendations for creating a complete, functional sidewalk network, intersection improvements, incorporating additional trail segments and access points, and shuttle services for seniors and those with special needs. In addition, the City ensures that a number of accessible off-street parking spaces are reserved in private development. The City also ensures that off-street accessible parking spaces are addressed as part of curbside access plans (CAPs) that address neighborhood and curbside parking issues.
TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is the practice of applying various strategies, programs and policies to shift the how, when, and where of people’s travel behavior to use the transportation network more efficiently. The desired outcome of TDM is improved quality of life, reduced traffic congestion, vehicle emissions, and fuel consumption. TDM strategies include methods to reduce single occupancy vehicle trips, such as eliminating or shortening vehicle trips, encouraging different modes of travel, or changing the time of day that a trip is made to avoid peak congestion. Employer-based programs can also be TDM strategies, including tactics such as alternative work schedules or teleworking.

The City of Denver urges project developers and building owners to adopt TDM strategies to improve mobility for residents, visitors, and workers and the City has developed a TDM Program with a set of cost-effective recommendations and is building an interactive calculator to help developers pick the best programs and amenities for their projects to foster win wins for developers, residents, and accomplish citywide goals. In addition, Denver encourages participation in the programs available through the DRCOG Way-to-Go program, and the network of Transportation Management Associations (TMAs) that help employers, building owners and activity centers meet their multi-modal goals. TMAs often serve specific regions, central business districts, suburban business parks, residential areas, transportation corridors and tourist venues by helping their members improve transportation and air quality conditions more than any one entity could alone.

RECOMMENDATIONS

M18

Adopt Transportation Demand Management strategies and policies to shift people’s travel behavior and meet City goals.

POLICY

As Denver invests in multimodal options, it is important to provide opportunities for residents to access these options and shift their travel behavior. Transportation Demand Management (TDM) strategies can help residents choose other modes and contribute toward the Mobility Action Plan mode shift goals. These strategies align with Denver’s TDM Program and Plan, and generally follow the program’s primary goal of shifting people’s travel behavior to increase system efficiency, reduce single occupancy vehicle trips, and achieve specific planning goals.

STRATEGIES

A. Require new development strategies in coordination with Denver’s TDM Plan guidance such as parking maximums, shared car services and allocated parking, private bike share programs, secure bike parking, car/bike share memberships for tenants, transit passes for tenants, ride hailing/taxi drop of parking or pull out, deliveries scheduled during non-rush hours, and potential on/off site mobility infrastructure improvements.

B. Encourage the Mile High Stadium District and other entertainment providers in the area to provide transit passes or other transit incentives for ticket holders to local entertainment and cultural destinations, and/or new fare options such as multi-day and weekend passes.

C. Encourage businesses and business improvement districts to join a regional TMA (Transportation Management Association) to have access to services and funds to administer, promote, and implement TDM programs. Consider creating a new TMA specific to the Near Northwest area.

D. Provide a one-time bus pass or other transit incentive to ticket holders to local entertainment and cultural destinations, and/or new fare options such as weekend passes.

E. Work with TMAs, employers, residences, RNOs, local organizations, and BIDs to provide reduced or free RTD fares for residents and employees.
**RECOMMENDATIONS**

**M19**

Foster partnerships with neighborhood and city-wide organizations to support the installation of more maintenance intensive streetscape improvements.

*Near Northwest residents are supportive of shifting modal priority to walking, biking and transit. Each of these modes are more sensitive to environmental conditions than those driving in a car. Improving aesthetic and green infrastructure along corridors that prioritize these modes can improve the experience for people walking, biking, and taking transit. The strategies below encourage creating connections and investments that can help Denver meet its tree canopy goals and reduce the heat island effect.*

**A.** Partner with Denver Digs Trees/The Park People and similar organizations to target tree planting outreach and free tree giveaways along newly designated Tree Canopy Green Streets to improve the tree canopy along the street. See Policy Q8.

**B.** Meet with neighborhood organizations to promote and encourage tree planting and maintenance activities.

**C.** Consider assisting business owners with the formation of additional business or maintenance improvement districts in order to elevate streetscapes in commercial areas. Potential districts include:

1. Platte Street
2. LoHi
3. West 38th Avenue
4. Former Streetcar Nodes (e.g., 44th Avenue, 32nd Avenue)

**M20**

Study and identify streets within the neighborhood for regularly scheduled or permanent street closures.

**A.** Identify street closures along the proposed Near Northwest Loop (or other roadways) for a weekend Ciclovia.

**B.** Promote local festivals, such as craft fairs and farmers’ markets within shared streets, such as Platte Street.

**C.** Promote the block party permit with neighborhood organizations to encourage the use of street space for people.
5 QUALITY OF LIFE INFRASTRUCTURE

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5.1 INTRODUCTION

Introduction

Quality-of-life infrastructure refers to the places, amenities, trees, plants, parks and outdoor spaces that contribute to health, needs, comfort, environmental resilience and social connectedness. These elements of a complete neighborhood support the need for individuals to connect with nature, access healthy food, feel safe, and enjoy a clean environment. Extensive research demonstrates that the way we design and build our neighborhoods impacts how we live, work, learn, and play. Our surroundings shape how physically active we are, how we eat, and whether we have access to schools, jobs, transportation, health care, and opportunities to prosper. Well-designed neighborhoods can improve health, while environments that lack amenities and services to support healthy lifestyles can contribute to chronic diseases such as diabetes, heart disease and obesity.

Similarly, conditions in the natural environment impact residents’ health and comfort. Air and water quality, as well as other climate impacts such as increases in flooding and surface temperature, can have lasting social, political and economic consequences. One method many communities have been adopting to help address environmental resiliency in complete neighborhoods is green infrastructure. Green infrastructure can provide environmental, economic and quality of life benefits, as well as help improve water and air quality, reduce flood risks and heat island effects, absorb local carbon emissions, increase physical activity, improve mental wellbeing, reduce stress, lower traffic speeds, and improve property values.

Long Term Vision for Healthy and Active

In 2040, the neighborhoods of Chaffee Park, Sunnyside, Highland, and Jefferson Park provide equitable access for all residents to be able to lead a healthy and active life. The design of “complete neighborhoods” has increased walking and biking as a primary mode of travel. Sustainable food and transportation networks provide access to a variety of affordable, healthy, and culturally appropriate grocery options. Residents have access to clinics and urgent care services, including a variety of services available to support mental health and well-being. The population, including the unhoused, enjoys improved health outcomes and strengthened connections and community partnerships with service providers and institutions have made health and well-being for Near Northwest residents a priority.

Parks and Recreation facilities and amenities have been upgraded or expanded to meet the needs of a growing community, and a changing climate. Residents continue to have excellent access to parks and open space, and priority connections have improved access to regional parks nearby. Families and people of all incomes and abilities are connected to nature typical to this region and have access to programs that enhance their knowledge and access to a healthy life.
Long Term Vision to be Environmentally Resilient

In 2040, public and private investments are guided by sustainability and equity and are successfully working to repair our relationship with nature and adapt to climate change. There are more trees to clean the air and reduce urban heat islands, especially surrounding industrial land and highways. Landscaping on both public and private property is focused on low-water plants and climate-appropriate native species that support and promote the areas’ pollinators.

Public investments in streets, parks and open space contribute significantly to stormwater management to reduce flooding in key areas and filter and clean water that flows into the South Platte River.

Private development has also contributed significantly to climate adaptation by reducing construction waste and water consumption, producing clean energy, and reducing the use of fossil fuels, reducing car trips, and creating sustainable sites and buildings.

Measurable goals

To determine whether the vision is being achieved, the city will track the following measures to quality of life infrastructure priorities.

**Impervious surface.** Reduce the percentage of impervious surface below the citywide average. The impervious surface percentage in the Near Northwest area is 60%, significantly higher than the citywide average of 49%. High concentrations of impervious surfaces, such as asphalt or concrete, can have many lasting negative effects including increases in the surface temperature and stormwater runoff that may cause flooding. Much of this runoff contains harmful pollutants and chemicals which discharge directly into our urban waterways and have significantly reduced the water quality in our rivers and streams.

**Tree canopy.** Increase the tree canopy coverage to meet the citywide tree canopy goal of 20%. Tree canopy coverage in the Near Northwest area is 14.6%. Having a robust tree canopy is highly valued by the community. It provides a variety of environmental and health benefits, including shade that keeps urban environments cooler and helps to reduce air and water pollution by sequestering carbon dioxide from above and stabilizing soils from below.

**Access to Food.** Increase the number of households to improve resources and food access. Three of the four neighborhoods rank less than 30% of household having access to food resources, with Chaffee Park and Sunnyside both less than 2%. Healthy food access is having sufficient resources, both economic and physical, to obtain appropriate foods for a nutritious diet. Living closer to healthy food is associated with better eating habits, and healthy eating is associated with lower risk for Type 2 Diabetes, high blood pressure, heart disease, certain cancers and obesity. Living within walking distance of affordable, healthy, culturally-relevant food can impact overall health by providing convenient, safe and comfortable access to healthy grocery options. The target for this metric is to reinforce the Denver Food Vision goal to have at least 76% of residents in each neighborhood within a 10-minute walk of a grocery store.
Applicable Citywide Plans

**Game Plan for a Healthy City** is an adopted citywide and long-range parks and recreation plan to help the city respond to challenges including growth, limited water resources, and changes in our climate. The plan proclaims easy access to parks and open space as a basic right for all residents, and it establishes our city’s parks, facilities and recreational programs as essential for a healthy environment, healthy residents, and a high quality of life for everyone.

**Storm Drainage Master Plan** evaluates the existing urban flooding risk and provides recommendations for future capital improvements to reduce food damages and increase safety.

The **Green Infrastructure Implementation Strategy** is Denver’s roadmap for building green infrastructure equitably and effectively. The Strategy delineates the city into 31 water quality basins, and scores them based on stormwater quality impairment and the need for the other community benefits that green infrastructure provides. The focus of the Strategy is to identify green infrastructure projects that target multiple pollutants while also providing additional city benefits such as increased open space, climate resiliency, improved air quality, urban heat island mitigation, better connectivity, and enhanced community livability.

**Denver Food Vision** is Denver’s first long-term strategic plan for food. It is a policy document intended to guide the way food makes Denver a more inclusive, healthy, vibrant and resilient place. It sets forth an ambitious, comprehensive approach to further develop Denver’s food system.
5.2 CULTURAL RESOURCES AND SENSE OF COMMUNITY/SAFETY

Introduction
Neighborhoods that celebrate their history and culture, are walkable, and have active public spaces that tend to provide environments where people feel safe and socially connected. The built environment can promote or hinder how well the history of the neighborhood is celebrated. The quality and characteristics of the settings we inhabit – the places in which we live, work, and play – also influence our mental health. Well-maintained, safe places with exposure to open/nature spaces promote positive feelings of well-being. Public art and a comfortable public realm can promote feelings of community pride among residents.

Cultural Resources and Community in Near Northwest
Near Northwest has a rich and diverse history with many ethnic populations settling in the area over a long period of time. This history can be seen and told by many buildings, structures, and businesses in the neighborhood, including local places of worship such as Chapel of Our Merciful Savior, Lady of Mount Carmel Church, and Lady of Guadalupe Church. Many community members identified the need to better celebrate history and culture to preserve and increase the cultural diversity of Near Northwest. In addition, community members expressed support for more community building initiatives and creating more safe and inclusive environments in public spaces.
Q1

A. Explore creative ideas, like working with local college history programs, that help celebrate culture and tell the history of the neighborhoods, such as self-guided tours supported by historic markers.
   1. Identify funding for a pilot program that would create small kiosk signs to put at each location identified in the Nuestras Historias report in the NNW to celebrate the Latino/x history.

B. Continue partnership opportunities and ongoing collaboration with “I Am Denver” – a program within the City and County of Denver – to engage and capture the histories and stories of the four NNW neighborhoods through video, audio, and photography.
   1. Work with community partners to host showings and exhibits, such as a movie in the park at La Raza Park to show the “Que Viva La Raza” film.

C. Encourage the Council District, Registered Neighborhood Organizations (RNO’s), places-of-worship, schools, and other local organizations to work together to host community events that celebrate the history and cultures of the area.
   1. Work with community partners to connect and help fund local artist to create murals in commonly vandalized public areas, such as: Zuni Street I-70 underpass, 38th Avenue railroads underpass, and Inca Street bike path I-25 underpass.

D. Utilize the Urban Arts Fund to facilitate partnerships and creation of new art projects that focuses on community-building and social change.

E. Work with area schools to promote project-based learning about the histories and cultures of the Northside. North High’s Latinos in Action project “Our Sacred Community” in 2021 is an example.

F. Recognize culture and history through city improvements, public art and park design and provide identification for unnamed spaces to create a sense of place for the community members.
   1. Name the park at 51st & Zuni and the park at Pecos and 46th.
   2. Incorporate culturally relevant art within large capital improvements through the Public Art Program.

G. Work with businesses and private property owners, especially new ones, to identify, increase awareness of, and protect culturally important visual assets including signage and murals.

H. Increase awareness of existing arts-specific funding opportunities, such as the “P.S. You Are Here” which can be used to honor community identity and heritage by beautifying and activating city-owned, outdoor public spaces.

I. Conduct additional historic context studies for various ethnic, racial, or cultural groups that have lived in the neighborhoods, including the indigenous populations.

J. In areas identified and mapped as “culturally-relevant sites/districts,” explore funding opportunities and development incentives or requirements to include public art that celebrates past history and culture within existing and new development.

A major component of supporting a high quality of life is ensuring that all people feel welcome and that the history and culture of these neighborhoods are celebrated. The NNW neighborhoods have had a diversity of ethnic groups that have settled in the area over a long period of time, including indigenous peoples, Latina/Latino, Italians, Scottish and Irish. The NNW have lost significant ethnic diversity in the past 20 years, negatively impacting the quality of life.
RECOMMENDATIONS

Q2

Support community building initiatives by creating more opportunities to connect with neighborhoods

“Sense of community” was chosen as one of the top options by respondents in a community survey when asked about the most critical services that are needed in the area. There is growing evidence that a person’s social ties, especially being connected to community in meaningful ways, has positive health impacts.

A. Promote existing and create new civic engagement programs and events

1. Work with RNOs (and other neighborhood-oriented organizations) to create more opportunities for new residents to build connections with long-standing residents (e.g., “meet and greets”)

2. Encourage collaboration on events and volunteer opportunities between service providers and neighborhood organizations.

B. Focus civic engagement opportunities around community activism that directly supports marginalized populations (e.g., connections and support services for senior citizens, food access, mentorship).

Q3

Create and sustain more temporary and permanent community gathering places

The youth have expressed a strong desire and need for youth community centers where students can hang out and engage in a variety of programs.

A. Organize neighborhood improvement projects for temporary or permanent activation.

1. Create activity on sidewalks and public places through expanded seating options, creative lighting, public art installations, and other interactive streetscaping elements. Consider adding elements of relevant history or culture.

2. Spur more “pop-up” events by utilizing the City of Denver’s Community Streets Program.

B. Utilize existing public facilities, such as schools and recreation centers, to serve as community hubs for children and family.

1. Work with Denver Public Schools and nonprofit organizations to establish youth and children community centers that provide programs and informal gathering spaces for various age groups, while connecting families to supportive services ranging from food access, workforce development, vocational and entrepreneurial training, education, mental health, and recreational activities.

C. Consistent with the Denver Public Library Annual Action Plan and Facilities Master Plan, explore opportunities to add new locations to provide better service and access to Chaffee Park and Sunnyside residents. In the interim, explore shared-use agreements with local schools and innovate service models such as “bookmobiles.”
Encourage safe and inclusive environments in public and privately owned spaces.

Neighborhoods that are walkable, well-lit, and activated tend to provide environments where people feel safe and socially connected.

A. Encourage better caretaking of neglected property and vacant land (both private and public) to help mitigate real and perceived safety and nuisance issues.
   1. Increase caretaking of city-owned property, public right of way, and other small, neglected sites. Work with the community to envision creative uses for vacant land/carriage lots, such as community gardens.
   2. Proactively establish contact and share resources with property owners and tenants regarding resources for rehabilitation and other wrap-around services to address health and safety issues on properties.
   3. Educate developers about safety issues such as dumping, squatting and theft on unsecured construction sites. Require/enforce public posting of project contact at project sites.
   4. Encourage better communication and coordination in new development regarding street closures and other public impacts. Minimize route disruptions for pedestrians, cyclists, transit.

