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INTRODUCTION
Purpose and Background

The Near Northwest Briefing Book serves as a resource for the planning process for the neighborhoods of Chaffee Park, Sunnyside, Highland, and Jefferson Park. The briefing book was developed to offer participants a clear and detailed context from which the planning discussion will emerge. Offering a collection of historical background information, existing conditions data, benchmark comparisons, and summaries of existing plans and studies, the briefing book may be read as a narrative document or used as a reference guide to be consulted and built upon throughout the planning process.
Near Northwest includes the statistical neighborhoods of Chaffee Park, Sunnyside, Highland, and Jefferson Park. The plan boundaries are roughly 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. The entire study area is located in Council District 1.
Aerial Map
Near Northwest Area Plan

Overview

Registered Neighborhood Organizations and Council District

Near Northwest is encompassed within City Council District 1. There are several Registered Neighborhood Organizations (RNOs) in and adjacent to the study area.
### Key Indicators

The table summarizes key indicators that have been compiled from analyses throughout the Briefing Book. The table is organized by plan topic and provides a comparison of how the plan area performs relative to the city as a whole. These data help identify strengths and weaknesses unique to Near Northwest for further discussion and analysis during the planning process.

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Near Northwest</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population Density (People Per Square Mile)</td>
<td>7,260</td>
<td>6,108</td>
</tr>
<tr>
<td>Residents with a Disability</td>
<td>11%</td>
<td>10%</td>
</tr>
<tr>
<td>Foreign Born</td>
<td>9%</td>
<td>15%</td>
</tr>
<tr>
<td><strong>Economy and Housing</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>Household Income</td>
<td>$76,112</td>
<td>$68,592</td>
</tr>
<tr>
<td>Poverty Rate</td>
<td>13%</td>
<td>12%</td>
</tr>
<tr>
<td>Adults over 25 with a bachelor’s degree</td>
<td>54%</td>
<td>49%</td>
</tr>
<tr>
<td>Renter Occupied Units</td>
<td>56%</td>
<td>50.1%</td>
</tr>
<tr>
<td>Percentage of units that are income restricted</td>
<td>5%</td>
<td>7%</td>
</tr>
<tr>
<td>Housing Vacancy Rate</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>Cost Burdened Households</td>
<td>32%</td>
<td>35%</td>
</tr>
<tr>
<td>Median Home Value</td>
<td>$467,042</td>
<td>$390,600</td>
</tr>
<tr>
<td>Median Gross Rent</td>
<td>$1,301</td>
<td>$1,311</td>
</tr>
<tr>
<td><strong>Mobility</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Households with No Vehicle</td>
<td>4%</td>
<td>11%</td>
</tr>
<tr>
<td>Households within a 1/4 mile of a frequent transit stop</td>
<td>17%</td>
<td>36%</td>
</tr>
<tr>
<td>Residents who drive alone to work</td>
<td>64%</td>
<td>70%</td>
</tr>
<tr>
<td>Pedestrian Crashes</td>
<td>89</td>
<td>2,369</td>
</tr>
<tr>
<td>Bicycle Crashes</td>
<td>69</td>
<td>1,428</td>
</tr>
<tr>
<td>Vehicle Crashes</td>
<td>6,059</td>
<td>110,428</td>
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<tr>
<td>Missing Sidewalks</td>
<td>6%</td>
<td>9%</td>
</tr>
<tr>
<td><strong>Quality of Life Infrastructure</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tree Canopy</td>
<td>10%</td>
<td>19%</td>
</tr>
<tr>
<td>Impervious Surface</td>
<td>34%</td>
<td>44%</td>
</tr>
<tr>
<td>High Surface Temperature</td>
<td>36%</td>
<td>19%</td>
</tr>
<tr>
<td>Violent Crime Per 1,000 Residents</td>
<td>26</td>
<td>60</td>
</tr>
<tr>
<td>Percent Households with Low Food Access</td>
<td>47%</td>
<td>33%</td>
</tr>
</tbody>
</table>
Age
The ages of Near Northwest residents skew younger, with the greatest number in the 30-39 range, and 64 percent of the population under 40.

Source: 2019 5-Year ACS Estimates

Age Trends
The median age in the Near Northwest increased from 30.3 in 2000 to 34.4 in 2019. The median age in Sunnyside has increased the most from 30.2 in 2000 to 35.4 in 2019.

Source: 2019 5-Year ACS Estimates, 2000 and 2010 U.S. Census
Race / Ethnicity

The largest racial group in Near Northwest is White, with a significant Hispanic/Latinx population and smaller populations of Black, Asian, and other races and ethnicities.

**Race Trends**

Since 2000, the white population has grown significantly in the Near Northwest study area, while the population identifying as some other race has steeply declined. Black, American Indian, Asian, Native Hawaiian/Pacific Islander, and two or more race populations remained relatively stable between 2000 and 2019.*

*Race and ethnicity data was collected using a different methodology in the 2000 Census than in the 2010 and 2019 American Community Survey.
**Ethnicity Trends**

Since 2000, all neighborhoods in the Near Northwest study area have experienced a significant decrease in Hispanic/Latinx populations. The neighborhoods that have experienced the biggest Hispanic/Latinx population loss are Jefferson Park, which declined from 82 percent to 28 percent, and Highland which fell from 68 percent to 25 percent.

*Source: 2019 5-Year ACS Estimates, 2000 and 2010 U.S. Census*

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**Foreign Born Population**

Nine percent of the Near Northwest population was born in another country, lower than the City of Denver as a whole (15 percent). Sunnyside and Highland are close to this average, while Chaffee Park and Jefferson Park have slightly higher foreign born populations.

*Source: 2019 5-Year ACS Estimates*
DEMOGRAPHICS

Speaks English Less than Well

The percent of residents in Near Northwest who speak English less than well according to the 2019 American Community Survey ranges from five percent in Highland to 12 percent in Chaffee Park and Jefferson Park, compared to 10 percent Citywide. The predominant language spoken by these residents is Spanish.

Source: 2019 5-Year ACS Estimates

Non-Institutionalized with Disability

About 11 percent of Near Northwest residents have a disability, with a slightly higher percent in Chaffee Park and Sunnyside, a lower percent in Highland, and the lowest percent in Jefferson Park, compared to 10 percent Citywide.

Source: 2019 5-Year ACS Estimates
Population
The total population of the Near Northwest Plan area is 27,950. Highland is the most populous neighborhood, followed by Sunnyside.