B. Work with community members and businesses to identify existing “dead space” and areas that could benefit from redesign to reduce unsafe activities and increase perception of safety.

C. Analyze public lighting data to identify gaps and inadequate lighting. Priority areas for lighting improvements may include around public gathering spaces, parks, trails, transit facilities, senior housing, mixed-use areas, and streets prioritized for pedestrians and bicycles.
5.3 PARKS AND RECREATION

Introduction
Parks and recreation are often key neighborhood resources, serving to bring communities together and provide critical amenities that support recreation, social activities, environmental sustainability, community resiliency, and mental/physical health. The availability of open space, park amenities and local programming has a strong impact on the quality of life of residents within the neighborhood. Utilization of these spaces and subsequent community benefit is dependent on the distribution of these facilities and the community’s ability to safely and comfortably access them. Passive space like an open lawn can foster informal recreational, leisure, and social activities, while active spaces, such as basketball courts, tennis courts, recreation centers, or a community garden can create distinct destinations within the neighborhood. Whether our community parks or spaces are passive or programmed, they all have an impact on the overall health of the neighborhood residents.

Parks and Recreation in Near Northwest
Nearly 95% of Near Northwest residents are within a 10-minute walk or roll, or ½ mile walkshed from a park, which is higher than the citywide average of 86%. However, many of the parks are smaller with limited options for programming and many park amenities are outdated. Near Northwest ranks in the lowest category of capital investment spending on parks and recreation facilities. In particular, Chaffee Park and Sunnyside neighborhoods have been identified as areas of greatest need. Community members have expressed similar concerns about the need for more upgrades and amenities to existing parks and recreation centers as well as better maintenance of the facilities.
EXPAND THE PARKS SYSTEM THROUGH THE CREATION OF NEW PARK SPACE.

There’s a desire for additional park space and recreational amenities that better meet the needs of community members. Key areas for new park space have been identified to address missing gaps, accommodate future growth, and leverage unique partnerships to provide meaningful open space and parks for community members. Opportunities exist to leverage large redevelopment areas to incorporate publicly-accessible open space, enhance existing and create new parkways, and to expand recreation opportunities and strengthen connectivity to parks and recreation amenities.

A. Consistent with adopted citywide policies in Game Plan for a Healthy City and Strategic Acquisitions Plan, identify opportunities to integrate publicly accessible parks, plazas and open space. Key areas include:
   1. Work with industrial property owners in Chaffee Park to explore improving their existing, privately-owned open spaces. This could include adding trees, planting areas, and recreation amenities, such as picnic areas, for employees.
   2. Explore the addition of publicly-accessible open space in northeast Sunnyside, including:
      I. Future redevelopment of Quigg Newton homes
      II. Stormwater detention facility/park space with integrated green infrastructure generally in the area around W. 46th Ave and Jason St.
      III. Potential to repurpose rail spurs in the industrial areas as linear parks in the future.
   3. Leverage the Diamond Hill redevelopment in Jefferson Park for additional publicly-accessible park space that is directly accessible and connected to the existing trail system that runs parallel to I-25.

B. Explore partnership opportunities for funding of new parks, complementing city funds with partners such as developers, non-profits and state and federal funds. Identify underutilized properties for potential opportunities to create new parks and open space.

C. Integrate new parks into localized trail systems such as integrating linear park facilities along Central Street at the elevated CDOT I-25 right-of-way.

D. Enhance existing parkways and explore extending 46th Avenue Parkway.
   1. Fill in the gaps along the existing historic Federal Boulevard Parkway by exploring partnerships with existing landowners such as Regis University, Highlands Masonic Temple, and other property owners to add trees and create accessible, usable and permeable open space.
   2. Consider improvements to 46th Avenue to create a contemporary parkway that serves as an extension of the existing 46th Avenue Historic Parkway (west of Federal Boulevard). Improvements should explore removing on street parking to create a low-water tree planting and landscape area between the new curb and the sidewalk, and a protected bike lane. Where sufficient detached planting areas exist, replant appropriate trees at regular intervals, and preserve existing trees.

E. Partner with Denver Public Schools to formalize use of school facilities as parks for the surrounding neighborhoods and raise awareness of opportunities for shared use.
PARKS AND RECREATION FRAMEWORK

LEGEND
- Existing Parks
- South Platte River
- South Platte River Trail
- Light Rail Stations
- Park Visioning Priority
- School Partnership Opportunity
- New Parks/Open Space Priority Areas
- Proposed Expansion or New Facility
- Near Northwest Loop
- Existing and Reimagined Parkways
- Tree Canopy Green Streets

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PARKS AND RECREATION CONCEPTS

PARK VISIONING PRIORITY
Existing parks that should be prioritized for future visioning efforts to identify improvements that can better serve community members. More park amenities and better programming were frequently mentioned by the community for the identified parks.

SHARED USE WITH SCHOOLS
Opportunities to formalize use of school facilities as public parks for the surrounding neighborhoods and raise awareness of opportunities for shared use.

NEW PARKS/OPEN SPACE OPPORTUNITIES
Opportunities to integrate new publicly-accessible parks, plazas and open space. Opportunity areas include large redevelopment areas.

EXPANSION OF EXISTING OR NEW RECREATION CENTER
Improve the Aztlan Recreation Center to better serve current and future residents in the area. Key opportunities include creating a new Recreation Campus with an opportunity to coordinate with the Denver Housing Authority to expand campus and programming. A new rec center should also be explored at the 51st and Zuni Park.

EXISTING AND NEW PARKWAYS
Opportunity to fill in the tree gaps of existing parkways like Federal Boulevard, and explore extending the existing 46th Avenue Parkway west of Federal Boulevard by removing on-street parking and replacing with large planting areas with trees.

TREE GREEN STREETS
Streets that prioritize increasing the tree canopy to provide shade and provide a more consistent intervals of street trees along streets that provide connections to neighborhood parks and commercial areas.

NEAR NORTHWEST CONNECTIVITY LOOP
Created by the city, a new branded neighborhood loop that incorporates water quality and tree canopy with pedestrian and bike improvements providing connections throughout Near Northwest and Platte River Greenway.
RECOMMENDATIONS

Q6

Improve local and regional park access.

Increased accessibility to existing parks, open spaces, and recreational facilities is a priority for residents. The City routinely seeks opportunities to expand access to non-traditional recreational trends, activities, and best practices to determine how the City can leverage current assets located within and outside of the study area. Located just outside of the plan area, the Clear Creek Trail and the South Platte River Trail offer Near Northwest residents opportunities to connect to regional trail systems. Similarly, mobility improvements will strengthen connections to existing and future park and recreation opportunities.

A. Create a network of Tree Canopy Green Streets with adequate soil volume that connect the existing and future elements of the park system with increased mobility options and park-like conditions. See Policies M1, M2, and Q5.

B. Create the Near Northwest Connectivity Loop through existing and planned mobility improvements, parkway extensions, and partnerships.

C. Incorporate directional signage and wayfinding to parks along the identified Green Streets, trails (See Policy M10), and along the NNW Connectivity Loop.

D. Add perimeter multi-use paths to existing parks. Where current perimeter sidewalks exist, consider adding a soft-surface adjacent to the sidewalk to promote multi-use.
A. Prioritize visioning efforts for the following parks to identify improvements that can better meet the needs of community members: 51st and Zuni Park, 46th and Pecos Park, Ciancio Park, Viking Park, Hirshorn Park, and Jefferson Park. Specific ideas and feedback from community members included:

1. 46th & Pecos and Ciancio Park: Making the parks more accessible by removing the perimeter fence and exploring partnerships with DPS to provide programming.
2. Jefferson Park: Exploring the possibility for a permanent stage for concerts and events.

B. Provide additional park amenities desired by the neighborhoods in Near Northwest.

1. Priorities include adding to the urban tree canopy, year-round walking paths, picnic areas with BBQ grills, shade structures, and improved playgrounds that are accessible for children with various abilities.
2. Implement the recommendations of the Outdoor Adventure Master Plan to provide more opportunities for action and adventure amenities, such as archery, bike challenge courses, and rock climbing.
3. During future park visioning processes, explore integrating new aquatic amenities like splashpads and water-based play features in parks.

C. Explore ways to increase safety and maintenance in parks by working with key partners like Xcel and park rangers to create holistic solutions. These solutions should consider community desires for additional lighting in parks along walking paths, while addressing challenges related to vandalism and maintenance.

D. Improve the Aztlan Recreation Center to better serve Near Northwest Neighborhoods. Explore opportunities to create a Recreation Campus that includes a new or renovated recreation center.

1. Explore improving and expanding amenities and programming at the Aztlan Recreation Center. Potential improvements could include pool renovations and expanded programming.
2. Integrate site-scale green infrastructure improvements on the Aztlan Recreation Campus to manage water quality and quantity.
3. Coordinate development of the Aztlan Recreation Campus with future DHA redevelopment of Quigg Newton to ensure that park amenities are integrated and not duplicated.

E. Consider a new recreation center at 51st and Zuni Park to better serve surrounding residents.

F. Evaluate and consider expanding offerings of services, events, classes, and leagues at Near Northwest parks and recreation centers in response to community demand.

1. Include more options for bilingual programming for all ages, sports leagues, and community events.
2. Expand hours to increase accessibility and opportunities for working families.
5.4 STORMWATER AND GREEN INFRASTRUCTURE

Stormwater
Urbanization of our natural environment has replaced what was once natural gullies draining to the South Platte River, with networks of streets, houses, and buildings. The changes in the land use results in additional stormwater runoff, which must be safely and efficiently conveyed to protect people and property from flooding. This is completed through the implementation of a wide range of stormwater management practices, ranging from pipes and designed channels to green infrastructure. Citywide, Denver maintains over 1,000 miles of storm pipe ranging and 23,000 inlets.

Green Infrastructure
Green infrastructure exists at various scales. At a larger scale, green infrastructure is the network of parks, open spaces, trees, waterways, and floodplains. This large scale green infrastructure works together to provide benefits like improved air and water quality, flood control, urban heat island mitigation, and a more beautiful place to live.

Site-scale green infrastructure refers to smaller, engineered practices within the larger network. Examples of site-scale green infrastructure are planters that collect water flowing down the street when it rains, and street trees which provide shade and intercept rain before it hits the ground. These site-scale practices provide localized benefits that add up across the Near Northwest Area’s green infrastructure network to improve quality of life.

Stormwater and Green Infrastructure in Near Northwest
Impervious surfaces are hard, paved surfaces that do not allow rainwater to penetrate into the soil where it lands on the ground. Impervious surfaces also absorb sunlight which causes the area around them to heat up by a few extra degrees. The total percentage of impervious surfaces in NNW is 60%, higher than the city’s average of 49%. This means that more area is paved than covered with plants, soil, and trees. The entire NNW area drains along streets which connect to a series of storm sewers that flow directly to the South Platte River, so the contaminants carried with stormwater can further threaten the health of the river.

Because of these impervious surfaces, the City’s Green Infrastructure Implementation Strategy identifies most of the plan area north of 34th Avenue as a High Priority Area for green infrastructure. This means that it could benefit from the water quality and environmental aspects that green infrastructure provides. Because it is a High Priority Area, many locations have been identified for both large scale and site scale green infrastructure improvements along neighborhood streets.
RECOMMENDATIONS

Q8

Create a network of green streets to connect parks and open spaces, manage stormwater, beautify neighborhoods, and reduce urban heat island effects.

Developing a network of Green Streets will result in regional and local connections that link Near Northwest neighborhoods to each other and as well as existing parks, parkways and regional trails located immediately adjacent to the study area. These networks are envisioned to be high performing ecological landscapes that include climate appropriate trees and vegetation in clean pervious soils which work in concert to provide shade, treat stormwater, contribute to community beautification, and traffic calming.

A. Create a network of Green Streets in two categories: Tree Canopy Green Streets and Water Quality Green Streets. Some streets may be priorities in both categories (see Green Infrastructure Framework Map on p. 154)

B. Priority water quality green streets include:
   1. 46th Avenue - Explore removing on street parking to create a water quality area with tree planting and landscape between the new curb and the sidewalk.
   2. 38th Avenue – Incorporate green infrastructure strategies into the upcoming 38th Avenue Corridor Study and implement the Truncated Project “L” pipe improvement, identified by the Globeville Stormwater Systems Study, along Jason Street to drain stormwater and address flooding.
   3. 35th Avenue and Tejon Street – Consider water quality treatments at intersections due to limited right-of-way that tie into bike facilities.
   4. Clay and Inca Streets - Prioritize improvements to kick-start the NNW Connectivity Loop by installing improved bike facilities, water quality treatments, and increased tree canopy.
   5. NNW Connectivity Loop Trail that abuts I-25 – Consider water quality treatments around stormwater intercept drains along the following segments: Kalamath Street, Central Street, W. 28th Avenue (Stoneman’s Row), and Zuni Street to Diamond Hill Trail.

C. Tree canopy green streets include Federal and Speer Boulevards, and around neighborhood commercial areas where future maintenance may be taken on by the business community.
GREEN INFRASTRUCTURE FRAMEWORK

LEGEND
- Light Rail Stations
- Water Quality Green Street: Priority
- Water Quality Green Street: Opportunity
- Tree Canopy Green Street
- Detention/Water Quality Priority Areas
- Existing Parks - Site-Scale Green Infrastructure Opportunity
- Storm Intercept Improvements
- Waterway Resiliency Program
- Near Northwest Loop

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# GREEN INFRASTRUCTURE CONCEPTS

## TREE CANOPY GREEN STREETS
Streets that prioritize increasing tree canopy to provide shade where they don’t exist today and/or provide more consistent street trees along key streets that provide connections to neighborhood parks and commercial areas.

## WATER QUALITY GREEN STREETS
Streets that prioritize various stormwater quality treatments, such as water quality planters, which helps to slow and treat stormwater runoff. Priority streets have been identified for these improvements along with other opportunity streets that should be considered in the future.

## DETENTION/WATER QUALITY PRIORITY AREAS
An important component of managing stormwater in the urban environment is detention. Stormwater detention systems store water at a designed location for a period of time. The water is introduced back into the conveyance system at a slower rate and usually after the storm event has dissipated. This allows the conveyance system to handle a lower runoff rate, and can improve its ability to handle major storm events. Whenever possible, the City strives to incorporate multiple benefits in our stormwater systems by building facilities that serve flood control, water quality, and recreation purposes.

## EXISTINGS PARKS - SITE SCALE GI
Opportunities to integrate smaller, site-scale green infrastructure improvements along the perimeter of parks including, streetside stormwater planters, rain gardens, or permeable pavers.

## STORM WATER INTERCEPT IMPROVEMENTS
Opportunity areas around stormwater intercept drains along low-lying streets and trail segments adjacent to I-25 that are designed to better treat water quality before it flows underground via pipes to the South Platte River.

## WATER RESILIENCY PROGRAM
This program will restore and reconnect important river habitats and provide flood protection for homes and structures near the South Platte River and other waterways in Denver.

## NEAR NORTHWEST CONNECTIVITY LOOP
A branded neighborhood loop that incorporates water quality and tree canopy with pedestrian/bike improvements to provide connections throughout Near Northwest and Platte River Greenway.
**RECOMMENDATIONS**

**Q9**

**Expand green infrastructure improvements on city-owned property, rights-of-way and support reducing impervious surfaces on privately owned property.**

The total percentage of impervious surfaces in Near Northwest is 60%, much higher than the city’s average of 49%. Green infrastructure and permeable surfaces needs be incorporated at a variety of different scales to detain and treat stormwater. The following recommendations identify green infrastructure opportunities within both natural environment and engineered systems in public and private developments and projects to increase permeability and promote ecosystem functionality.

A. Incorporate a stormwater quality and detention facility at the 51st Avenue and Zuni Street Park.

B. Explore site-scale green infrastructure opportunities along the perimeter of parks and adjacent rights-of-way, including permeable pavers, streetside stormwater planters, and rain gardens.