Population Trends
The population of Near Northwest decreased by six percent between 2000 and 2019, from about 29,600 to about 27,900. Chaffee Park and Sunnyside experienced the largest population decline at 13 percent. Both Highland and Jefferson Park experienced slight population increases at two percent and 4 percent, respectively.

Source: 2019 5-Year ACS Estimates, 2000 and 2010 U.S. Census
Population Density
There are 7,260 people per square mile in Near Northwest, which is denser than the city as a whole at 6,108 per square mile. The neighborhoods comprising the Near Northwest area have varying densities. Highland and Jefferson Park are significantly denser than Chaffee Park and Sunnyside.

Source: 2019 5-Year ACS Estimates
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 is a measure of barriers 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.

---

**Access to Opportunity**

- Less Access
- 1.000001 - 2.000000
- 2.000001 - 3.000000
- 3.000001 - 4.000000
- More Access

**Plan Area Boundary**

**Statistical Neighborhood**

Map date: 7/19/2021
Denver Community Planning and Development
Data source: City and County of Denver
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.

**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
Housing 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.

**Housing and Jobs Diversity**

1. **Housing Diversity**
   1. Percent of middle-density housing (housing with 2-19 units)
   2. Home size diversity
   3. Ownership vs. rental
   4. Housing costs
   5. Amount of affordable (income-restricted) housing units

2. **Jobs Diversity**
   1. Jobs density
   2. Jobs diversity
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.
LAND USE & BUILT FORM
HISTORICAL AND LAND USE

Chaffee Park Neighborhood

Area: 0.8 square miles
Population: 3,820
Households: 1,663
Jobs: 1,524

Homes in Chaffee Park

Aria development and community garden

Park at 51st and Zuni
Sunnyside Neighborhood

Area: 1.4 square miles
Population: 10,091
Households: 4,155
Jobs: 1,709
HISTORIC AND LAND USE

Highland Neighborhood

Area: 1.2 square miles
Population: 10,549
Households: 5,437
Jobs: 3,428

Business in Highland

Housing in Highland

Bridge crossing the Platte River in Highland
Jefferson Park Neighborhood

Area: .5 square miles
Population: 3,490
Households: 2,059
Jobs: 2,348

Business in Jefferson Park
Jefferson Park
Housing in Jefferson Park
**Existing Land Use**

Other than streets and rights-of-way, the top three land uses in Near Northwest are Single Unit Residential at 30 percent, Multi-Unit Residential at nine percent and Industrial at six percent.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture</td>
<td>0%</td>
</tr>
<tr>
<td>Commercial/Retail</td>
<td>3%</td>
</tr>
<tr>
<td>Entertainment/Cultural</td>
<td>0%</td>
</tr>
<tr>
<td>Industrial</td>
<td>6%</td>
</tr>
<tr>
<td>Mixed-use</td>
<td>2%</td>
</tr>
<tr>
<td>Multi-unit Residential</td>
<td>9%</td>
</tr>
<tr>
<td>Office</td>
<td>2%</td>
</tr>
<tr>
<td>Park/Open Space</td>
<td>3%</td>
</tr>
<tr>
<td>Parking</td>
<td>1%</td>
</tr>
<tr>
<td>Public/Quasi-public</td>
<td>4%</td>
</tr>
<tr>
<td>ROW/Road</td>
<td>34%</td>
</tr>
<tr>
<td>Single-unit Residential</td>
<td>30%</td>
</tr>
<tr>
<td>Trans/Comm/Utilities</td>
<td>1%</td>
</tr>
<tr>
<td>Two-unit Residential</td>
<td>1%</td>
</tr>
<tr>
<td>Vacant</td>
<td>3%</td>
</tr>
</tbody>
</table>
Historical and Land Use

Existing Zoning

Residential zoning makes up nearly two-thirds of Near Northwest, while commercial mixed-use makes up about 20 percent and industrial makes up about seven percent. The remainder of the study area is industrial mixed-use, open space, or custom zoning.

Zone Description

- Single Unit (SU)
- Two Unit (TU)
- Multi Unit (MU, RH, RO, TH)
- Residential Mixed Use (RX)
- Commercial Corridor (CC)
- Mixed Use (MX, M-GMX)
- Main Street (MS)
- Cherry Creek North (C-CCN)
- Downtown (AS, C, CPV, GT, LD, TD)
- Downtown - Civic (D-CV)
- Industrial - Light (I-A)
- Industrial - General (I-B)
- Industrial - Mixed Use (I-MX, M-IMX)
- Campus (EI, EI2, ENT, H, H2, NWC)
- Special (O-1)
- Open Space - Public Parks (OS-A)
- Open Space - Recreation (OS-B)
- Open Space - Conservation (OS-C)
- Airport (DIA)
- Planned Unit Development (PUD-D, PUD-G)
- Former Chapter 59 Zone

Plan Area Boundary
- Statistical Neighborhood
Overlays

There are two Conservation Overlay (CO) Districts: CO-3: Scottish Village and CO-4: Potter Highlands. These modify underlying zoning standards to ensure new development fits in with the historic contexts. There are three Use Overlay (UO) Districts: UO-1: Adult Use Overlay that limits adult business uses in certain areas – these occur north of Mile High Stadium and along major and minor arterials. UO-2 is a Billboard Use Overlay that limits locations on billboards – this occurs along major and minor arterials, along with the UO-1 designation as well as in the industrial areas of Chaffee Park and Sunnyside. UO-3 is a Historic Structure Use Overlay that incentivizes preservation, protection, adaptive reuse and enhancement of historic structures by allowing office uses, art studios, or bed and breakfast lodging by-right. This overlay applies to multiple areas of Highland and Jefferson Park, as well as Quigg Newton housing complex in Sunnyside. Finally, one Design Overlay (DO) – DO-4 (Side Interior Setback) applies to many areas of Highland (east of Zuni Street) which modifies side setback standards to be more consistent with traditional patterns. City Council District 1 and the Sunnyside neighborhood are currently exploring a conservation overlay for single and two-unit areas in Sunnyside.
View Planes

View planes in the Near Northwest offer unobstructed views of Downtown Denver from Zuni Park, located in Chaffee Park. Several areas of Jefferson Park and Highland have view planes from other Denver points of interest to the mountains or Downtown, including Hirshorn Park, Coors Field, Old City Hall, and Sloan Lake Park.
**Historic Districts and Landmarks**

Near Northwest has four Historic Districts, with the largest - Potter Highlands - being located in Highland. Other, smaller districts include W. 28th Avenue - Stoneman’s Row and Old Highlands Business District in Highland and River Drive in Jefferson Park. Speer Boulevard is an Historic Parkway. Highland and Sunnyside have several historic structures as well.
Public Land and Facilities
Most public land in Near Northwest is park land, but public facilities also include the Aztlan Recreation Center, the Ashland Recreation Center, Jason St. Parks and Recreation Maintenance, the Northland Child Development Center, Denver Fire Station 7, and Denver Police District 1.
**Blueprint Contexts**

The majority of Near Northwest is designated Urban context in Blueprint Denver at 64 percent. Urban Edge comprises 15 percent of the study area, primarily in Chaffee Park, followed by Special District at nine percent and General Urban at five percent. To learn more about Neighborhood Contexts, please see the full Blueprint Denver plan, available [here](#).
The largest portion of Near Northwest is designated as a Low Residential future place in Blueprint Denver at 53 percent, followed by Low-Medium at 11 percent and Community Center at seven percent. More dense residential, center, and corridor future uses are focused along neighborhood edges like Inca Street, 38th Avenue, 32nd Avenue, Federal Boulevard, and Speer Boulevard. Significant Value Manufacturing and Heavy Production are focused in the eastern portion of Chaffee Park, and a mix of residential, corridor, and centers are distributed throughout the southern portion of Highland and in Jefferson Park. The industrial area in Chaffee Park is recommended as a manufacturing preservation area in Blueprint Denver.
Blueprint Growth Areas

The majority of Near Northwest falls in the All Other Areas of the City growth designation in Blueprint Denver, intended to accommodate 20% of new households and 10% of new jobs citywide by 2040, while the Centers and Corridors are intended to accommodate a greater share of growth. To learn more about Neighborhood Contexts, please see the full Blueprint Denver plan, available here.
Age of Structure

23 percent of structures in Near Northwest were built between 1890 and 1909, with another 18 percent built in the 1940s, and 20 percent built between 2010 and 2019. Less than five percent were built before 1890, and 24 percent have been built since 2000.
Building Heights

According to data from early 2020, the majority of buildings in Near Northwest are two stories, or 30 feet or less in height. Most taller buildings are concentrated along Speer Boulevard, Federal Boulevard, and Interstate 25 and in the Jefferson Park and Highland.
Median Property Values

Median property value in the Near Northwest is $521,500. Property values range from $358,700 in Chaffee Park to $612,650 in Highland.

*Source: 2019 5-year ACS and Root Policy Research*
Near Northwest has had extensive commercial and residential permit activity from 2016 to 2020. The highest concentration of residential permit activity has occurred in Sunnyside, Highland, and Jefferson Park, while commercial permit activity has been focused in Highland and Jefferson park.
Accessory Dwelling Units (ADUs)
ADU permit activity in the Near Northwest has primarily been focused in the Sunnyside and Highland neighborhoods between 2013 and October 2021. In 2020, Denver City Council approved a rezoning of most of the Chaffee Park neighborhood to allow ADUs.
Building Size

Building size captures the square footage of residential buildings above grade and gross commercial space. Large buildings in the Near Northwest area are concentrated along arterial corridors, interstates, or rail lines. Buildings under 5,000 square feet are primarily located in the interior areas of each neighborhood, with the exception of Jefferson Park. The residential portions of Highland and the southern half of Sunnyside each have higher proportions of buildings over 3,000 square feet, while the majority of residential areas in Chaffee Park and the northern portion of Sunnyside are under 2,000 square feet.
Lot Size

Lot size varies throughout the Near Northwest study area. In Chaffee Park and the northern portion of Sunnyside, many lots are 5,500 square feet or greater. South of 44th Avenue, lot sizes vary significantly, though almost all are above 3,000 square feet, and many are greater than 4,500 square feet.
Lot Coverage
The study area’s lot coverage varies significantly from north to south. In Chaffee Park and north Sunnyside, lot coverages are traditionally less than 25% whereas the closer to downtown, lots reach lot coverages of more than 50%.
Near Northwest Area Plan

Additions and New Construction

New construction from 2014 to August 2021 is prominent in Jefferson Park, in Highland and Sunnyside east of Zuni Street, and in the Aria development in Chaffee Park. Other areas of the study area are more modest in terms of demolition and new construction. Additions are prominent in other areas, including Chaffee Park (though still in modest amounts), and Highland and Sunnyside west of Zuni Street (though additions are also happening east of Zuni as well.)
Improvements Value/Land Value Ratio

The Improvement Value over Land Value Ratio looks at the value of improvements (buildings) on a piece of land comparable to the value of the land itself. Properties with a 0-1 Improvement/Land Value (dark blue) are generally more susceptible to redevelopment because the land is worth more than the improvements. Conversely, a 1 or higher value means that the improvements are significant enough to justify a stable future. Note that many factors go into site selection and redevelopment, land values are at an all-time high, and this exercise does not necessarily add in factors like zoning allowances, historic districts, and other overlays that could influence site selection – but this gives a general idea of locations where redevelopment pressure may be expected in the next 20 years.

Map date: 10/11/2021
Denver Community Planning and Development
Data source: Denver Assessor Data
Near Northwest Area Plan

BUILT FORM AND DEVELOPMENT ACTIVITY

Data source: Denver Assessor Data
Map date: 10/11/2021

Denver Community Planning and Development
ECONOMY AND HOUSING
Jobs
The Near Northwest area has approximately 12,000 to 16,000 jobs.* The highest concentration of jobs is located in Highland, followed by Jefferson Park.

*Employment numbers have a large margin of error at smaller geographic scales, such as neighborhoods, thus a range is provided here along with an estimate based on Census data.

Source: Esri Business Analyst

Employment Density
Employment density is characterized by the number of jobs per acre. The Near Northwest’s employment density of 3.6 is lower than the City’s overall employment density of 6.2. Jefferson Park is the only neighborhood exceeding the City’s employment density with 7.4 jobs per acre.

Source: LEHD Workplace Area Employment Stats (LODES) Block Level
### Top Employers and Industry Sectors

Near Northwest has a similar distribution of top employers and industry sectors as the City of Denver as a whole. The top three employers and industry sectors for both geographies are Professional, Scientific and Tech Services, Retail Trade, and Other Services.