C. Explore opportunities to create a detention facility/park generally in the area around W. 46th Avenue and Jason Street. This will result in improved storm management in the Globeville Stormwater System Mid Basin, while providing a community-oriented park space with recreational opportunities and water quality improvements.
   1. Examine the potential for utilizing abandoned railroad spurs in the area to create new greenways and linear open spaces that include green infrastructure improvements.

D. Encourage the reduction of impervious surfaces on publicly owned property and rights-of-way, where feasible.

E. Reduce or mitigate impervious surfaces and improve water quality on private property:
   1. Connect existing property owners with resources to create rain gardens and low water landscapes that include trees. Resources may include residential rebates and community education and information about environmentally friendly practices.
   2. Create incentives to encourage retrofitting paved surfaces on private property to permeable paving, including surface parking.
   3. Increase the requirements for pervious acreage, water conservation in landscaping and inclusion of natural vegetation for redevelopment and new development, including smaller multi-family residential projects.
**RECOMMENDATIONS**

**Q11**

*Protect, maintain, and expand the urban forest on public and private property.*

The tree canopy refers to the part of a city that is shaded by tree branches and leaves. The average tree canopy coverage for Near Northwest is 14.6% and the citywide tree canopy goal as stated in the Game Plan is 20%. There is an estimated 2.2 million trees in Denver and tree canopy coverage is concentrated along the residential streets and small parks in the NNW area. Chaffee Park, Sunnyside and Highland combine to exhibit a near uniform density of street trees and trees on private property. The deficiency in tree canopy coverage is the result of different land uses within the plan area with gaps existing within commercial and industrial areas of Near Northwest. Enhancing the tree canopy can also improve air quality and reduced risk for heat-related health complications.

**A.** Prioritize planting trees in NNW areas with a low tree canopy cover that are not meeting the citywide goal such as the industrial areas of Chaffee Park and Sunnyside, major corridors such as Federal Boulevard and around commercial nodes and identified tree canopy green streets.

**B.** In conjunction with the Forestry Strategic Plan and consistent with Blueprint Denver Policy Q2 strategy D, explore regulatory tools like amending the Denver Zoning Code to create requirements to plant trees and protect existing trees on private property for new development to increase and protect the tree canopy in the NNW area.

**C.** Engage CDOT in discussions to plant trees in their rights-of-way (i.e. I-70 and I-25) acknowledging challenges like Federal transportation standards and may make planting, watering and maintaining trees difficult.

**D.** Help property owners plant and maintain trees on privately owned property through existing and new partnerships like the Park People’s Denver Digs Trees program.

**E.** Support Climate Action and Resiliency’s (CASR) programs to increase resilient tree canopy on private property in heat vulnerable neighborhoods like Jefferson Park and Sunnyside which provide volunteer coordination, tree planting and support for ongoing tree care.

**Background**

Programs for Trees

There are a variety of tree planting programs that residents in Denver can take advantage of to help expand the tree canopy on their properties and throughout the neighborhood. These programs include:

- **Denver Digs Trees program.** Denver Digs Trees focuses on providing medium and large-sized shade trees for planting within Denver. All Denver residents, businesses, nonprofit organizations, and schools are eligible to apply. They provide free and low-cost planting and care guides, as well as free planting and care workshops to all tree recipients.

- **Be A Smart Ash program.** Through the City Forester, an office within Denver Parks & Recreation, offer resources for Denver residents to plant new trees in their public right-of-way or replace ash trees that are at risk of emerald ash borer.

- **Equitable Community Tree Planning Initiative.** Denver, in partnership with various community organizations, is planting over 2,100 trees on residential properties. This initiative plants trees in heat-vulnerable neighborhoods, which include several Near Northwest neighborhoods.

Near Northwest Area Plan
5.5 FOOD ACCESS

Introduction
The 2017 Denver Food Vision envisions a city where every neighborhood is a complete food environment, which means that residents have access to a full range of food amenities and supporting infrastructure. A complete food environment is inclusive of the cultural, commercial, and agricultural aspects of food and community. According to the 2016 Denver Food System Baseline Report, one in five children and one in six adults in Denver suffer from food insecurity, which means they lack consistent access to enough food for an active, healthy life. Inequitable access to healthy, affordable foods has been shown to contribute to nutritional inequalities, a risk factor for diet related poor health outcomes such as cardiovascular disease, diabetes and obesity.

Food Access in Near Northwest
There are only two grocery stores in NNW that accept WIC (Special Supplemental Nutrition Program for Women, Infants, and Children): Save A Lot in Chaffee Park and Safeway in Jefferson Park. Sunnyside is the most isolated neighborhood to healthy food access, with only 19% of residents living within a 10-minute walk to a full-service grocery store. Leevers Locavore on West 38th Avenue is seen as too expensive for many residents. There is also a concentration of retailers that typically lack healthy options, such as: convenience stores, liquor stores, and fast food. Based on retail supply-demand indicators and population projections, there could be a grocery retail gap of 130,000 square feet in Near Northwest by 2040, or the size of two to three average-sized grocery stores. However, one challenge particular to grocery retailer recruitment is the plan area’s limited availability of large lots for development. There are also a number of small neighborhood markets, and non-profit and faith-related food services in the area, but there is concern for their stabilization due to rising costs and rent prices.
Recruit an affordable, healthy, full-service grocery retailer.

Nearly 80% of traditional survey respondents chose “full-service grocery store” as an important option to increase access to healthy food and help fill the existing food retail gap in the neighborhoods.

A. Use incentives to attract a grocery store in the NNW neighborhoods.
   1. Consider seeking out an established affordable retail chain with demonstrated success in other cities/markets to recruit to the study area.
   2. Aggregate a variety of loan and grant funding to help subsidize an affordable retailer, leveraging programs like the Colorado Fresh Food Financing Fund.
   3. Pursue solutions to provide fast-track permitting for grocery stores located in underserved areas

B. Consider paring these incentives, in partnership with community organizations, with additional programming and initiatives to facilitate better access within the community.

Retain and recruit more neighborhood-scale (e.g., healthy corner stores), affordable food retail and restaurant outlets.

Smaller sized grocery retailers and specialty stores with culturally significant offerings are very important for increasing food access within local neighborhoods. Some of the highest ranked food access solutions among survey respondents were “more bodegas or corner stores” (49%), and “adding healthy food options to existing stores” (43%).

A. Recruit small-scale healthy food and grocery retailers to neighborhoods with the most significant healthy food retail gaps.
   1. Work with property owners and developers to incentivize food access outlets in new mixed-use developments.
   2. Partner with local business organizations to gauge interest among existing business owners or residents with relevant experience/interest to operate new retail food stores.

B. Retain small food retail businesses.
   1. Support the preservation of culturally-relevant businesses through business support and real estate ownership assistance. Note: City’s Legacy Business Study will be identifying criteria and incentives for preserving “legacy businesses” as well as the Business Impact Opportunity Fund (BIO Fund).
   2. Work in alignment with existing regional and statewide efforts, such as the Colorado Blueprint to End Hunger, to provide more hands-on technical assistance for small food retailers (to expand healthy food offerings, accept SNAP benefits, etc.).

C. Incentivize healthier food offerings at existing convenience stores and restaurants.
   1. Provide business assistance, including increased translation services, streamlined permitting, and connections to resources and grant funding.
   2. Expand business support services for bodegas and corner stores to meet community food access needs.

D. Recruit healthy, fast-casual restaurants
   1. Work with property owners to incentivize food access outlets in new developments.
   2. Prioritize funding or incentives for projects that offer additional community benefits, such as community ownership structures or local hiring opportunities.
**RECOMMENDATIONS**

**014**

**Reduce physical barriers to accessing healthy food**

*Living closer to healthy food is associated with better eating habits, and healthy eating is associated with higher life expectancy and lower risk for Type 2 diabetes, high blood pressure, heart disease, certain cancers, and obesity.*

**A.** Improve the physical connections to grocery stores and other healthy food access points.

1. Prioritize sidewalk improvements within 1/4 mile grocery stores, in coordination with NNW mobility recommendations.

**015**

**Support innovative, community-based food access models to reduce food insecurity**

*Existing nonprofits and community organizations can play a key role in filling gaps in food access, especially to the most vulnerable residents.*

**A.** Promote innovative efforts to bring healthy food to households

1. Partner with existing affordable food delivery organizations and identify existing businesses and nonprofit models such as produce box delivery or pickup.
2. Support Bienvenidos Food Bank’s pop-up market initiatives, including operations of Bienvenidos Food Bank’s storefront pantry (38th & Pecos), mobile pantry locations and grocery delivery programs.
3. Leverage funds such as CHFAs Healthy Housing Loan Program and/or Denver Housing Authority’s Healthy Living Initiative to incorporate pop-up food pantries and cooking classes into affordable housing developments.
4. Partner with Denver Public Schools and their community hubs to provide fresh food.

**B.** Expand the capacity and public awareness of area food banks and food rescue networks

1. Work with schools, healthcare providers, churches, and other community organizations, including DDPHE Community Health Navigators, to promote existing emergency food access sites and to make them more publicly known and universally accessible.
2. Strengthen the capacity of local food pantries through additional funding, and efficiencies such as shared infrastructure.
3. Employ innovative solutions to preserve/retain Bienvenidos Food Bank and other charitable food system providers serving the neighborhood.
4. Expand the public’s awareness of resources and programs like SNAP to increase enrollment. Work with Denver Human Services to identify any appropriate sites in the Near Northwest for a new community-based enrollment center. Ensure NNW knows about and is utilizing the Healthy Food for Denver Kids program through community grantees.

**C.** Expand opportunities for more residents to grow their own food and to access food grown in public places.

1. Work with schools, parks & recreation centers, churches, hospitals, and other institutions to utilize land for community gardens.
   1. Develop future intergovernmental agreements (IGAs) with schools, institutions and hospitals to create shared open spaces within the community.
   2. Identify and address regulatory barriers to community agriculture (in all neighborhoods and zones).
   3. Promote more widespread installation of edible landscaping on public and private properties.
      1. Coordinate with Denver Urban Gardens and DOTI to plant more fruit-bearing trees.
**Recommendations**

**Food Access**

*Encourage food production and food-related business incubation*

Capitalize on existing food processing/warehousing companies in and adjacent to NNW, such as Fresh Point Denver Inc, Leprino Foods, American Produce, and Freshpack Produce.

A. Build a food “hub” in the industrial area of Chaffee Park by attracting other food production and aggregation businesses.
   1. In coordination with NNW economic development recommendations, identify opportunities to recruit food-related businesses and incubators

B. Align jobs/job training priorities with fresh food businesses and other economic opportunities
   1. Develop programs that fund local food entrepreneurs seeking to open innovative businesses that offer healthy food options.

C. Consider developing a shared commissary kitchen facility, or a shared commercial kitchen, that provides affordable space to incubate new food businesses.
   1. Identify a location, funding, and an operator for a commissary kitchen.
6 NEIGHBORHOODS OF NEAR NORTHWEST

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6.1 INTRODUCTION

The Near Northwest Area Plan is made up of four distinct neighborhoods. While there are some issues that affect all the neighborhoods, there are many that impact individual neighborhoods differently, and require unique recommendations. This section will address each neighborhood individually and will provide more detailed guidance for neighborhoods than area-wide recommendations. The contents of each neighborhood section are organized as follows:

- **Key Opportunities Map.** Provides a summary of key recommendations and where they apply in each neighborhood.
- **Neighborhood Overview and Characteristics.** Provides an analysis of the distinctive features of typical structures in the neighborhood, and existing characteristics in each neighborhood.
- **Focus Areas.** Locations in Near Northwest that require additional attention and guidance to achieve the plan goals, and advance neighborhood priorities that have been identified throughout the planning process. These priorities range from creating a community gathering space where they don’t exist today to addressing large mobility barriers that exists within a neighborhood. Illustrative concept drawings are provided to showcase how different plan recommendations can come together to advance the community’s vision for these areas.
- **Neighborhood Recommendations.** Include policies and strategies that apply only to the neighborhood and provide more detail on where area-wide policies apply in each neighborhood.
NEAR NORTHWEST NEIGHBORHOODS

[Map of Near Northwest Neighborhoods with labels for W 52nd Avenue, W 48th Avenue, W 46th Avenue, W 38th Avenue, W 32nd Avenue, W 29th Avenue, W 20th Avenue, W 19th Avenue, Inca Street, Federal Boulevard, West 50th Avenue, and South Platte River.]

Near Northwest Area Plan

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Neighborhood History

This area was largely undeveloped until 1899. It was first known as East Berkeley when it was laid out by the Denver Land and Security Company between present day Federal Boulevard and Zuni Street between West 48th and West 50th Avenues. The goal of this development was to create a “healthy suburb” away from the smoke of the city. Much of the area featured scattered cottages and bungalows as well as small truck farms that grew produce for local markets around Denver. The Denver Land and Security Company also built streetcars but none were directly placed within the Chaffee Park neighborhood. In the 1920s, additional plotted subdivisions were established by James O’Driscoll and Patrick J. Hamrock. At this same time, there were enough families living in the area to establish the Beach Court Elementary School – it consisted of three bungalows and a kindergarten room. A larger facility was built in 1929-30 by local architect G. Meredith Musick. Many of these early residents were European immigrants with a large Italian community. Later in 1938, the Franciscan Sisters of Penance and Christian Charity purchased 20 acres at the northern edge of the neighborhood where they built a campus to focus on their missions of education and welfare. They also developed a night school in partnership with Regis University.

Following World War II, Chaffee Park saw an increase in population. The once agricultural area was transformed into new housing subdivisions. These new subdivisions followed the existing block patterns and featured mass-produced Ranch and Cape Cod style houses. At least two blocks that were developed by W.C. Smiley included a racial covenant that “No persons of any race other than the white race shall use or occupy any building or any lot” in 1940. Another subdivision, Chaffee Park Heights was created specifically for WWII veterans and their families developed by Garret Bromfield and Company and the Chaffee Park Building Company in 1945. This development transitioned to curvilinear streets to prevent traffic from coming through. By the 1950s, the majority of Chaffee Park land had been developed. New schools such as Remington Elementary were built and other expanded. New churches were also established in the 1950s (Chaffee Community Baptist Church, 1956 and Maranath Baptist Church, 1952) as population grew in the neighborhood. During this post-war era, several shopping centers were built alongside the growing housing area. In 1966, the West 48th Avenue Industrial District was platted and planned among various corporations including the Denver & Rio Grande Railroad, Northwestern Terminal Railroad, the United Biscuit Company of America, and American Radiator among others. Demographics of the area also began to change. Another major change during the 1960s was the development and later construction of Interstate 70. Many residents fought to locate the new highway at the city limits, but it was ultimately built at the southern edge of the neighborhood following the path of West 48th Avenue. Starting in the 1960s, demographics began to change in Chaffee Park. The mostly European descent population began to move to newer suburbs and a largely Latino community was established and continued to grow into the 21st century.

Adapted from the Historic Context Report by Mead & Hunt
6.2.1 Character Analysis

Development Patterns and Connectivity
The Chaffee Park neighborhood is composed mostly by single unit residential development. Some commercial uses (mostly auto-oriented business) can be found at the edge of the residential neighborhood along the major north-south transportation corridors of Federal Boulevard and Pecos Street. East of Osage the character of the neighborhood changes to industrial uses that have located in the area due to the proximity to the railroad tracks.

The neighborhood is bounded by Denver City Limits to the north, railroad tracks to the east, Federal Boulevard to the west, and I-70 to the south. I-70 and the railroad tracks creates significant barriers greatly limiting connectivity to the south and to the east to a few connectivity points that include 48th Avenue, Federal Boulevard, Zuni Street, and Pecos Street.

Three different street grid patterns exist within the neighborhood. An urban north/south and east/west street grid exists from Federal Boulevard to Tejon Street. From Tejon Street to Osage Street a more suburban street grid with curvilinear and dead end streets exits. Within the industrial area, the street pattern serves the existing industrial buildings. Due to these different street grid patterns there is limited east/west connectivity. The few streets that provide continues east-west connectivity throughout the different character areas include 52nd Avenue, 50th Avenue, and 48th Avenue. These streets as well as many others within the neighborhood have narrow sidewalks and limited bicycle infrastructure.

Parks and Open Space and Landmarks
51st and Zuni Park is located towards the northern part of the neighborhood. The topography changes drastically in this area leaving part of the park on high elevation providing uninterrupted views of Downtown Denver skyline. Currently, there are no designated landmarks in Chaffee Park.

The Aria housing redevelopment which includes the adaptive reuse of an old convent is located within the neighborhood north of 52nd Avenue.
6.2.2 Key Opportunities

1. **Focus Area: New Walkable Town Square at 48th and Pecos.** Encourage the expansion and redevelopment of a mixed-use local center that serves as a gathering place for surrounding residents and includes community-serving uses. See Section 6.2.4.

2. **Preserve Existing Industrial.** Maintain and support Chaffee Park as a manufacturing district, while improving their existing, privately-owned open spaces for residents and employees. See Policies C-H8 and C-H3.

3. **Pedestrian-Friendly Design along Federal.** Limit auto-oriented building forms and uses, such as drive-thrus and fueling stations along Federal, and improve the streetscape through additional landscaping and tree plantings. See Policies C-L1 and M1.

4. **Compatible Residential Design.** Ensure new homes are more consistent with the scale of the neighborhood and discourage scrapes. See Policy C-L5.

5. **Increase Access to Healthy and Affordable Food.** Deploy multiple strategies from recruitment/retention of a variety of smaller scale neighborhood to community-based food access model, and more. See Policies Q12-Q16.

6. **Improve Connectivity Across I-70 and Federal.** Improve existing overpass/underpass and intersections, and explore new ped-bike crossings across I-70. See Policies M1 and C-M4.

7. **Improve Traffic Calming.** Slow and reduce traffic speeds along neighborhood streets, especially Pecos Street. See Policy M3.

8. **Complete the Sidewalk Network.** Improve safety and access by bringing existing sidewalks up to standard and install new sidewalks where they are missing. See Policy C-M1.


10. **Stabilize Residents at Risk of Involuntary Displacement.** Reduce the risk of involuntary displacement for residents and expand the range of stable, affordable housing options and wealth building opportunities for residents. See Policies H1 and C-H3.
6.2.3 Focus Area - Walkable Town Square (48th and Pecos)

**Existing Conditions**
- Consists of a gas station and a few strip commercial centers surrounded by parking lots.
- The context is very auto-centric, located adjacent to I-70. West 48th Avenue serves as a frontage road and Pecos Street serves the nearby industrial area.
- Save-A-Lot is located here, but the neighborhood desires expanded grocery options and is the only grocery store within 2 miles of the neighborhood.
- The community expressed a desire to have more services nearby Chaffee Park residents and would love the ability to add a neighborhood destination within walking distance. The visibility and access of this location make it a good option to support future development that could provide this need.

**Vision**
- Create a walkable mixed-use neighborhood center or “town square” that serves as a gathering place for surrounding residents.
- Encourage more: 1) active commercial uses and services, such as retail/restaurant options that can meet the day-to-day needs of residents; and 2) community-oriented services such as libraries, resource centers, and other public services.
- Ensure future housing meets the community’s needs, including diverse housing types and affordable housing.

**Focus Area Recommendations**

1. Expanded mixed-use center to create a walkable destination with inter-connected sidewalks, culturally-relevant businesses, services, and increased housing options. See Policies C-L2, C-L3, and C-H7.
   - Rezonings and development along Quivas Street and Dixie Place should be carefully coordinated to ensure that future building and site design is compatible and well-connected with adjacent commercial properties, including an interconnected network of streets and sidewalks, and buildings that provide a pedestrian-friendly frontage.

2. Adaptive reuse of existing commercial buildings to maintain history, and small spaces and affordable commercial rents. See Policy C-L3.

3. Improve pedestrian and bicycle infrastructure that connects in with the Near Northwest Loop. See Policies M2: 50th Ave. and Pecos St.,).

4. Incorporate gateway elements that provide visual cues that signify an entrance and reinforce the identity of the area, which may include art, signage, wayfinding, and landscaping.

5. Improve key streets to provide safe, accessible, and comfortable ways to get around through ped-bike infrastructure improvements and additional tree canopy (see C-M5: West 48th Ave.)

6. Incorporate wide sidewalks/multi-use paths along 48th Avenue and mid-block pedestrian access through the center to create a safe walking experience to and from the center and transit stop. Improve the bus stop to include additional amenities like shelters, benches, and bike parking.

7. Maintain and support Chaffee Park as a manufacturing district (e.g., roads that support truck traffic), while improving their existing, privately-owned open spaces for residents and employees. See Policies C-H8 and C-Q3.

8. Transformative Project: Attract a community-serving use to anchor the town center, such as a library or large grocery store.
CHAFFEE PARK FOCUS AREA

RECOMMENDATIONS/OPPORTUNITIES:
- Mixed Use “Local Center”
- Gateway & Transit Stop
- Preservation/Adaptive Reuse
- Near Northwest Loop
  (Bike/Ped Improvements)
- Transformative Project:
  Community-Serving Use
- Key Street Mobility Improvements
- Industrial Preservation/
  Improvements
- Connectivity Improvements
- Maintain Freight Routes

Note, this drawing is intended to help community members visualize one way the plan recommendations may be realized. It is provided for illustrative purposes only.
6.2.4 Land Use and Built Form

CHAFFEE PARK
RECOMMENDATIONS

C-L1
Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, elevate the design of buildings, streets and public spaces within centers and corridors. See Policy L2.

A. Within centers and corridors, encourage more pedestrian-friendly frontages that increase comfort, safety, and visual interest at the ground floor. Key considerations include:
1. Limit auto-oriented building forms and uses, such as drive-thrus and fueling stations, particularly where a higher concentration exists, such as Chaffee Park along Federal and at the local center at Pecos and I-70.

C-L2
Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options. See Policy L3.

A. Create vibrant mixed-use places with a variety of retail, office, entertainment, civic, and residential uses that serve the community’s needs and are welcoming to all. Require ground-floor active or commercial uses at critical locations within centers and corridors. Locations within Chaffee Park include
1. Federal Boulevard Community Corridor
2. Expansion of existing commercial node at Pecos and 48th Ave into a community serving node

B. Within areas designated as corridors and centers, encourage adaptive reuse of residential properties to commercial that preserves and expands opportunities for commercial uses along future high-capacity transit corridors and former streetcar nodes, and new local center future places designation areas.
1. Locations for new local center future place designation includes the intersection of Zuni St. and 49th Ave.

C-L3
Re-use existing buildings to retain community identity and neighborhood character, support small business retention and growth, and advance climate action goals. See Policy L5.

A. Prioritize adaptive reuse efforts within neighborhood commercial districts along the historic streetcar system, potentially historic areas and key structures identified in historic context studies, and other culturally-significant buildings identified in neighborhood context studies such as “Nuestras Historias” (2022). Locations within Chaffee Park include: (see Policy C-L7 for supporting map):
1. Federal Boulevard commercial corridor from 50th Ave to 51st Ave
2. Commercial node at Pecos and 48th

C-L4
Further study “potentially historic” areas and “key structures” identified in historic context studies and pursue preservation policies, as deemed appropriate. See Policy L7.

A. Utilize the historic context studies that identified certain locations and building types to spur more research and analysis. Work with Discover Denver to survey Chaffee Park and Highlands and identify areas of significance.
Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, ensure that new housing and additions are more consistent with traditional neighborhood scale and characteristics in low and low-medium places. See Policy L9.

A. Ensure new homes are more consistent with the scale of the neighborhood and discourage scrapes in the Chaffee Park neighborhood. Update zoning regulations that consider the following:
   1. Reductions to the building lot coverage standard to ensure new homes and additions are similarly sized to the existing neighborhoods.
   2. Reductions in height and adjustments to bulk plane standards to promote more compatible scale and massing.
   3. Additional form standards to encourage key features consistent with the neighborhood, such as a maximum roof pitch to encourage low-sloping roofs to match existing roof forms in the neighborhood.

Consistent with adopted citywide policies in *Blueprint Denver* and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting natural affordability within Low Residential places. See Policy L10.

A. Preservation Bonus: Expand housing options while encouraging preservation in areas that are not currently protected, but identified as “potentially historic,” by allowing one additional primary dwelling unit if the existing structure is preserved. Area within Chaffee Park as identified in Missing Middle Housing Concepts map (p. 53) include the residential area from Tejon to Osage and between 49th and 52nd.

B. Affordability Priority Areas: Develop programs and regulations to incentivize and facilitate creation of affordable units, manage the affordable units, and reduce displacement. When these programs are in place, allow properties to add one additional primary unit under the program conditions to ensure affordability and prevent involuntary displacement. The entire Chaffee Park Neighborhood is within this area.

C. New Missing Middle Housing Opportunities: Allow the construction of new “missing middle” housing options on carriage blocks and key transit corridors. Encourage long-term affordability and ensure that the design and scale of new construction is consistent with existing neighborhood characteristics and reflective of older, traditional missing middle housing in the neighborhoods. Key transit corridors within Chaffee Park include:
   1. Pecos
   2. Zuni/50th Ave
6.2.5 Historic Context Study

CHAFFEE PARK
RECOMMENDATIONS

Key Structures
- Del Norte Tire Service
- View Crest, Emmaus House
- Marycrest
- Beach Court School
- 303 Barbershop
- 5056 Federal Blvd
- JD’s Neighborhood Bar
- Chaffee Community Baptist Church
- Zuni 49 Studios, formerly Iglesia de Jesucristo/ Maranatha Baptist Church

Areas of Concentration
- Chaffee Park Heights Subdivision
- Commercial Strip between 50 and 51
- Chaffee Park Shopping Center, NW corner of 48/ Pecos

Further study “potentially historic” areas and “key structures” identified in historic context studies and pursue preservation policies, as deemed appropriate. (See L7)

A. Utilize the historic context studies that identified certain locations and building types to spur more research and analysis. Work with Discover Denver to survey Chaffee Park and identify areas of significance.
Support wealth building and increase the development of new affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods. See Policy H1.

Preserve existing affordability and improve housing quality. See Policy H2.

Stabilize residents at risk of involuntary displacement. See Policy H3.

A. Conduct outreach with hard-to-reach households and residents that are vulnerable to displacement, including senior citizens to explore additional assistance programs and options to mitigate displacement. This may include a door-to-door needs assessment of households living in areas of vulnerability to displacement. Build organizing efforts centered with people facing displacement to inform future efforts.

Expand the number of healthcare, childcare and other public health facilities and resources in the neighborhoods. See Policy H7.

Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance. See Policy H8.

Prevent business displacement from within the neighborhood. See Policy H9.

Attract new businesses and retailers to help meet everyday household needs. See Policy H10.

A. Focus business attraction efforts in areas that lack many retail and services such as Chaffee Park with an emphasis on more local restaurants (options such as healthy, family friendly, and outdoor seating), grocery stores, and other neighborhood serving retail.

Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents. See Policy H12.

A. Continue to support value manufacturing places as high-value manufacturing districts as additional needs are identified such as additional regulatory relief, and a mobility network that facilitates truck traffic and access to major highways.

Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education. See Policy H13.
6.2.7 Mobility

CHAFFEE PARK RECOMMENDATIONS

C-M1

Upgrade sidewalks from deficient width rollover curb style to comply with the Complete Streets Design Guidelines.

A. Consider the low-cost walkways program as a way to provide interim pedestrian facilities on corridors to key community destinations.

C-M2

Partner with CDOT to implement the recommendations of the Federal Boulevard Corridor Plan, especially:

A. North of I-70, improve pedestrian safety and comfort by installing lighting and landscaped buffers between the sidewalk and the roadway.
   1. Coordinate with adjacent businesses to study enhancements to pedestrian and parkway features and develop design plans.

B. Widen the sidewalks of the bridge over I-70 and improve the safety of the intersections on either side.
   1. Study the feasibility of creating connections between planned and existing bicycle routes by designating and designing the sidewalks of the bridge as shared use paths.

C-M3

Study the implementation of safety improvements at the intersections along bicycle routes and to community destinations. See Policies M7 and M8.

A. 50th Ave at Federal, Pecos, Tejon and Shoshone Streets.

B. Incorporate additional bikeway signage throughout Chaffee Park.

C-M4

Improve connectivity across I-70 to the southern neighborhoods. See Policy M9.

A. Study the feasibility of a bicycle and pedestrian grade separated crossing across I-70 at Clay St or Tejon St.

B. Study the feasibility of a trail connection from Inca St. to Chaffee Park underneath I-70.
   1. Work with private property owners and the railroad to understand space needs.

C. Implement art and lighting to improve the comfort, visibility, and appeal of the I-70 underpass on Zuni Street.
CHAFFEE PARK
RECOMMENDATIONS

Improve neighborhood streets to promote safe and comfortable pedestrian, bicycle, and transit connections. Priority corridors include:

A. West 48th Avenue
   1. Confer with CDOT to discuss the potential utilization of their undeveloped right of way that lies along the north side of the corridor between Eliot and Vallejo Sts for multimodal improvements.
   2. Widen sidewalk to comply with Complete Streets Design Guidelines preferred width of 6 feet.
      » Consider installing a low-cost walkway to provide safe space for pedestrians as an interim step.
      » Consider the construction of the sidewalk to a width that it may function as a shared use path or constructing a grade separated bicycle facility.
   3. Increase tree coverage and implement green infrastructure improvements to buffer Chaffee Park from the noise and air impacts of I-70.
   4. For the benefit of bicyclists travelling east, use paint and signage to better indicate the preferred route to access the crosswalks across the I-70 on ramps at Pecos St that lead to the bicycle and pedestrian bridge. Add additional safety improvements as needed to increase cyclist safety at this location.
   5. Study the feasibility of constructing a shared use path between 48th Ave and Federal Blvd, in order to provide a low stress connection to the bridge over I-70. Include a consideration of a shared use path between Federal Blvd and 48th Ave S Dr as well.

B. Wyandot Street
   1. Study the feasibility of installing a shared street between 48th Ave and 51st and Zuni Park to act as an extension of, and entrance to, 51st and Zuni Park.
      » Consider the use of low-cost walkways as an interim measure.
      » Pilot a shared street between 48th Ave and 51st and Zuni Park utilizing art and green infrastructure to create a “park-light” atmosphere to the street.
   2. Increase tree coverage and implement green infrastructure improvements.
   3. Study the feasibility of implementing traffic diversion while maintaining “last-block” access to households.

C. Pecos Street
   1. Improve pedestrian access to the bus stop north of Dixie Pl.

Implement Balanced Corridors recommendations for the following Chaffee Park streets. See Policies M1 and M2.

A. Federal Boulevard
B. 50th Avenue
C. Tejon Street
D. Pecos Street
6.2.8 Quality of Life Infrastructure

CHAFFEE PARK RECOMMENDATIONS

C-Q1
Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past. See Policy Q1.

A. Work with community partners to connect and help fund local artist to create murals in commonly vandalized public areas, such as: Zuni Street I-70 underpass, 38th Avenue railroads underpass, and Inca Street bike path I-25 underpass.

B. Recognize culture and history through city improvements, public art and park design and provide identification for unnamed spaces to create a sense of place for the community members.

1. Name the park at 51st & Zuni

C-Q2
Create and sustain more temporary and permanent community gathering places. See Policy Q3.

A. Consistent with the Denver Public Library Annual Action Plan and Facilities Master Plan, explore opportunities to add new locations to provide better service and access to Chaffee Park and Sunnyside residents. In the interim, explore shared-use agreements with local schools and innovate service models such as “bookmobiles.”

C-Q3
Expand the parks system through the creation of new park space. See Policy Q5.

A. Consistent with adopted citywide policies in Game Plan for a Healthy City and Strategic Acquisitions Plan, identify opportunities to integrate publicly accessible parks, plazas and open space. Key areas include:

1. Work with industrial property owners in Chaffee Park to explore improving their existing, privately-owned open spaces. This could include adding trees, planting areas, and recreation amenities, such as picnic areas, for employees.

B. Enhance existing parkways and explore extending 46th Avenue Parkway.

1. Consider improvements to 46th Avenue to create a contemporary parkway that serves as an extension of the existing 46th Avenue Historic Parkway (west of Federal Boulevard). Improvements should explore removing on street parking to create a low-water tree planting and landscape area between the new curb and the sidewalk, and a protected bike lane. Where sufficient detached planting areas exist, replant appropriate trees at regular intervals, and preserve existing trees.