*Source: Esri Business Analyst*

<table>
<thead>
<tr>
<th>NAICS*</th>
<th>Description</th>
<th>Near Northwest</th>
<th>Denver</th>
</tr>
</thead>
<tbody>
<tr>
<td>11</td>
<td>Agriculture, Forestry, Fishing &amp; Hunting</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>21</td>
<td>Mining</td>
<td>0%</td>
<td>1%</td>
</tr>
<tr>
<td>22</td>
<td>Utilities</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>23</td>
<td>Construction</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>31</td>
<td>Manufacturing</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>42</td>
<td>Wholesale Trade</td>
<td>4%</td>
<td>3%</td>
</tr>
<tr>
<td>44</td>
<td>Retail Trade</td>
<td><strong>11%</strong></td>
<td><strong>12%</strong></td>
</tr>
<tr>
<td>48</td>
<td>Transportation &amp; Warehousing</td>
<td>1%</td>
<td>1%</td>
</tr>
<tr>
<td>51</td>
<td>Information</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>52</td>
<td>Finance &amp; Insurance</td>
<td>5%</td>
<td>5%</td>
</tr>
<tr>
<td>53</td>
<td>Real Estate, Rental &amp; Leasing</td>
<td>8%</td>
<td>7%</td>
</tr>
<tr>
<td>54</td>
<td>Professional, Scientific &amp; Tech Services</td>
<td><strong>13%</strong></td>
<td><strong>15%</strong></td>
</tr>
<tr>
<td>55</td>
<td>Management of Companies &amp; Enterprises</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>56</td>
<td>Administrative &amp; Support &amp; Waste Management &amp; Remediation Services</td>
<td>2%</td>
<td>4%</td>
</tr>
<tr>
<td>61</td>
<td>Educational Services</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>62</td>
<td>Health Care &amp; Social Assistance</td>
<td>9%</td>
<td>9%</td>
</tr>
<tr>
<td>71</td>
<td>Arts, Entertainment &amp; Recreation</td>
<td>2%</td>
<td>2%</td>
</tr>
<tr>
<td>72</td>
<td>Accommodation &amp; Food Services</td>
<td>10%</td>
<td>8%</td>
</tr>
<tr>
<td>81</td>
<td>Other Services (except Public Administration)</td>
<td><strong>11%</strong></td>
<td><strong>10%</strong></td>
</tr>
<tr>
<td>90</td>
<td>Government</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

*NAICS stands for North American Industry Classification System, and it is used in the United States to classify businesses with a six digit number based on the primary type of work the business performs. NAICS codes are assigned by the U.S. Census Bureau.*
**Median Household Income**

The median annual household income in the Near Northwest area is $76,112, compared to the Denver median of $68,592. There are significant differences between neighborhoods within the Near Northwest: the median income in Chaffee Park is $62,639, while Highland is $87,451.

Source: 2019 5-Year ACS Estimates

**Median Household Income Trends**

Incomes in the Near Northwest area have increased dramatically between 2000 and 2019. Median household income for Near Northwest as a whole has risen from $32,240 in 2000 to $76,112 in 2019. It is not clear from the data how much of the change is attributable to household incomes improving as a result of low income households moving out of the area or those with higher incomes moving in.

Source: 2019 5-Year ACS Estimates, 2000 and 2010 U.S. Census
**Individual Wages**

The average per capita income for residents in Near Northwest is $48,559 annually, compared to $58,886 for Denver. There are significant differences between neighborhoods, ranging from $36,908 in Sunnyside to $62,388 in Highland.

*Source: 2019 5-Year ACS Estimates*

**Unemployment**

The unemployment rate in the Near Northwest area is four percent, slightly higher than the citywide rate of three percent. The rates vary across neighborhoods, with a low of two percent in Sunnyside and a high of seven percent in Chaffee Park.

*Source: 2019 5-Year ACS Estimates*
**Poverty**
Households are in poverty if their income is less than about $13,300 annually for an individual, or about $26,000 annually for a family of four. The poverty rate in the Near Northwest area is 13 percent, slightly higher than the overall Denver rate of 12 percent. There are wide differences between the neighborhoods, however, with a low of eight percent in Highland and a high of 17 percent in Sunnyside.

*Source: 2019 5-Year ACS Estimates*

**Level of Education**
The percentage of adults over the age of 25 with a bachelor’s degree or higher in the Near Northwest area is 54 percent, compared to 49 percent in Denver. The individual neighborhoods vary widely, with the highest being Highland at 69 percent and the lowest being Chaffee Park at 37 percent.

*Source: 2019 5-Year ACS Estimates*
All neighborhoods in the Near Northwest area from 2000 to 2019 have seen an increase in residents with college degrees. However, the rate of residents with the college degree increased most notably in Highland from 22 percent in 2000 to 69 percent in 2019, and Jefferson Park from 12 percent in 2000 to 54 percent in 2019.

Source: 2019 5-Year ACS Estimates, 2000 and 2010 U.S. Census
Schools

There are a number of primary and secondary schools in the Near Northwest area. Enrollment across all six primary schools was 1,987 during the 2019-2020 school year.
Childcare
Licensed child care facilities appear to be in relatively shorter supply in the Chaffee Park neighborhood compared to other neighborhoods in the Near Northwest area.
Special Districts

Very little of the Near Northwest area is covered by a special district. There are two different types of special districts in the Near Northwest area. There is one Tax Increment Finance (TIF) District which pays for improvements and services to facilitate redevelopment of blighted areas by collecting incremental tax increases generated by redevelopment and reinvesting them back into the District. There is also a Business Improvement District (BID), which is a defined area funded by property owners paying special assessments to finance improvements and services beyond what a local government is able to provide.
Sales Tax

The total amount of sales tax generated by the Near Northwest neighborhoods in 2019 was $15,738,618. Highland far outpaced the other neighborhoods in generating sales tax, while Jefferson Park, the smallest geographic neighborhood in the planning area, generated the least amount of sales tax.

Source: City of Denver Department of Finance, 2019
Housing Characteristics

The Near Northwest area has 19,327 housing units and 13,314 households. Overall, Near Northwest household sizes are slightly smaller than the city overall. Most households in the planning area, 40 percent, are 1-person households, slightly higher than Denver’s rate of 38 percent. The average household size in Near Northwest decreased significantly between 2000 and 2019, from 2.9 to 2.1.

The most common unit in structure housing type varies widely from neighborhood to neighborhood in Near Northwest. In Chaffee Park, 83 percent of units are 1-unit, detached compared to only seven percent in Jefferson Park. Conversely, while nearly 50 percent of housing units in Jefferson Park have 20 or more units, only six percent of housing units in Chaffee Park fall into that housing type. While Jefferson Park has the highest proportion of structures with 20 or more units, Highland is the densestNear Northwest neighborhood with 6,035.3 housing units per square mile, compared to the least dense neighborhood of Chaffee Park at 2,073 housing units per square mile.

Source: 2019 5-year ACS, Root Policy Research

<table>
<thead>
<tr>
<th></th>
<th>Chaffee Park</th>
<th>Sunnyside</th>
<th>Highland</th>
<th>Jefferson Park</th>
<th>Near Northwest Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Median rent</td>
<td>$1,244</td>
<td>$1,031</td>
<td>$1,682</td>
<td>$1,247</td>
<td>$1,247</td>
</tr>
<tr>
<td>Median home value</td>
<td>$290,100</td>
<td>$455,067</td>
<td>$559,400</td>
<td>$563,600</td>
<td>$460,600</td>
</tr>
<tr>
<td>% overcrowding</td>
<td>2%</td>
<td>1%</td>
<td>2%</td>
<td>4%</td>
<td>2%</td>
</tr>
<tr>
<td>% owner households</td>
<td>59%</td>
<td>54%</td>
<td>40%</td>
<td>24%</td>
<td>44%</td>
</tr>
<tr>
<td>% cost burdened</td>
<td>37%</td>
<td>31%</td>
<td>30%</td>
<td>34%</td>
<td>32%</td>
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<table>
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<tr>
<th>Units in Structure</th>
<th></th>
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</thead>
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<tr>
<td>1-unit, detached</td>
<td>83%</td>
<td>62%</td>
<td>33%</td>
<td>7%</td>
<td>44%</td>
</tr>
<tr>
<td>1-unit, attached</td>
<td>2%</td>
<td>14%</td>
<td>14%</td>
<td>22%</td>
<td>14%</td>
</tr>
<tr>
<td>2 units</td>
<td>2%</td>
<td>6%</td>
<td>3%</td>
<td>2%</td>
<td>4%</td>
</tr>
<tr>
<td>3 or 4 units</td>
<td>2%</td>
<td>4%</td>
<td>6%</td>
<td>3%</td>
<td>4%</td>
</tr>
<tr>
<td>5 to 9 units</td>
<td>3%</td>
<td>5%</td>
<td>4%</td>
<td>4%</td>
<td>4%</td>
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<tr>
<td>10 to 19 units</td>
<td>1%</td>
<td>1%</td>
<td>4%</td>
<td>14%</td>
<td>4%</td>
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<tr>
<td>20 or more units</td>
<td>6%</td>
<td>8%</td>
<td>37%</td>
<td>49%</td>
<td>26%</td>
</tr>
<tr>
<td>Mobile home</td>
<td>1%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
</tr>
<tr>
<td>Boat, RV, van, etc.</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
<td>0%</td>
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<table>
<thead>
<tr>
<th>Household Size</th>
<th></th>
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<tbody>
<tr>
<td>Average Household Size</td>
<td>2.2</td>
<td>2.4</td>
<td>1.9</td>
<td>1.7</td>
<td>2.1</td>
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<tr>
<td>1-person household</td>
<td>40%</td>
<td>30%</td>
<td>45%</td>
<td>48%</td>
<td>40%</td>
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<tr>
<td>2-person household</td>
<td>37%</td>
<td>39%</td>
<td>37%</td>
<td>42%</td>
<td>38%</td>
</tr>
<tr>
<td>3-person household</td>
<td>6%</td>
<td>17%</td>
<td>10%</td>
<td>8%</td>
<td>11%</td>
</tr>
<tr>
<td>4-or-more-person household</td>
<td>18%</td>
<td>15%</td>
<td>8%</td>
<td>2%</td>
<td>10%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Housing Density</th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Housing Units per Square Mile</td>
<td>2,073.0</td>
<td>2,984.9</td>
<td>6,035.3</td>
<td>5,012.6</td>
<td>3,974.5</td>
</tr>
</tbody>
</table>

14,226 Housing Units
13,314 Households
2.1 Average Household Size
**Housing Unit Type**

An estimated 44 percent of housing units in the study area are owner-occupied, while 56 percent of housing units in the Near Northwest area are occupied by renters. Near Northwest has a higher proportion of renters compared to the City of Denver as a whole, as housing citywide is 58 percent owner-occupied and 41 percent renter-occupied. The highest percentages of renter-occupied units are located in Jefferson Park at 76 percent. Highland also has a higher proportion of renters at 60 percent versus owners at 40 percent. Chaffee Park and Sunnyside are majority owner-occupied.

*Source: 2019 5-Year ACS Estimates*

**Housing Unit Type Trends**

Owner-occupied housing units in the Near Northwest as a whole have decreased from 52 percent in 2000 to 44 percent in 2019. While Chaffee Park has experienced a sharp decline in owner-occupied housing units from 77 percent in 2000 to 59 percent in 2019, owner-occupied housing units in Sunnyside, Highland, and Jefferson Park have experienced only a moderate decline.

*Source: 2019 5-Year ACS Estimates, 2000 and 2010 U.S. Census*
Cost Burdened Households

Cost burden is a common measure of housing affordability. If a household pays more than 30 percent of their gross income in rent or mortgage payment, taxes, and basic utilities, they are considered to have a cost burden. "Severe" cost burden occurs when a household pays more than 50 percent of their gross income on housing costs. The Near Northwest neighborhoods have a slightly lower percentage of cost burdened and severely cost burdened households compared to the City of Denver as a whole at 32 percent compared to 35 percent cost burdened, and 14 percent compared to 16 percent severely cost burdened.
Location of Multi-Unit Residential

Many of the multi-unit residential in the Near Northwest area are located in Jefferson Park and Highland. However, there are several multi-family facilities in Sunnyside and Chaffee Park as well. Since 2010, an average of 378 multifamily units have been added to the inventory in the planning area annually. With the delivery of 900 units in 2020, vacancy rates jumped from 5% in 2019 to 15% in 2020 as the units leased up, which is typical for new construction.
**Existing Income-Restricted Units**

Income-restricted housing units have a covenant or other restriction that requires them to be affordable to tenants with certain income levels. These types of units are distinguished from naturally occurring affordable housing, which may be affordable to tenants due to current market conditions but are not required to be maintained as affordable.