C-Q4
Enhance and expand existing parks and recreation facilities. See Policy Q7.

A. Prioritize visioning efforts for the following parks to identify improvements that can better meet the needs of community members:

1. 51st and Zuni Park

B. Consider a new recreation center at 51st and Zuni Park to better serve surrounding residents

C-Q5
Create a network of green streets to connect parks and open spaces, manage stormwater, beautify neighborhoods, and reduce urban heat island effects. See Policy Q8.

A. High priority water quality green streets include:

1. Clay and Street
2. Prioritize improvements to kick-start the NNW Connectivity Loop by installing improved bike facilities, water quality treatments, and increased tree canopy.

C-Q6
Increase access to fresh and affordable food. See Policies Q12 to Q16.
Neighborhood History

This area was first developed in 1872 between a three-block-square and the area soon began to grow with the establishment of the Boston & Colorado Smelter added in 1878. Built by Nathaniel P. Hill, this facility to process gold, silver, and copper ores in the Town of Argo. It was a major employer for the area and immigrants coming to the area – many of them Scandinavian – until it burned down in 1911. The area soon grew once new streetcar lines were added on West 38th Avenue with additional lines on Tejon starting in 1889. A few years later the first elementary school was built, Smedley Elementary in 1902 (later expanded and designated a Denver Landmark in 1992). Also in the early development of Sunnyside, a full city block park was created on Navajo Street between 38th and 39th Avenues. This was this city’s first municipally-owned playground (later named Columbus Park and currently La Raza Park). Additional lines were added by the Denver Tramway in 1908 along West 48th. The construction of these lines made it possible for more residents to settle in the new neighborhood as well as establish commercial corridors. As streetcars were electrified, much of the agricultural areas of the neighborhood transitioned to a solid middle-class residential community with easier access to downtown Denver. Housing built in the early 20th century featured classic cottages, bungalows, and foursquares throughout the neighborhood. Many of the immigrants to this area were of Italian descent, first settling in “the Bottoms” near the South Platte River and later establishing a “Little Italy” on Zuni Street between West 32nd and West 46th Avenues. They opened various businesses such as bakeries, groceries, and other enterprises.

In 1945, Chaffee Park Subdivision was built similar to other curvilinear developments of the post-war era. By the 1950s, much of the area was developed and the streetcar lines no longer operated. One new public housing project was built by the Denver Housing Authority. A total of 398 units were built as part of the James Quigg Newton Homes. A major change to the neighborhood was the construction of Interstate 70. As a result of this new highway, an industrial area developed near West 48th Avenue.

Throughout the 1960s and 1970s, the Chicano Movement connected neighborhood residents in Sunnyside and surrounding neighborhoods to promote the lives of Chicano and Latino people. This movement included walkouts, boycotts and most notable protests in and around today’s La Raza Park to rename and reclaim the space as a gathering space for the Chicano community. In the 1980s and 1990s, neighbors were concerned about the future of the neighborhood and developed the Sunnyside Neighborhood Plan (adopted 1992) and launched the Sunnyside United Neighborhoods Inc (SUNI). Today, the community remains a largely Latino population but there are growing concerns of displacement. Community groups work in collaboration to celebrate the neighborhood’s rich history.

Adapted from the Historic Context Report by Mead & Hunt
6.3.1 Character Analysis

Development Patterns and Connectivity
The Sunnyside neighborhood is composed mostly by single unit residential development with more dense residential areas to its eastern end. Small commercial areas can be found along key corridors. The industrial portion of the neighborhood is situated in the northeast corner near I-70 and the railroad tracks.

The neighborhood is bounded by I-70 to the north, railroad tracks to the east, Federal Boulevard to the west, and 38th Avenue to the south. I-70 and the railroad tracks create significant barriers greatly limiting connectivity to the north and east.

Most of the area follows an urban north/south and east/west street grid from Federal Boulevard to Tejon Street. A break in the grid takes places near Chaffee Park with more suburban curvilinear streets and then returning to the grid pattern. Within the industrial area the street pattern serves the existing industrial buildings with large and some irregular street patterns. Due to these different street grid patterns there is limited east/west connectivity. These streets as well as many others within the neighborhood have narrow sidewalks and limited bicycle infrastructure.

Parks and Open Space and Landmarks
Five parks are located within the neighborhood, all located in the eastern half of the neighborhood, including Chaffee Park and La Raza Park. Currently, there are two locally designated Denver landmarks in Sunnyside, 4250 Shoshone Street and 4130 Navajo Street.
6.3.2 Key Opportunities

1 **Focus Area: Northeast Sunnyside.** Guide future investments to create a “complete neighborhood,” including opportunities to retain and grow new jobs, construct new affordable housing, expand new park space, and create walkable mixed-use centers that can service residents. See Section 6.3.4.

2 **Aztlan Recreation Center.** Create a recreation Campus that includes a new or renovated Aztlan Recreation Center. See Policy S-Q4.

3 **Walkable Mixed-Use Centers.** Encourage housing and job growth, and high-quality design at Quigg Newton, and near major transit investments, including 41st and Inca, Federal Boulevard, and 38th Avenue. See Policies S-L1 and S-L2.

4 **Streetcar Commercial Nodes.** Preserve character of former streetcar commercial nodes and support continuation of these areas as neighborhood-serving commercial districts. See Policies S-L3, S-L5, S-L6, and S-H6.

5 **West 44th Avenue.** Support 44th Avenue as a neighborhood corridor that can showcase a variety of community-building opportunities including support for local small business, active street-level uses, and expanded tree canopy. See Policies S-L3 and S-H6.

6 **Improve connectivity across I-70, the railroad tracks and 38th Avenue.** Improve existing overpass/underpass and intersections, and explore new ped-bike crossings. See Policy S-M3.

7 **Improve 46th Avenue.** Consider improvements to 46th Avenue to create a contemporary parkway that serves as an extension of the existing 46th Avenue Historic Parkway (west of Federal Blvd. See Policy S-Q3.

8 **Complete the Sidewalk Network.** Improve safety and access by bringing existing sidewalks up to standard and install new sidewalks where they are missing. See Policy M7.

9 **More Housing Options.** Expand housing options that balance and promote preservation, compatibility, and affordability. See Policies S-L10 and L10.

10 **Stabilize residents at risk of involuntary displacement.** Reduce the risk of involuntary displacement for residents and expand the range of stable, affordable housing options and wealth building opportunities for residents. See Policies H1 and S-H3.
6.3.3 Focus Area - Northeast Sunnyside

Existing Conditions
- Predominantly industrial with a mix of multi-family residential at Quigg Newton and closer to the 41st and Fox Station Area.
- Area has approximately 1,000 employees in the area and is located near I-70 and I-25 providing high visibility and access.
- Recent reinvestment in the area include development around the 41st and Fox Station, new police station, and beverage production uses/businesses in the area. Larger redevelopment plans are anticipated at Fox Park in Globeville.
- Community has expressed the desire for preserving jobs in the area while allowing for mixed-use development closer to the neighborhoods.

Vision
- Support long-standing, existing businesses that serve as cultural and historic destinations in the area to mitigate involuntary displacement.
- Establish an “Innovation District” by retaining and growing new jobs with a focus on innovation, including research and development, urban manufacturing, tech, maker spaces, food, and ensuring other supportive infrastructure are in place to support innovation and entrepreneurship (e.g., business incubators). Ensure job options are maximized and connected to local residents.
- Support the construction of affordable housing in the area and leverage publicly owned land for community benefiting uses, such as affordable housing or open space.
- Encourage human-scaled design by requiring smaller block sizes and require street-level active uses, especially within mixed-use centers (46th/Pecos and 41st/Jason).
- Incorporate new park space and create more pedestrian-friendly streetscapes with more trees, and green infrastructure along key streets.
- Strengthen pedestrian and bicycle connections to adjacent bike and trail systems, including the opportunity to re-purpose former railroad tracks throughout the area and provide more east-west connections across the rail track.

Focus Area Recommendations
1. Preserve existing industrial areas where larger concentrations of industrial manufacturing businesses and jobs exist today, and establish an industrial business alliance group to help advance the vision for the area.
2. Promote opportunities for primary jobs and innovation, while allowing for housing in the area.
3. Mitigate involuntary displacement by connecting long-standing businesses to supportive programs. See Policies H9 and H12.
4. Enhance existing parks and recreation facilities, and create new park space. See Policies S-Q3 and S-Q4.
5. Incorporate gateway elements that provide visual cues that signify an entrance and reinforce the identity of the area, which may include art, signage, wayfinding, and landscaping.
6. Provide safe, accessible, and comfortable ways to get around through ped-bike infrastructure improvements and additional tree canopy. See Policies M-2: 44th Ave., 46th Ave., and Pecos St.; and S-M1, 2, and 3.
8. Partner with the Denver Housing Authority to apply for the Choice Neighborhood grants to help start the visioning process for the Quigg Newton community and support future implementation efforts. In the interim, work with DHA on short-term improvements identified by Quigg residents (see p. 187).
   » Concentrate future housing density near mixed-use centers and ensure that future building and site design is well integrated with the surrounding neighborhood.
9. Increase housing supply adjacent to mixed use centers with a focus on affordable housing and anti-displacement.
10. Transformative Project: Create a Recreation Campus that includes a new or renovated recreation center with pool renovations and expanded programming. See Policy S-Q4.
RECOMMENDATIONS/OPPORTUNITIES:

- Mixed Use “Community Center”
- Mixed Use “Local Center”
- Future “Innovation District”
- Retain Existing “Innovation District” Uses
- Preservation/Adaptive Reuse
- High Density Residential
- Medium Density Residential
- Transformative Project: Community-Serving Use
- Gateway & Transit Stop
- Near Northwest Loop (Bike/Ped Improvements)
- Key Street Mobility Improvements
- Future Street Connections
- Connectivity Improvements
- Maintain Freight Routes

Note, this drawing is intended to help community members visualize one way the plan recommendations may be realized. It is provided for illustrative purposes only.
Ensure future changes within the Innovation/Flex district promote a gradual transition over time that is mindful of existing industrial businesses and advance the vision of the Northeast Sunnyside.

A. Discourage disruptions to industrial businesses by not allowing residential uses in the area while industrial operations remain viable. Rezonings for household residential development would not be consistent with this plan unless:
   1. Dawn Food vacates their property and the innovation/flex district; or
   2. A catalyst project occurs in the surrounding area that makes it difficult for Dawn Food to operate their existing business, which relies on manufacturing and high volumes of truck traffic. A catalyst project includes any major improvement or change in the area that will draw significantly more pedestrian and vehicular traffic to the area. This may include a significant infrastructure investment, such as the construction of the 47th Avenue bridge (connection to Fox Park), which will increase daily traffic volumes in the area. It can also include the redevelopment of Quigg Newton, which will substantially increase residential populations nearby.

B. Ensure that the innovation/flex district, where currently zoned I-A in Northeast Sunnyside, promotes opportunities for primary jobs while allowing housing in the area after Dawn Food leaves or a catalyst project is built. Pair regulatory changes and economic development programs to advance the “net zero” policy that aims to maintain at least 1,000 jobs in the area. Residential uses in the area should only be allowed once the conditions outlined in NES-1.A are met.
   1. Consider regulations, such as new zone district(s) and development standards, to help create physical spaces for future employment opportunities. Ensure regulatory tools that promote the creation of these spaces are paired with economic development programs and partnerships to help attract businesses and fill these spaces with the desired jobs for the area.
   2. Until these appropriate tools and programs are in place, applicant-driven rezonings to allow residential development would not be consistent with this policy, unless commitments from the applicant advance the area vision to retain and grow jobs in the area.
   3. Applicant-driven rezonings, without commitments to advance the vision to retain and grow jobs, are consistent with this policy only if multiple vision elements are being advanced without compromising the long-term vision for retaining and growing primary jobs. This may include agreements to provide new park space, a greater quantity of affordable housing at lower household income levels than would otherwise be required, and apply regulatory tools, such as design overlays, that would require active street-level uses.

C. Consider appropriate tools for implementing and financing infrastructure and public realm improvements, such as development impact fees, cost recovery districts or tax increment financing.
QUIGG NEWTON RESIDENT FEEDBACK

The planning team met with the residents of Quigg Newton several times throughout the planning process to have in-depth discussions on their shared vision for the neighborhood. In those discussions, many short-term improvements to the Quigg Newton property were identified by residents. These included:

- Allowing residents to have gardens and flower pots outside their home
- More lighting, and coordination with the police department
- More services at La Casa Family Health Center
- Programs and services for children
- Community events and block parties
6.3.4 Land Use and Built Form  
SUNNYSIDE  
RECOMMENDATIONS

$\textbf{S-L1}$  
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. See Policy L1. 

A. Regional and Community Centers and Corridors should accommodate the most growth creating opportunities for affordable housing and other community needs such as compatible design, community serving retail and other commercial uses and jobs, enhanced streetscape and publicly accessible open spaces. These growth areas within Sunnyside are identified in the Growth Map (p. 33): 
1. Area at 41st Ave. and Inca St. 
2. Area at intersection of Federal Blvd. and 38th Ave. 
3. Area at intersection of Federal Blvd. and 44th Ave. 
4. Area at intersection of 38th Ave. and Tejon St. 
5. Area along 38th Ave. between Lipan and Navajo Sts.

$\textbf{S-L2}$  
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, elevate the design of buildings, streets and public spaces within centers and corridors. See Policy L2.

$\textbf{S-L3}$  
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options. See Policy L3. 

A. Create vibrant mixed-use places with a variety of retail, office, entertainment, civic, and residential uses that serve the community’s needs and are welcoming to all. Require ground-floor active or commercial uses at critical locations within centers and corridors. 
1. Require an active mix of uses at the street level to corridors and centers along former streetcar corridors. Consider updates to zoning standards or applying a design overlay, such as the Active Centers and Corridors Overlay (DO-8). See Historically Significant Commercial Areas map on p. 41. 
2. Other key locations to promote active ground-floor uses include: mobility hubs, bus stops, and intersections of arterial and collector streets.

B. Within areas designated as corridors and centers, encourage adaptive reuse of residential properties to commercial that preserves and expands opportunities for commercial uses along future high-capacity transit corridors and former streetcar nodes, and new local center future places designation areas.
1. Locations where existing residential properties are envisioned as a future local center include 38th Ave between Eliot and Zuni Sts. and the area near Pecos St. and 40th Ave.

$\textbf{S-L4}$  
Preserve and celebrate places that have significant ties to the diverse cultures of Northside. See Policy L4. 

A. Support the Council District, interested community members, businesses, and property owners on initiatives that advance findings from the Nuestras Historias (2022) report to celebrate the Latino/x cultural influences in NNW. 
1. Pursue historic designation of public properties, including parks.
2. Expand the designation of currently undesignated sites through education of benefits and opportunities to property owners (e.g., tax credits).

$\textbf{S-L5}$  
Re-use existing buildings to retain community identity and neighborhood character, support small business retention and growth, and advance climate action goals. See Policy L5.

A. Prioritize adaptive reuse efforts within neighborhood commercial districts along the historic streetcar system, potentially historic areas and key structures identified in historic context studies, and other culturally-significant buildings identified in neighborhood context studies such as “Nuestras Historias” (2022). Locations within Sunnyside identified in the Historically Significant Commercial Areas map include: 
1. Former Streetcar nodes along 44th Ave. and Tejon St.
2. Along 38th Ave. near Federal Blvd., Clay St., Tejon St., and between Shoshone and Kalamath Sts.
SUNNYSIDE RECOMMENDATIONS

S-L6

Celebrate and reinforce the history and significance of the former streetcar system. See Policy L6.

A. Prioritize Sunnyside as an area for preservation action, as it has a recently completed Discover Denver survey and report with Areas of Significance already defined.

S-L7

Further study “potentially historic” areas and “key structures” identified in historic context studies and pursue preservation policies, as deemed appropriate. See Policy L7.

A. Prioritize Sunnyside as an area for preservation action, as it has a recently completed Discover Denver survey and report with Areas of Significance already defined.

S-L8

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to maintain character and promote natural affordability within low residential places. See Policy L8.