The Near Northwest currently has a total of 971 for-rent and 29 for-sale income restricted units, which account for five percent of the housing units in the plan area. For comparison, Denver has 24,191 income-restricted units overall, which is approximately seven percent of all housing units in the city.

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**Proposed Income-Restricted Units**

There are a total of 65 for-rent and 67 for-sale income restricted units proposed as of 2021 for Near Northwest, entirely located in the Chaffee Park and Sunnyside neighborhoods.

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Source: City and County of Denver, Root Policy Research 2021
Renters in Same Unit as Previous Year

In the Near Northwest area, 67 percent of renter households stayed in the same unit as the previous year. This is slightly lower than renters citywide at 70 percent. Jefferson Park has the lowest amount of renters staying in the same unit year-over-year at 57 percent.

Source: 2019 5-Year ACS Estimates

Housing Vacancy

Housing unit vacancy is similar among all Near Northwest neighborhoods, and is consistent with the citywide housing vacancy rate of six percent.

Source: 2019 5-Year ACS Estimates
**Median Home Value**

The median home value in the Near Northwest at $467,042 is significantly higher than the City of Denver overall at $390,600. The rates vary greatly across neighborhoods, with the highest home values located in Highland with a median of $559,400 and the lowest in Chaffee Park with a median home value of $290,100.

*Source: 2019 5-Year ACS Estimates*

**Median Home Value Trends**

All neighborhoods have seen a substantial increase in home values between 2000 and 2019. While the most recent data is from 2019, it is likely homes values have continued to increase rapidly in 2020 and 2021.

**Median home values have increased substantially since 2000 in all Near Northwest neighborhoods**

*Source: 2019 5-Year ACS Estimates, 2000 and 2010 U.S. Census*
Median Rent

Median gross rent is the rental price of a unit plus the estimated average monthly cost of utilities and fuel. The median gross rent in the Near Northwest area is $1,301, slightly lower than the Denver median of $1,311. There are significant differences between neighborhoods within the Near Northwest: the median gross rent in Sunnyside is $1,031, while Highland is $1,682.

Source: 2019 5-Year ACS Estimates

Median Rent Trends

Median rent prices in the Near Northwest area have increased significantly between 2000 and 2019 and rent prices have increased most notably in Highland, where median rent increased from $553 to $1,682.

Source: 2019 5-Year ACS Estimates, 2000 and 2010 U.S. Census
Average Square Foot Property Tax

Average square foot property tax amounts for 2019 varied among Near Northwest neighborhoods. Chaffee Park has the lowest square foot property taxes at $1,644, while Highland has the highest at $2,997.

Source: City and County of Denver, 2019
MOBILITY
Travel to Work by Mode
Approximately 64 percent of commuters in the plan area drive alone to work, ranging from 56 percent in Highland to 70 percent in Jefferson Park. The Near Northwest average is slightly lower than the citywide average of 70 percent.

Source: 2019 5-Year ACS Estimates

Vehicle Ownership
Within the Near Northwest area, four percent of households do not have a vehicle which is less than the Denver average of 11 percent. Jefferson Park, at eight percent, has the highest number of households without a vehicle.

Source: 2019 5-Year ACS Estimates
Existing and Future Roadway Classifications and Signals

The street network in the Near Northwest area consists of Local, Collector and Arterial Streets. Local Streets are designed for the highest degree of property access and the lowest amount of through movement. Arterial Streets (such as Federal Boulevard, 38th Avenue, and Speer Boulevard) are designed for the highest amount of through movement and the lowest degree of property access. Collector Streets (such as Zuni Street north of 38th Avenue and 46th Avenue) are in between a Local Street and an Arterial Street; they collect movement from Local Streets and convey it to Arterial Streets.
Blueprint Future Street Types

Many major corridors in the Near Northwest area are designated as Residential Collectors. Sections of Zuni Street and Pecos Street are designated Residential Arterials, while 44th Avenue and a portion of Tejon Street are designated as Main Street Collectors. Several streets in Jefferson Park and Highland, and part of 46th Avenue in Sunnyside, are designated as either Mixed Use Collectors or Mixed Use Arterials.
Vehicle Counts

Generally, the surface roadways within the study area have sufficient capacity to handle the daily traffic volumes, with arterial streets carrying the most vehicles per day. The study area’s proximity to I-25 and I-70 has a significant impact on trip generation in these neighborhoods. Intersections estimated to have higher traffic volumes include:

- Federal Boulevard/29th Avenue
- Federal Boulevard/Speer Boulevard
- Federal Boulevard/38th Avenue
- Federal Boulevard/46th Avenue
- Federal Boulevard/I-70 Interchange
- Speer Boulevard/29th Avenue
- Speer Boulevard/Zuni Street
- Pecos Street/I-70 Interchange
- I-70/I-25 Interchange

Federal Blvd, I-25, and I-70 are carrying the most traffic and that there are more cars traveling in Highland and Jefferson Park than Sunnyside or Chaffee Park, apart from on I-70.
**Vehicle Crashes**

Vehicle crashes in the Near Northwest area were concentrated along higher volume streets, including Federal Boulevard, Speer Boulevard, 48th Avenue, 38th Avenue, and at major interchanges of I-70 and I-25.
Sidewalk Inventory

Six percent of the street network in the Near Northwest does not have sidewalks, compared with nine percent citywide. 22 percent of streets in the Near Northwest have sidewalks that are too narrow to comfortably walk on compared with nine percent citywide. 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.
Pedestrian Crashes

The Denver Vision Zero Action Plan included extensive data collection and analysis that identified a High Injury Network (HIN) representing the corridors in Denver with the highest number of fatal and injury crashes. Collectively, the HIN accounts for five percent of streets in Denver but 50 percent of traffic deaths.

Pedestrian crashes in the Near Northwest predominantly happen along HIN streets. The densest occurrence of pedestrian crashes in Near Northwest happened at the I-25 and 20th Street intersection. Pedestrian crashes are also prevalent along Federal Boulevard, 38th Avenue, and Speer Boulevard, all of which are identified as HIN corridors.
Trails

In the Near Northwest area, the only off-street trails include the Inca Street Trail and the South Platte River Trail. Both are located along the southeastern boundaries of the Jefferson Park and Highland neighborhoods.
Bicycle Network and Infrastructure

Bicycle facilities include shared use paths and trails, protected bikeways, separated bikeways, neighborhood bikeways, bike lanes, and buffered bike lanes. This map includes planned and existing shared roadways. Future facilities will have a higher standard of comfort and usability than some of the current facilities.
Near Northwest Area Plan

PEDESTRIAN AND BIKE TRAVEL

Bicycle Crashes

The Denver Vision Zero Action Plan included extensive data collection and analysis that identified a High Injury Network (HIN) representing the corridors in Denver with the highest number of fatal and injury crashes. Collectively, the HIN accounts for five percent of streets in Denver but 50 percent of traffic deaths.

Bicycle crashes in the study area are spread throughout the area but occur more often in the Highland and Jefferson Park neighborhoods. Similar to pedestrian crashes, bicycle crashes appear most clustered around the I-25 and 20th Street intersection. Bicycle crashes are also prevalent along Federal Boulevard, 32nd Avenue, and Tejon Street. Unlike pedestrian crashes, bicycle crashes do not primarily occur on the HIN.
The City of Denver Office of Transportation and Infrastructure (DOTI) defines equity as providing attention and resources to the areas, assets and people of the city with the greatest need. DOTI created a GIS-based equity index to provide a spatial reference used to supplement project prioritization and development. The higher the Equity Index score, the greater the need for equitable investments, contracting, and workforce development. Significant portions of Chaffee Park and Sunnyside ranked high on the DOTI Equity Index, as did smaller portions of Highland and Jefferson Park.
Pre-COVID Transit Ridership

People are more likely to use transit when the service operates frequently, runs on a predictable schedule, and is easily accessible within a 1/4 to 1/2-mile distance.

Pre-COVID, there were 2,917 daily weekday boardings within the Near Northwest area. With the current COVID service plan (which significantly reduced levels of service), there are 1,264 boardings. This is an approximately 57 percent decrease in boardings.
Existing Transit Ridership

In the Near Northwest, the top five stops are consistent across both the pre-COVID and COVID-impacted service periods, albeit not in the same order. These top stops and a number of additional popular stops are along Federal Boulevard. Many of the stops within the Near Northwest did not experience as drastic decreases as other areas within the RTD area.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Stop Name</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Federal Boulevard/W 27th Avenue</td>
<td>-48%</td>
</tr>
<tr>
<td>2</td>
<td>Federal Boulevard/W 50th Avenue</td>
<td>-40%</td>
</tr>
<tr>
<td>3</td>
<td>Federal Boulevard/W 38th Avenue</td>
<td>-30%</td>
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<td>4</td>
<td>W 26th Avenue/Federal Boulevard</td>
<td>-71%</td>
</tr>
<tr>
<td>5</td>
<td>W 38th Avenue/Federal Boulevard</td>
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<table>
<thead>
<tr>
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<tr>
<td>3</td>
<td>Federal Boulevard/W 27th Avenue</td>
<td>-48%</td>
</tr>
<tr>
<td>4</td>
<td>W 38th Avenue/Federal Boulevard</td>
<td>-40%</td>
</tr>
<tr>
<td>5</td>
<td>Federal Boulevard/W 26th Avenue</td>
<td>-40%</td>
</tr>
</tbody>
</table>
Bus Stop Amenities

Of the 126 bus stops located within the Near Northwest area, eight stops have a shelter structure. Sunnyside and Highland have the most bus stops with shelters at three each, while Jefferson Park and Chaffee Park each have one bus stop with a shelter.

While there are other amenities that improve the transit experience, such as benches and clear access from the sidewalk, the City of Denver currently focuses data collection on bus shelters.
Transit Access

Transit access is defined here by the percent of households within a quarter mile of a high frequency bus stop or within half a mile of RTD rail stop. High-frequency bus lines are defined as having service at least every 15 minutes from 6am to 10pm every day of the week. 17 percent of Near Northwest residents have transit access, compared to the City of Denver as a whole at 28 percent. Chaffee Park has the least access of all neighborhoods at zero percent, while Highland has the highest percentage of households with transit access at 21 percent.
QUALITY OF LIFE INFRASTRUCTURE
Park Access

Game Plan for a Healthy City specifies the city's goal to provide a park or open space within a 10-minute walk of every household in Denver. Therefore this plan measures park access as the households that are within a half mile (approximately a ten-minute walk) from a park. Approximately 95 percent of the households in the plan area are within a ten-minute walk to a park, higher than the City of Denver as a whole at 81 percent. Jefferson Park has the highest park access at 100 percent, while Chaffee Park has the lowest park access at 86 percent.
Tree Canopy

Urban tree canopy cover is an important metric for a variety of reasons. The shade that trees provide helps keep urban environments cooler and helps to reduce air and water pollution by sequestering carbon dioxide from above and stabilizing soils from below. The urban forest is an important cultural and aesthetic part of the city’s identity.

At 10 percent, the Near Northwest area has a lower-than-average tree canopy coverage compared to the citywide average of 19 percent. Significant gaps in tree canopy coverage occur along the major arterial streets in the study area, and in the eastern portions of all four neighborhoods.
**Impervious Surface**

Impervious surfaces absorb the sun's energy while trapping heat. Over the scale of a city, this extra absorption of energy causes urban landscapes and air temperatures to become hotter than their surrounding rural counterparts. Locally hotter temperatures cause discomfort for residents, increase cooling costs and stress local plants.

The Near Northwest's impervious surface coverage of 34 percent is lower than the citywide average of 44 percent.
Stormwater Basins and Flood Areas

When a large amount of rain falls quickly on an impervious landscape, runoff water can inundate nearby roads and neighborhoods with floodwater. The Near Northwest area is home to the Sunnyside/311 Basin (located in Sunnyside and Highland), the Sloan’s Lake/Highland Basin (located in Highland and Jefferson Park) and parts of the Globeville Basin (Chaffee Park), Berkeley Lake Basin (Chaffee Park), Five Points/Capitol Hill Basin (Highland), and Central Platte Valley/CBD Basin (Jefferson Park and Highland). These basins are responsible for capturing much of this rainwater.