S-L9

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, ensure that new housing and additions are more consistent with traditional neighborhood scale and characteristics in low and low-medium places. See Policy L9.

A. Residential Low - Update zoning regulations for two-unit zone districts (TU) to encourage more compatible building forms that fit in with the traditional neighborhood character and remove barriers on small and unique lots.

B. Residential Low-Medium – Encourage design elements that will limit flat facades and create more visual interest along the ground floor of residential buildings, while balancing residential privacy.

S-L10

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting natural affordability within Low Residential places. See Policy L10.

A. Preservation Bonus: Expand housing options while encouraging preservation in areas that are not currently protected, but identified as “potentially historic,” by allowing one additional primary dwelling unit if the existing structure is preserved. Areas within Sunnyside are identified in Missing Middle Housing Concepts map (p. 53).

B. Affordability Priority Areas: Develop programs and regulations to incentivize and facilitate creation of affordable units, manage the affordable units, and reduce displacement. When these programs are in place, allow properties to add one additional primary unit under the program conditions to ensure affordability and prevent involuntary displacement. Eastern Sunnyside is within this area.

C. Traditional Missing Middle Housing - Preserve the natural affordability, density, and historic character of older, traditional missing middle housing.

D. New Missing Middle Housing Opportunities: Allow the construction of new “missing middle” housing options on carriage blocks and key transit corridors. Encourage long-term affordability and ensure that the design and scale of new construction is consistent with existing neighborhood characteristics and reflective of older, traditional missing middle housing in the neighborhoods. Key transit corridors include:
   1. Federal Blvd.
   2. 38th Avenue
   3. Tejon St. and 44th Ave.
   4. Lipan/46th/Pecos/Zuni Corridor
6.3.5 Historic Context Study

SUNNYSIDE
RECOMMENDATIONS

Further study “potentially historic” areas and “key structures” identified in historic context studies and pursue preservation policies, as deemed appropriate. (See L7)

A. Utilize the historic context studies that identified certain locations and building types to spur more research and analysis. Work with Discover Denver to survey Sunnyside and identify areas of significance.
Support wealth building and increase the development of new affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods. See Policy H1.

A. Work with key partners to target vacant and underutilized commercial and industrial properties and parking lots, including properties adjacent to and in close proximity to the Quigg Newton community for acquisition to develop affordable housing.

B. Support efforts by the Denver Housing Authority to maximize the number of affordable units in any future improvement plan for the Quigg Newton community.

Preserve existing affordability and improve housing quality. See Policy H2.

Stabilize residents at risk of involuntary displacement. See Policy H3.

A. Conduct outreach with hard-to-reach households and residents that are vulnerable to displacement, including senior citizens to explore additional assistance programs and options to mitigate displacement. This may include a door-to-door needs assessment of households living in areas of vulnerability to displacement.

B. Support Denver Housing Authority efforts to ensure that existing residents in the Quigg Newton community can be housed within any future redevelopment and/or within close proximity of the existing site.

Expand the number of healthcare, childcare and other public health facilities and resources in the neighborhoods. See Policy H7.

A. Ensure public laundry facilities, including the single remaining laundromat in the area (in Sunnyside), remain accessible.
   1. Connect laundromat owners to resources listed in Small Business and Retail section.
   2. Coordinate with innovative services such as Laundry Love or Bayaud Enterprise’s Mobile Laundry Truck.

Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance. See Policy H8.

A. Support West 44th Avenue as a “Sunnyside Neighborhood Corridor” that can showcase a variety of community-building opportunities, including supporting local small businesses, active-street level uses, improving mobility options throughout the corridor, providing access and activation through Chaffee Park, expanded tree canopy, and branding and signage to foster a strong identity.

Ensure public laundry facilities, including the single remaining laundromat in the area (in Sunnyside), remain accessible.

1. Connect laundromat owners to resources listed in Small Business and Retail section.
2. Coordinate with innovative services such as Laundry Love or Bayaud Enterprise’s Mobile Laundry Truck.

Prevent business displacement from within the neighborhood. See Policy H9.

Attract new businesses and retailers to help meet everyday household needs. See Policy H10.

Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses. See Policy H11.

Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents. See Policy H12.

Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education. See Policy H13.
6.3.7 Mobility

SUNNYSIDE
RECOMMENDATIONS

S-M1

Study the feasibility of a high comfort bicycle route between Jason St/47th Ave and 45th Ave/Inca St to provide a connection between the identified bridge over the railroad tracks at 47th Ave and the shared use path along Inca St, which begins at 45th Ave.

A. Study the feasibility of a high comfort bicycle route between Jason St/47th Ave and 45th Ave/Inca St to provide a connection between the identified bridge over the railroad tracks at 47th Ave and the shared use path along Inca St, which begins at 45th Ave.

B. Consider implementing bike lanes on 45th St between Lipan and Inca St to provide a connection between the existing bike lane on Lipan st and the future bicycle/pedestrian bridge to be installed at or near 45th st over the railroad tracks. This segment would also provide a high comfort connection to the beginning of the shared use path on Inca st.

S-M2

Consider the creation of additional segments to the street grid should redevelopment occur.

A. Navajo St between 46th and 47th Aves
B. 45th Ave between Lipan and Pecos Sts
C. Osage between 44th and 46th Aves

S-M3

Improve connectivity across I-70 and the railroads. See Policy M9.

A. Implement the multimodal bridge over the railroad tracks at 47th Ave identified in the Northern Connection Feasibility Study and Denver Moves: Pedestrians and Trails.

B. Study the feasibility for extending a trail and underpass connection under I-70 as an extension of the Inca Street trail.
   1. Work with private property owners and the railroad to understand space needs.

C. Study the feasibility of a bicycle and pedestrian bridge over the railroad tracks between 44th and 46th Avenue.

D. Study the feasibility of constructing a shared use path between W 48th Ave S Dr and Federal Blvd, in order to provide a low stress connection to the bridge over I-70

S-M4

Study measures to slow and reduce traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers. See Policy M3.

A. 46th Avenue
B. 44th Avenue
C. 41st Avenue
SUNNYSIDE RECOMMENDATIONS

S-M6

**Improve neighborhood streets to promote safe and comfortable pedestrian, bicycle, and transit connections. Priority corridors include:**

A. 38th Avenue
   1. Widen and detach the sidewalk through La Raza Park, along 38th Ave, to meet Complete Streets Design Guidelines’ sidewalk standards and provide space for increased tree cover along 38th Ave.

B. 47th Avenue
   1. Study this corridor with the community to determine appropriate design following the design of the future 47th Avenue bridge.
      » Study how to provide a multimodal connection between the identified bridge over the railroad tracks at 47th Ave and the existing Pecos St. multimodal bridge over I-70.
   2. 47th Ave is a priority corridor for installing missing sidewalks.
   3. Prioritize a protected bike facility and increased tree canopy for this corridor when redesigning street as a contemporary parkway.
   4. Study the intersection of 47th Avenue and Pecos Street to design a safe crossing of Pecos Street that functions well for bicyclists heading west from future 47th Avenue bridge.
      » Study how to connect the identified bridge over the railroad tracks at 47th Ave and the existing bicycle facilities on 46th Ave.

C. 41st Avenue
   1. Study the feasibility of implementing higher comfort bike facilities and install missing sidewalks or upgrade where feasible.
   2. Consider the implementation of a pedestrian hybrid beacon across Pecos St at 41st Ave.
   3. Increase tree coverage and implement green infrastructure improvements
   4. Between Lipan and Inca, study the feasibility of implementing a high-quality shared street to provide a high comfort pedestrian experience between the 41st and Fox Station and Ciancio Park.
      » Consider the use of low-cost walkways as an interim measure.
      » Pilot the shared street utilizing art and green infrastructure to create a “park-light” atmosphere to the street.
   5. Improve the safety of bicyclists and pedestrians by upgrading the following intersections: Zuni, Pecos, and Tejon Streets.
6.3.8 Quality of Life Infrastructure

SUNNYSIDE RECOMMENDATIONS

S-Q1

Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past. See Policy Q1.

A. Create murals in commonly vandalized public areas, such as: Zuni Street I-70 underpass, 38th Avenue railroads underpass, and Inca Street bike path I-25 underpass. Support and help connect artists to various funding sources.

B. Recognize culture and history through city improvements, public art and park design and provide identification for unnamed spaces to create a sense of place for the community members.
   1. Name the park at Pecos and 46th.

S-Q2

Create and sustain more temporary and permanent community gathering places. See Policy Q3.

A. Consistent with the Denver Public Library Annual Action Plan and Facilities Master Plan, explore opportunities to add new locations to provide better service and access to Chaffee Park and Sunnyside residents. In the interim, explore shared-use agreements with local schools and innovate service models such as “bookmobiles.”

S-Q3

Expand the parks system through the creation of new park space. See Policy Q5.

A. Consistent with adopted citywide policies in Game Plan for a Healthy City and Strategic Acquisitions Plan, identify opportunities to integrate publicly accessible parks, plazas and open space. Key areas include northeast Sunnyside, including:
   1. Future redevelopment of Quigg Newton homes
   2. Stormwater detention facility/park space with integrated green infrastructure generally in the area around W. 46th Ave and Jason St.
   3. Potential to repurpose rail spurs in the industrial areas as linear parks in the future.

B. Consider improvements to 46th Avenue to create a contemporary parkway that serves as an extension of the existing 46th Avenue Historic Parkway (west of Federal Boulevard). Improvements should explore removing on street parking to create a low-water tree planting and landscape area between the new curb and the sidewalk, and a protected bike lane. Where sufficient detached planting areas exist, replant appropriate trees at regular intervals, and preserve existing trees.
SUNNYSIDE RECOMMENDATIONS

S-Q5

Create a network of green streets to connect parks and open spaces, manage stormwater, beautify neighborhoods, and reduce urban heat island effects. See Policy Q8.

A. Priority water quality green streets include:
   1. 46th Avenue - Explore removing on street parking to create a water quality area with tree planting and landscape between the new curb and the sidewalk.
   2. 38th Avenue - Incorporate green infrastructure strategies into the upcoming 38th Avenue Corridor Study and implement the Truncated Project “L” pipe improvement, identified by the Globeville Stormwater Systems Study, along Jason Street to drain stormwater and address flooding.
   3. Tejon Street - Consider water quality treatments at intersections due to limited right-of-way that tie into bike facilities.
   4. Clay and Inca Streets - Prioritize improvements to kick-start the NNW Connectivity Loop by installing improved bike facilities, water quality treatments, and increased tree canopy.

S-Q6

Expand green infrastructure improvements on city-owned property, rights-of-way and support reducing impervious surfaces on privately owned property. See Policy Q9.

A. Explore opportunities to create a detention facility/park generally in the area around W. 46th Avenue and Jason Street. This will result in improved storm management in the Globeville Stormwater System Mid Basin, while providing a community-oriented park space with recreational opportunities and water quality improvements.
   1. Examine the potential for utilizing abandoned railroad spurs in the area to create new greenways and linear open spaces that include green infrastructure improvements.

S-Q7

Increase access to fresh and affordable food. See Policies Q12 to Q16.
Neighborhood History

Soon after the settlement of Denver in 1858, William H. Larimer crossed the South Platte River to stake a claim on a tall bluff, naming it Highland. The first development of Highland included a hand full of small farms along the north bank of the river. The first connections via bridges were made in 1860 at 11th and 15th Streets. The steep incline between downtown and Highland was a major obstacle in early growth and development. Following the arrival of railroads throughout the region in 1870, the Highland area was platted. Two early subdivisions include Potter Highlands and Highland Park. Potter Highlands was owned by the American Baptist Missionary Union featuring square blocks with room for carriage houses and other outbuildings in the center of the block. Highland Park was platted by General William J. Palmer, owner of the Denver & Rio Grand Railroad and English business partner William A. Bell. This design featured diagonal curved street that mimic at traditional Scottish village – a rare example in the American West.

Together, these developments were contained as part of the “Town of Highland” laid out by Horatio B. Bearce in 1875. This area was promoted for well-to-do residents, promoting clean air and water in contrast to Denver. By 1896, the Town of Highland could no long support itself and was incorporated into the City of Denver and lots were cut in half to make them more affordable, creating a working-class neighborhood. The growth of the streetcars and nearby Boston and Colorado Smelter attracted workers to the area. Early settlers to this area included immigrants from Irish, Welsh, Cornish, and German descent. They were often laborers who worked on the railroad or in the smelters. They established communities and built many of the early churches in the area. Later Italian immigrants came to live and work in the area including publishing local Italian newspapers. Viaducts were added in the 1880s and 1890s and improved transportation access through the steep incline of Highland to downtown Denver. Additional streetcar lines spurred the creation of commercial centers – especially on 15th Street. By 1891, no residence was more than three blocks to a streetcar line. With more residents living in Highland, a larger, Beaux Arts style North High School was built between 1911 and 1913, designed by David Dryden. The school later added trades to their curriculum and expanded again in the 1950s and 1980s. The neighborhoods continued to grow with both working-class traditional housing and more elaborate or larger housing for the wealthy. By 1940, much of the area was built out. Later development of the Valley Highway (Interstate 25) cleared portions of the neighborhood where “shanty towns” and truck farms that were located near the river.

Adapted from the Historic Context Report by Mead & Hunt
6.4.1 Character Analysis

Development Patterns and Connectivity
The Highland neighborhood is composed mostly by single unit residential development. The neighborhood is more dense closer to I-25 and the neighborhood boundary closer to downtown Denver with a mix of multi-unit residential, mixed use, and commercial uses. The neighborhood is bounded by 38th Avenue to the north, railroad tracks to the east jogging along the South Platte River, Federal Boulevard to the west, and Speer Boulevard to the south. I-25 runs closely parallel to the eastern boundary.

The majority of the neighborhood follows an urban north/south and east/west street grid from Federal Boulevard to Tejon Street. At Tejon Street and West 32nd Avenue, an intersecting grid begins running to the river of mostly commercial and mixed use developments. This pattern follows an extension of the downtown street grid. Also, near the North High School campus, a series of curvilinear streets are situated following the path of Speer Boulevard and surrounding park.

Parks and Open Space and Landmarks
City of Cuernavaca Park is situated along the river between I-25 and the neighborhood boundary. The largest historic district in Highland, Potter Highlands, stretches over more than 25 city blocks. Other districts include the Old Highland Business District and West 28th Avenue District.

Most residences include two-story structures with Victorian Cottages, Four Square, Bungalow, and Classic Cottages, and some Ranches.

Most residences are two stories in height.

There is a mix of historic and modern transitional styles changing the consistency of the blocks.
6.4.2 Key Opportunities

1. **Focus Area: Viking Park and Speer Boulevard.** Make improvements to Viking Park and redesign Speer Blvd. to increase safety, accessibility, and connectivity. See Section 6.4.4.

2. **Streetcar Commercial Nodes.** Preserve character of former streetcar commercial nodes and support continuation of these areas as neighborhood-serving commercial district. See Policies H-L3, H-L5, H-L6, and H-L3.

3. **Culture and History.** Preserve and celebrate places that have significant ties to the cultures of the Northside. See Policy H-L4.

4. **Walkable Mixed-Use Centers.** Encourage housing and job growth, and high-quality design near major transit investments, including along Federal Boulevard, 38th Avenue, and Speer Boulevard. See Policies H-L1 and H-L2.

5. **Compatible Residential Design.** Ensure new homes are compatible with the neighborhood and remove barriers to developing on small and unique lots. See Policy H-L9.

6. **Improve Connectivity.** Improve crossings at complicated and busy intersections, including Speer Boulevard and areas with off-axis intersections. See Policies H-M1 and H-M2.

7. **Support Local Businesses.** Assist and provide resources to small businesses, and help build capacity. See Policies H-H2 and H-H6.


9. **Stabilize residents at risk of involuntary displacement.** Reduce the risk of involuntary displacement for residents and expand the range of stable, affordable housing options and wealth building opportunities for residents. See Policies H1 and H3.
6.4.3 Focus Area - Viking Park and Speer Boulevard

**Existing Conditions**
- Viking Park is bounded by busy streets, including Federal and Speer Boulevards, which make it difficult to access and comfortable to enjoy.
- North High and Speer Boulevard also makes it difficult for pedestrians to cross between the Jefferson Park and Highland neighborhoods.
- Community has expressed the desire for improving the connectivity and access in this area and better activating Viking Park so that it is more utilized by the community.

**Vision**
- Create more safe, accessible, and seamless connections for pedestrian and cyclists between the neighborhoods of Highland and Jefferson Park.
- Make improvements to Viking Park and adjacent streets and crossings to make it more accessible and comfortable for people to use.
- Encourage mixed-use destinations with high-quality design and active street-level uses around key mobility hubs that provide access to regional and local transit services.

**Focus Area Recommendations**
1. Provide safe, accessible, and comfortable ways to get around through ped-bike infrastructure improvements and additional tree canopy. See Policy M1: Federal Blvd., and Speer Blvd.; and Policy M2: 32nd Ave., 29th Ave., and Zuni St.
2. Improve pedestrian and bicycle infrastructure that connects in with the Near Northwest Loop. See Policy M2: Clay St. and Eliot St.
3. Encourage walkable mixed-destinations and human-scaled design around future mobility hubs that will be serviced by enhanced transit services (see H-L1 to H-L3).
4. Work with Denver Public Schools to increase connections through their campus and to the surrounding community. See Policy H-M1.
5. Strengthen connections and improve programming at Ashland Recreation Center. See Policy Q7.
7. Transformative Project: Make improvements to Viking Park and redesign Speer Boulevard to: 1) Provide a seamless, safe connection for pedestrians between North High and Viking Park; 2) Better activate and connect the existing open space of North High with Viking Park; and 3) Improve Speer Boulevard to expand tree canopy, provide wider, separated sidewalks and bicycle facilities and enhance transit serve. See Policies M2: Speer Boulevard and Q7.
HIGHLAND FOCUS AREA

RECOMMENDATIONS/OPPORTUNITIES:

- Mixed Use “Community Center”
- Gateway & Transit Stop
- Near Northwest Loop (Bike/Ped Improvements)
- Key Street Mobility Improvements
- Connectivity Improvements
- Park and Boulevard Transformation

Note, this drawing is intended to help community members visualize one way the plan recommendations may be realized. It is provided for illustrative purposes only.
6.4.4 Land Use and Built Form

HIGHLAND
RECOMMENDATIONS

**H-L1**
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. See Policy L1.

**A.** Regional and Community Centers and Corridors should accommodate the most growth creating opportunities for affordable housing and other community needs such as compatible design, community serving retail and other commercial uses and jobs, enhanced streetscape and publicly accessible open spaces. These growth areas within Highland are identified in the Growth Map (p. 33):
1. Area near Speer and Zuni St
2. Areas along Federal Boulevard at intersections with 38th Ave and 32nd Ave
3. Areas along 38th Ave between Lipan and Navajo Streets
4. Area along Platte and Central Street (area mostly developed)

**H-L2**
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, elevate the design of buildings, streets and public spaces within centers and corridor. See Policy L2.

**H-L3**
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options. See Policy L3.

**A.** Create vibrant mixed-use places with a variety of retail, office, entertainment, civic, and residential uses that serve the community’s needs and are welcoming to all. Require ground-floor active or commercial uses at critical locations within centers and corridors.
1. Require an active mix of uses at the street level to corridors and centers along former streetcar corridors. Consider updates to zoning standards or applying a design overlay, such as the Active Centers and Corridors Overlay (DO-8). See Historically Significant Commercial Areas map on p. 41.
2. Other key locations to promote active ground-floor uses include: mobility hubs, bus stops, and intersections of arterial and collector streets.

**H-L4**
Preserve and celebrate places that have significant ties to the diverse cultures of Northside. See Policy L4.

**A.** Support the Council District, interested community members, businesses, and property owners on initiatives that advance findings from the Nuestras Historias (2022) report to celebrate the Latino/x cultural influences in NNW.

**B.** Support Council District, interested community members, businesses, and property owners identify and preserve other culturally significant sites that have ties to different cultures, such as the Italian and Scottish cultures. This may include the Scottish Village, Leprino Foods, Potenza Lodge, Gaetano’s, and Lechuga’s in Highland.

**H-L5**
Re-use existing buildings to retain community identity and neighborhood character, support small business retention and growth, and advance climate action goals. (See L5)

**A.** Prioritize adaptive reuse efforts within neighborhood commercial districts along the historic streetcar system, potentially historic areas and key structures identified in historic context studies, and other culturally-significant buildings identified in neighborhood context studies such as “Nuestras Historias” (2022). Locations within Highland identified in the Historically Significant Commercial Areas map include:
1. Former Streetcar nodes along 32nd, Tejon, Clay, Pecos and Navajo Streets
2. Area along Federal north of 29th Ave to 32nd
3. Area along 38th Ave between Shoshone and Kalamath St
Further study “potentially historic” areas and “key structures” identified in historic context studies and pursue preservation policies, as deemed appropriate. See Policy L7.

A. Utilize the historic context studies that identified certain locations and building types to spur more research and analysis. Work with Discover Denver to survey Chaffee Park and Highlands and identify areas of significance.

B. Explore local preservation and/or design tools for the Scottish Village National Historic District to prevent infill and redevelopment particularly within low-medium residential areas where larger multi-unit homes can be built. Work with property owners and the neighborhood on these potential tools.

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to maintain character and promote natural affordability within low residential places. See Policy L8.

A. Residential Low - Update zoning regulations in two-unit zone districts (TU) to encourage more compatible building forms that fit in with the traditional neighborhood character and remove barriers on small and unique lots.

B. Residential Low-Medium – Update zoning regulations to encourage design elements that will limit flat facades and create more visual interest along the ground floor of residential buildings, while balancing residential privacy. Consider the following:
1. Federal Boulevard
2. 38th Avenue
3. Speer Boulevard
4. 15th/Tejon
5. 20th/Navajo

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting natural affordability within Low Residential places. See Policy L10.

A. Preservation Bonus - Expand housing options while encouraging preservation in areas that are not currently protected, but identified as “potentially historic,” by allowing one additional primary dwelling unit if the existing structure is preserved.

B. Traditional Missing Middle Housing - Preserve the natural affordability, density, and historic character of older, traditional missing middle housing.

C. New Missing Middle Housing Opportunities - Allow the construction of new “missing middle” housing options on carriage blocks and key transit corridors. Encourage long-term affordability and ensure that the design and scale of new construction is consistent with existing neighborhood characteristics and reflective of older, traditional missing middle housing in the neighborhoods. Key transit corridors include:
1. Federal Boulevard
2. 38th Avenue
3. Speer Boulevard
4. 15th/Tejon
5. 20th/Navajo

Celebrate and reinforce the history and significance of the former streetcar system. See Policy L6.

A. Identify areas along the former streetcar lines that maintain historic or architectural significance and explore tools to preserve their character and continuation of neighborhood-serving commercial districts.

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to maintain character and promote natural affordability within low residential places. See Policy L8.

A. Residential Low - Update zoning regulations in two-unit zone districts (TU) to encourage more compatible building forms that fit in with the traditional neighborhood character and remove barriers on small and unique lots.
6.4.5 Historic Context Study

HIGHLAND RECOMMENDATIONS

H-L7

Further study “potentially historic” areas and “key structures” identified in historic context studies and pursue preservation policies, as deemed appropriate. See Policy L7.

A. Utilize the historic context studies that identified certain locations and building types to spur more research and analysis. Work with Discover Denver to survey Highland and identify areas of significance.
6.4.6 Housing and Economy

**HIGHLAND RECOMMENDATIONS**

**H-H1**
Support wealth building and increase the development of new affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods. See Policy H1.

**H-H2**
Preserve existing affordability and improve housing quality. See Policy H2.

**H-H3**
Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance. See Policy H8.

**H-H4**
Prevent business displacement from within the neighborhood. See Policy H9.

**H-H5**
Attract new businesses and retailers to help meet everyday household needs. See Policy H10.

**H-H6**
Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses. See Policy H11.

**H-H7**
Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education. See Policy H13.
6.4.7 Mobility

HIGHLAND RECOMMENDATIONS

**H-M1**

Improve the safety and comfort of the streets and intersections surrounding Viking Park in order to improve access and connectivity to the park.

A. In coordination with Safe Routes to School program, evaluate interventions and designs to improve the connectivity, safety, and park-like atmosphere of Speer Blvd, between North High School and Viking Park
   1. Among other alternatives, consider installing a pedestrian refuge island and/or colored crosswalk on Speer Blvd, between North High School and Viking Park, where the existing pedestrian signal is located to improve pedestrian safety and comfort for students.

B. Partner with Denver Public Schools to bring sidewalks at North High up to city standard and plant additional trees.

C. Study the feasibility of installing a shared use path between Speer Blvd and W Dunkeld Pl through the North High School campus. The path would lie between the track and the baseball field. Study can be included in the North High Travel Plan Study.

D. Improve the intersection of Speer and Federal Blvds for increased pedestrian safety through curb extensions, median refuge islands, and Leading Pedestrian Intervals that give pedestrians a head start (among other measures)

**H-M2**

Study the implementation of safety improvements and intersection simplification at complicated, off-axis intersections that lie at the border of the Lower Highlands street grid.

A. 29th Ave and Boulder, 15th, and Umatilla Sts
B. Tejon St and 31st Ave and Erie St
C. Tejon and 17th St
D. Boulder St and 32nd Ave

**H-M3**

Study the implementation of safety improvements at the intersections along bicycle routes and to community destinations.

A. 15th Street at Central and Platte Streets.
B. 29th Avenue at Zuni, Bryant, and Eliot Streets

**H-M4**

Study and advance the implementation of safety improvements at the intersections proximate to the 20th St, bridge over I-25 and Inca St. under I-25

A. Study an improved intersection design to increase the safety of pedestrians and cyclists at the intersection of 20th, Central, and Osage Sts and better accommodate the transition from Central St to Navajo St.
   » Repainting pedestrian markings
   » An Rectangular Rapid-Flashing Beacon at the northbound on ramp,
   » Yield to bike/pedestrian signage
   » Add protected left to southbound on ramp

B. At the intersections of 20th Ave. and the north and southbound I-25 ramps, partner with CDOT to pursue the implementation of the recommendations of the 20th Street Denver Vision Zero RSA report.:

C. Implement art, signage, and lighting to improve the comfort, visibility, and appeal of the I-25 underpass along the Inca Street trail.

**H-M5**

Study additional bicycle and pedestrian connections between Highland and Downtown.

A. Include in the study an analysis of the Central Platte Valley Gondola proposed in Denver Moves: Downtown from Union Station to approximately Erie St and 31st Ave.
HIGHLAND RECOMMENDATIONS

Improve neighborhood streets to promote safe and comfortable pedestrian, bicycle, and transit connections. Priority corridors include:

A. 35th Avenue
   1. Use the Neighborhood Bikeway evaluation study to evaluate the current conditions of W 35th Ave to determine if additional vehicular volume mitigations are needed, such as through diversion.
   2. Study the feasibility of implementing additional traffic control of intersecting streets: Tejon, Pecos, Navajo.
   3. Study the feasibility of implementing bicycle improvements at the intersection with Kalamath St and improving connections (visibility-wise and physical) to the trail on the east side of the street.
   4. Increase tree coverage and implement green infrastructure improvements

B. Navajo Street
   1. Implement bus priority improvements from 32nd to 38th Aves.
   2. Study an improved intersection design at Osage, Central, and 20th Sts to better accommodate the transition from Central St to Navajo St.

C. Central Street
   1. Study the feasibility of a higher comfort bicycle facility as part of the Near Northwest Connectivity Loop.
   2. Implement trail segments parallel to the Speer clover – from Central St. and 15th Ave. to 27th Ave./Vallejo St.
   3. Near term: Explore the feasibility of enhancing the existing sidewalk to function as a shared use path for both bicyclists and pedestrians.

D. Boulder Street
   1. Study the implementation of an additional buffered bike lane heading southwest from 16th St to 29th Ave.
   2. Study the feasibility of building a shared bus/bike facility such as a bus island on Boulder St between 15th and 16th to allow for the implementation of an additional bike facility heading south.

E. 15th Street
   1. Implement the protected bike lanes from Central St to Downtown, as proposed by Denver Moves: Bicycles and Denver Moves: Downtown.
   2. Study the feasibility of upgrading the recommended facility between Central St and 29th Ave to a protected bike lane to provide a continuous level of comfort/protection on the corridor and between bicycle routes.
      » Bikeway design should consider bus operations on 15th.
   3. Support transit speed and reliability such as lanes and signals for transit to be able to get ahead of vehicular traffic.

F. Platte Street
   1. Study the feasibility of implementing a shared street between 19th St and 15th St.

G. Dunkeld Place
   1. Study the feasibility of continuing the shared use path on Dunkeld Pl. so that it connects to Zuni St. Prioritize improvements within the existing sidewalk space.

Implement Balanced Corridors recommendations for the following Highland streets. See Policies M1 and M2.

A. 38th Avenue
B. Federal Boulevard
C. Speer Boulevard
D. 32nd Avenue
E. Zuni Street
F. Tejon Street
HIGHLAND RECOMMENDATIONS

H-Q1

Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past. See Policy Q1.

A. Create murals in commonly vandalized public areas, such as: Zuni Street I-70 underpass, 38th Avenue railroads underpass, and Inca Street bike path I-25 underpass. Support and help connect artists to various funding sources.

H-Q2

Expand the parks system through the creation of new park space. See Policy Q5.

A. Integrate new parks into localized trail systems such as integrating linear park facilities along Central Street at the elevated CDOT I-25 ROW.
B. Partner with Denver Public Schools to formalize use of school facilities as parks for the surrounding neighborhoods and raise awareness of opportunities for shared use.

H-Q3

Create a network of green streets to connect parks and open spaces, manage stormwater, beautify neighborhoods, and reduce urban heat island effects. See Policy Q8.

A. 38th Avenue - Incorporate green infrastructure strategies into the upcoming 38th Avenue Corridor Study.
B. 35th Avenue and Tejon Street - Consider water quality treatments at intersections due to limited right-of-way that tie into bike facilities.
C. Clay and Incas Street - Incorporate localized GI infrastructure into future street improvements related to NNW Connectivity Loop to highlight multi-modal improvements with green infrastructure.
D. Consider water quality treatments around stormwater intercept drains along the following segments: Kalamath Street, Central Avenue, W. 28th Avenue (Stoneman's Row), and Zuni Street to Diamond Hill Trail.
Neighborhood History

Jefferson Park’s first platted area date back to 1871 with ties to the Town of Highland. The following year, one of the first streetcars opened in this area along Emerald Avenue (today’s West 25th Avenue) connecting to downtown Denver. This area was intended to be an elite suburb where businessmen working in Denver could away from the smog and congestion of the city. As more railroad and streetcar lines were added, the area grew to become a middle and working class neighborhood. Many early residents traveled across the river for work.

One of the first major businesses located in Jefferson Park was the Rocky Mountain Brewery, founded by John Good. It was later purchased by Phillip Zang and renamed Zang Brewery circa 1869. Another early business was the Old Homestead Bakery, founded in 1902 by William J. Meikelham. This bakery shipped goods to neighboring states and beyond. These early business and streetcar developments evolved to the West 25th Avenue commercial area with local shops featuring the Granada Theater and early corner grocery. The western edge of the neighborhood’s Federal Boulevard became a grand street of stately homes a known as “The Boulevard” or “Boulevard F.”

After World War II, the neighborhood’s population declined by nearly 29% between 1950 and 1976. The decline resulted in razing many single family residences and new offices and commercial spaces developed as well as parking for the Mile High Stadium. The area remained a predominately residential area. At the turn of the 21st century, the neighborhood remained stagnant with crime rates growing. In more recent years, much of the area has been redeveloped. While some historic fabric has been renovated much has been lost and replaced with large multi-unit housing infill developments.

Adapted from Discover Denver report by Beth Glandon, Historic Denver, Inc.
6.5.1 Character Analysis

Development Patterns and Connectivity
The Jefferson Park neighborhood features a large portion of multi-unit housing as well as mixed use options for both residential and commercial functions. Single unit housing can also be found throughout the neighborhood. Large office, commercial, and retail areas are located on the edge of the I-25 corridor. Jefferson Park is bounded by 29th Avenue and Speer to the north, the South Platte River to the east, Federal Boulevard to the west, and Mile High Stadium Circle (and connecting streets/ lots) to the south. The I-25 Interstate cuts through the eastern portion of the neighborhood parallel to the South Platte River and later jogging to Mile High Stadium in neighboring Sun Valley.

Compared to the other neighborhoods, Jefferson Park features a higher frequency of multi-unit residences and mixed use properties. Single unit residences can be found throughout the neighborhood but is more prevalent between 23rd and 20th Avenues. From Federal Boulevard to Bryant Street, the neighborhood follows a traditional urban grid, but east of Bryant Street, large irregular blocks and patterns are featured to accommodate large shopping and office centers. East of I-25, the remainder of the neighborhood is dedicated to park spaces and parking lots for nearby attractions.

These streets as well as many others within the neighborhood have narrow sidewalks and limited bicycle infrastructure.

Parks and Open Space and Landmarks
This neighborhood features Gates Crescent Park, Fishback Park, and Jefferson Park. Jefferson Park is home to one historic district, River Driver, and one individual landmark, 2914 W. 29th Avenue.
6.5.2 Key Opportunities

1. **Focus Area: Diamond Hill and Water Street.** Create walkable mixed-use destinations that are well integrated and connected to the surrounding neighborhood and nearby destinations. See Section 6.5.4.

2. **Streetcar Commercial Nodes.** Preserve character of former streetcar commercial nodes and support continuation of these areas as neighborhood-serving commercial districts. See Policies J-L3, J-L5, and J-L6.


4. **Walkable Mixed-Use Centers.** Encourage housing and job growth, and high-quality design near major transit investments, including along Federal Boulevard, Speer Boulevard, Diamond Hill, and along Water Street. See Policies J-L1 and J-L2.

5. **New Park Space.** Leverage the Diamond Hill redevelopment for additional publicly-accessible park space that is directly accessible and connected to the existing trail system that runs parallel to I-25. See Policy J-Q1.

6. **Improve Jefferson Park.** Work with the community on future visioning efforts to identify park improvements that can better serve community members. See Policy J-Q2.

7. **Stabilize residents at risk of involuntary displacement.** Reduce the risk of involuntary displacement for residents and expand the range of stable, affordable housing options and wealth building opportunities for residents. See Policies H1 and H3.
6.5.3 - Diamond Hill and Water Street

**Existing Conditions**
- A large concentration of underutilized surface parking lots and building are located along the I-25 corridor.
- There are limited east-west connections across I-25 for residents to access nearby destinations and amenities, including downtown and South Platte Trail.
- Community has expressed the desire for more convenient and frequent connections across the interstate and mixed-use centers that are compatible and responsive to the surrounding context.

**Vision**
- Create walkable mixed-use destinations by incorporating site and building design elements that is responsive to and well-integrated with the surrounding context.
- Create accessible open space and parks, and a network of pedestrian-friendly streetscapes that strengthen connections and help knit the neighborhood together.
- Strengthen and provide convenient east-west pedestrian and bicycle connections to nearby destinations, including the Aquarium and Children’s Museum, Gates Crescent Park, and River Mile redevelopment.

**Focus Area Recommendations**
1. Encourage walkable mixed-use destinations that are supported by an inter-connected street grid and human-scaled design at underutilized areas along Speer Boulevard, Diamond Hill campus, and along Water Street on the east side of I-25. See Policies J-L2 and J-L3.
   - Diamond Hill – Encourage future building and site design to be well integrated with the surrounding neighborhood. Strengthen and provide convenient east-west connections that connect to the Near Northwest Loop and treat 25th Avenue as a major entry and gateway into the redevelopment with active street-level uses and enhanced streetscapes. Provide transitions in height by encouraging taller building closer to I-25 and having it transition down to the residential areas to the west.
   - Water Street – Taller buildings, including point tower buildings that may exceed 12 stories, should be located closer to the I-25 and Speer interchange. Heights should transition down as you move further south along Water Street, near the Aquarium and Children’s Museum, and along the riverfront (including about 1.5 blocks on the southeast side of the river).

2. Improve bike/ped connections through the creation of the NNW Loop as well as Speer Boulevard, and existing trail system along I-25 and the South Platte River. See Policies M-10 and J-M3.

3. Create iconic gateways at Speer and Zuni, and 23rd and Water Street, and support transit-oriented development at Speer and Zuni to create a multimodal local transit hub.

4. Support preservation of existing buildings north of the Aquarium and maintain the Denver Aquarium and Children’s Museum as a cultural hub for the city. If their facilities become outdated, work with property owners and operators to redevelop new facilities nearby.

5. Provide safe, accessible, and comfortable ways to get around through ped-bike infrastructure improvements and additional tree canopy, and connect the street grid with new development in Diamond Hill and along Water Street. See Policy M1: Speer Blvd. and Federal Blvd.; M2: 26th Ave.; and J-M2)

6. Enhance existing and build more parks and open space in this area to support additional residents. See Policies J-Q1 and J-Q2.

T. Transformative Project: New pedestrian and bicycle bridge over I-25 between Speer Blvd. and Mile High Stadium Circle.
JEFFERSON PARK FOCUS AREA

RECOMMENDATIONS/OPPORTUNITIES:
- Preserved/Adaptive Reuse
- Gateway & Transit Stop
- Near Northwest Loop
- Bike/Ped Improvements
- Key Street Mobility Improvements
- Connectivity Improvements
- Park Improvements & Additional Park Space
- Mixed Use “Regional Center”
- Mixed Use “Community Center”
- I-25 Bike/Ped Bridge

Note, this drawing is intended to help community members visualize one way the plan recommendations may be realized. It is provided for illustrative purposes only.
6.5.4 Land Use and Built Form

JEFFERSON PARK RECOMMENDATIONS

**J-L1**
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended. See Policy L1.

**A.** Regional and Community Centers and Corridors should accommodate the most growth creating opportunities for affordable housing and other community needs such as compatible design, community serving retail and other commercial uses and jobs, enhanced streetscape and publicly accessible open spaces. These growth areas within Jefferson Park are identified in the Growth Map (p. 33):
1. Diamond Hill and Water Street Area
2. Areas along Federal Boulevard at intersections with 26th Ave and 22nd Ave
3. Areas directly north of the Mile High Stadium

**J-L2**
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, elevate the design of buildings, streets and public spaces within centers and corridors. See Policy L2.

**J-L3**
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options. See Policy L3.

**A.** Create vibrant mixed-use places with a variety of retail, office, entertainment, civic, and residential uses that serve the community’s needs and are welcoming to all. Require ground-floor active or commercial uses at critical locations within centers and corridors. 
1. Require an active mix of uses at the street level to corridors and centers along former streetcar corridors. Consider updates to zoning standards or applying a design overlay, such as the Active Centers and Corridors Overlay (DO-8). See Historically Significant Commercial Areas map on p. 41.
2. Other key locations to promote active ground-floor uses include: mobility hubs, bus stops, and intersections of arterial and collector streets.

**J-L4**
Preserve and celebrate places that have significant ties to the diverse cultures of Northside. See Policy L4.

**A.** Prioritize adaptive reuse efforts within neighborhood commercial districts along the historic streetcar system, potentially historic areas and key structures identified in historic context studies, and other culturally-significant buildings identified in neighborhood context studies such as “Nuestras Historias” (2022). Locations within Jefferson Park include:
1. Former Streetcar nodes along 25th and 23rd Avenue

**J-L5**
Re-use existing buildings to retain community identity and neighborhood character, support small business retention and growth, and advance climate action goals. See Policy L5.

**A.** Prioritize adaptive reuse efforts within neighborhood commercial districts along the historic streetcar system, potentially historic areas and key structures identified in historic context studies, and other culturally-significant buildings identified in neighborhood context studies such as “Nuestras Historias” (2022). Locations within Jefferson Park include:
1. Former Streetcar nodes along 25th and 23rd Avenue
JEFFERSON PARK
RECOMMENDATIONS

J-L7
Further study “potentially historic” areas and “key structures” identified in historic context studies and pursue preservation policies, as deemed appropriate. See Policy L7.

J-L8
Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to maintain character and promote natural affordability within low residential places. See Policy L8.

A. Residential Low-Medium – Encourage design elements that will limit flat facades and create more visual interest along the ground floor of residential buildings, while balancing residential privacy.

J-L6
Celebrate and reinforce the history and significance of the former streetcar system. See Policy L6.

A. Identify areas along the former streetcar lines that maintain historic or architectural significance and explore tools to preserve their character and continuation of neighborhood-serving commercial district.

Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, ensure that new housing and additions are more consistent with traditional neighborhood scale and characteristics in low and low-medium places. See Policy L9.

A. Residential Low-Medium – Encourage design elements that will limit flat facades and create more visual interest along the ground floor of residential buildings, while balancing residential privacy.
**6.5.5 Historic Denver Context Study**

**JEFFERSON PARK RECOMMENDATIONS**

**CL4**

Further study “potentially historic” areas and “key structures” identified in historic context studies and pursue preservation policies, as deemed appropriate. (See L7)

A. Utilize the historic context studies that identified certain locations and building types to spur more research and analysis.
6.5.6 Housing and Economy

JEFFERSON PARK

RECOMMENDATIONS

J-H1

Support wealth building and increase the development of new affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods. See Policy H1.

J-H2

Preserve existing affordability and improve housing quality. See Policy H2.

J-H3

Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance. See Policy H8.

J-H4

Prevent business displacement from within the neighborhood. See Policy H9.

J-H5

Attract new businesses and retailers to help meet everyday household needs. See Policy H10.

J-H6

Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses. See Policy H11.

J-H7

Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education. See Policy H13.
6.5.7 Mobility

JEFFERSON PARK RECOMMENDATIONS

**J-M1**
Evaluate parking restrictions in Jefferson Park and conduct a CAP to address event, commuter, and Mile High Stadium patron parking demand.

A. The CAP should address neighborhood parking during stadium events.

**J-M3**
Complete the street grid and strengthen east-west bicycle and pedestrian on Diamond Hill and Riverside Church if redevelopment occurs.

A. 24th Ave continuing east to Alcott St.
B. 25th Ave continuing east to Zuni St.

**J-M4**
Implement Balanced Corridors recommendations for the following Jefferson Park streets. See Policies M1 and M2.

A. Federal Boulevard
B. Speer Boulevard
C. 26th Avenue

**J-M2**
Improve neighborhood streets to promote safe and comfortable pedestrian, bicycle, and transit connections. Priority corridors include:

A. Eliot Street
   1. Study the implementation of the proposed Near Northwest Connectivity Loop. Consider upgrading the neighborhood bikeway segments to a protected bike lane to maintain continuity of the facility.
   2. Increase tree canopy coverage and implement green infrastructure improvements
B. 24th Avenue
   1. Increase tree canopy coverage and implement green infrastructure improvements
C. 23rd Avenue
   1. Increase tree canopy coverage and implement green infrastructure improvements
D. Bryant Street
   1. Study the feasibility of a high comfort bicycle facility between 23rd Ave and 29th Ave to provide a connection between the shared use path through Valdez Elementary and the protected bike lane on 23rd Ave.
E. Mile High Stadium Circle
   1. Study the feasibility of implementing a shared use path between Federal Blvd and Bryant St.

**J-M5**
Explore the feasibility of additional bicycle and pedestrian crossings over or under major community barriers like highways, rivers, railroads. See Policy M9.

A. Implement the bicycle/pedestrian bridges over the South Platte River at Gates Crescent Park and Fishback Park that have been identified in the Downtown Area Plan Amendment, and the River Mile Master Plan.
B. Study the feasibility of a bicycle/pedestrian bridge over I-25 for the area between Speer Blvd. and Mile High Stadium Circle. Evaluate the suitability multiple connection points, including at 26th Ave and Mile High Stadium Circle.
C. Coordinate with CDOT on bike/ped improvements as part of the Speer/I-25 bridge re-design and the 23rd Ave/I-25 bridge re-design
6.5.8 Quality of Life Infrastructure

JEFFERSON PARK RECOMMENDATIONS

J-Q1 Expand the parks system through the creation of new park space. See Policy Q5.

A. Consistent with adopted citywide policies in Game Plan for a Healthy City and Strategic Acquisitions Plan, identify opportunities to integrate publicly accessible parks, plazas and open space. Key areas include:
   1. Leverage the Diamond Hill redevelopment for additional publicly-accessible park space that is directly accessible and connected to the existing trail system that runs parallel to I-25.

J-Q2 Enhance and expand existing park and recreation facilities. See Policy Q7.

A. Prioritize visioning efforts for the following parks to identify improvements that can better meet the needs of community members: Jefferson Park

J-Q3 Create a network of green streets to connect parks and open spaces, manage stormwater, beautify neighborhoods, and reduce urban heat island effects. See Policy Q8.

A. Consider water quality treatments around stormwater intercept drains along the following segments:
   1. Kalamath Street, Central Avenue, W. 28th Avenue (Stoneman’s Row), and Zuni Street to Diamond Hill Trail.
7 IMPLEMENTATION

7.1 IMPLEMENTATION

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The Near Northwest Plan sets forth the community’s vision for the area and includes recommendations to achieve it. To make that vision reality, the plan recommendations must be implemented. This section will describe the types of implementation tools available, identify the recommendations that are priorities for implementation, and explain how implementation efforts will be monitored and tracked. Successfully implementing this plan will require the combined efforts of the city, external organizations, and the community.

Implementation activities generally fall into three categories: regulatory changes, public investment, and partnerships. Each fills a different role, but all are necessary to successfully achieve the vision.

### 7.1.1 Regulatory
Most community development comes from private investment. The City can ensure private investment advances community goals by adopting or amending appropriate regulations. Typical examples include Denver Zoning Code text and map amendments, requirements for infrastructure improvements associated with development projects, and Parks and Recreation rules regarding the provision of parks and open space. Developing these regulations based on the guidance of this plan will involve additional community engagement. Regulatory implementation priorities include:
- Placeholder
- Placeholder
- Placeholder

### 7.1.2 Public Investment
To ensure community members have access to all the amenities that make a complete neighborhood, the City must provide infrastructure and public facilities that complement private investment. Examples include public investment in affordable housing, street reconstruction, bicycle lane installations, new transit routes, park improvements, or new or expanded recreation centers. The City, or other governmental entities, typically take the lead in designing, constructing and funding these projects and may use a variety of public funding mechanisms or partnerships with the private sector. New streets, utilities, open space and other major public infrastructure associated with new development are typically led and funded by private developers or through public-private partnerships (see Partnerships below). Some strategies may require detailed studies and further assessment to identify appropriate solutions that must consider existing and projected mobility demands. These studies will inform future needs and capacities and also determine project costs and funding eligibility. Public investment implementation priorities include:
- Placeholder
- Placeholder
- Placeholder

### 7.1.3 Partnerships
Where neither the city nor the private sector can alone achieve the vision, partnerships offer an opportunity to work together to advance community goals. Many partnerships focus on services, with the city working alongside an outside organization to provide for community needs. Other partnerships can provide infrastructure through public-private financing arrangements. There are many different potential partners identified for specific recommendations throughout the plan to accomplish many different goals. Partnership priorities include:
- Placeholder
- Placeholder
- Placeholder

Note: This section will be updated and completed based on community input provided in Phase 4 (summer 2023)
7.1.4 PRIORITIES
Over the 20-year life of this plan, the city will evolve, recommendations will be implemented, and circumstances will change. All of these will impact which recommendations are the highest priorities for the City to focus on. An appendix will identify the current top priorities and will be updated regularly to reflect the changing situation.

7.1.5 SUMMARY OF UPDATES TO BLUEPRINT DENVER
The Near Northwest Plan is adopted as a supplement to Comprehensive Plan 2040 and updates Blueprint Denver. This plan advances the vision of Comprehensive Plan 2040 and is consistent with Blueprint’s overall approach including topics, maps, legend categories, and system hierarchies. This plan takes a closer and more detailed look at Near Northwest and is intended to refine Blueprint Denver’s guidance for this part of the city. Where this plan addresses topics also addressed by Blueprint, Blueprint’s maps should be updated to be consistent with this plan, including the following maps:

- Neighborhood Context
- Future Places
- Growth Strategy
- Street Types
- Mobility Chapter (Modal Priorities)