“Potential Inundation Areas” (PIAs) are areas where stormwater has been reported to collect in depths exceeding 12” during storm events and where various studies have identified the potential for water depths greater than 12” in a major storm event. The areas depicted represent current best-available information of these hazards.
Floodplain
This map shows the potential inundation areas during a 500-year storm event. The majority of the Near Northwest area is in a Minimal Flood Hazard zone, while small areas of Jefferson Park and Highland, adjacent to the Platte River, are in the 500-year floodplain or in a Floodway.
Surface Temperature

Surface temperatures in Near Northwest tend to be hotter where impervious surface coverage is greater and tree canopy is lower, especially along the major corridors and rail lines in the study area. Collectively, approximately 36 percent of the study area has an above-average surface temperature compared to the citywide average of 19 percent. Additionally, three percent of the study area falls into the top two “hottest” surface temperature categories. According to Denver Parks and Recreation Game Plan, future summers in Denver are predicted to be hotter with an average high of 96°F, a full ten degrees warmer than today’s average.
Food Access

Adequate access to food is defined as being within a half mile (approximately a ten-minute walk) from a full service grocery store, which is defined as a supermarket, a supercenter, or a warehouse club store. Approximately 47 percent of the households in the plan area have low food access. These areas are located more than a half mile from a full service grocery store. The neighborhood with the lowest percentage of households within walking distance of a grocery store is Sunnyside, where only 21 percent of households have food access, in contrast to Jefferson Park where 94 percent of households have food access.
Healthcare Access

This map shows the percentage of households in each neighborhood that have reported delaying medical care due to cost between 2014 and 2017. Across the entire plan area, an average of 15% of households have delayed medical care due to cost, which is comparable to the citywide average of 14%. While the average in Highland is below the citywide average at 13%, the remaining three neighborhoods are above average, with the highest rate of households delaying care in Jefferson Park at 17%.
Crime

Between 2016 and 2020, there were around 730 violent crime incidents in Near Northwest, or about 26 per 1,000 people – significantly less than the Denver average of 60 per 1,000 people. Property crime in the Near Northwest occurred at a much higher rate than violent crime between 2016 and 2020 at 230 incidents per 1,000 people.
Street Lights
There are a total of 3,291 street lights in the Near Northwest study area. Street lights are particularly prevalent along arterial streets such as Federal Boulevard, Speer Boulevard, and 38th Avenue. Street lights are missing primarily in industrial areas and large campus areas like North High School.
OTHER PLANS AND STUDIES
This Station Area Plan highlights include:
- Development of a high-intensity activity node with significant mixed-use redevelopment east of the tracks (in Globeville) with a pedestrian shopping corridor along Fox Street;
- Higher density urban residential redevelopment (2-8 stories) with transitions (1-3 stories) to the traditional Sunnyside neighborhood west of the tracks;
- A mixed use node at 38th and Navajo as a gateway between Sunnyside and Highland neighborhoods; and
- Circulation improvements throughout with linked parks and open space.

The Plan offers land use, urban design, mobility and infrastructure, and economic development recommendations to implement the vision.

Adopted Plans

41st & Fox Plan – Adopted December 2009

41st and Fox Station is the first stop outside Downtown on the Gold Line and Northwest Rail corridor. As a transitioning industrial area just five minutes from Union Station, this location presents significant opportunity. It also poses significant access and circulation challenges, as the key activity center is to be located in a triangle between the railroad, I-70, and I-25. The vision states that the area will develop over the coming decades into the “focal point of a diverse, transit supportive and environmentally sustainable urban center.” Five primary goals for the area include:
- Improve pedestrian connections to the station, between neighborhoods, and along major corridors.
- Create opportunities to add more housing, jobs, and services to the station area.
- Incorporate plazas, parks, and open space into redevelopment areas.
- Capitalize on the station area’s proximity to Downtown and location on the Gold Line and Northwest Rail corridors.
- Balance the needs of the new and existing uses.
Jefferson Park Neighborhood Plan – Adopted July 2005

This neighborhood plan was developed when the population of Jefferson Park was 3,300 residents, 80% Latino (compared to 17% citywide average) and only 20% of housing was owner-occupied (compared to 50% citywide).

At the time of the plan, this lower-income neighborhood was experiencing a “rapid increase in the value of housing and increasing pressures for redevelopment and construction of higher density and more expensive housing.” Two-thirds of the housing stock was built since the 1940s – also known as “post-war era” housing and typically consisted of lower quality construction than the neighborhoods built prior.

The vision for the neighborhood was to be a neighborhood that encourages diversity, has two strong neighborhood centers – Jefferson Park and the former streetcar stop at 25th & Elliot that would provide neighborhood retail and services, a complimentary mix of uses with diverse employment and training opportunities, a range of housing types, styles, and price ranges that are compatible with the desired character of the neighborhood, and educational and childcare facilities that are easily and safely accessible. The celebrated assets of Jefferson Park included: its proximity and access to Downtown and the Platte Valley, varied topography and views of Downtown, existing historic buildings, and parks and open space.

Key recommendations included:

- Instituting existing zoning overlay districts as an interim mechanism to protect existing character and achieve desired character and intensity of new development until new zone districts could be established;
- Use the Plan’s design principles when developing new zone districts to ensure they are compatible with the vision and desired character;
- Use new zone districts to replace overlays when prepared;
- Apply a view protection ordinance to protect views from the west side of Jefferson Park to Downtown;
- Encourage mixed use zone districts or other zone districts that include design principles when rezoning the sites that were zoned PRV (Diamond Hill, Riverside Church area); and
- Update Blueprint Denver “Areas of Change” and “Areas of Stability” - Amend the Blueprint Denver map to change two areas in the Core Residential Subarea from “Area of Change” to “Area of Stability” and one area in Diamond Hill and Stadium Transition subareas from “Area of Stability” to “Area of Change.”
**Sunnyside Neighborhood Plan – Adopted August 1992**

This neighborhood plan for Sunnyside was developed when the neighborhood had a population of 10,324 (a decline since 1970) and home-ownership rates were higher than the citywide average at 54%. The large DHA housing site of Quigg Newton, built in the 1950s with 398 units and 1200 people is a significant land use. The eastern edge, zoned industrial, included many non-conforming houses that were intermingled with industrial uses.

The Plan states that the need for a plan was first envisioned in 1987 when University of Colorado Planning students focused on the east side of the neighborhood where industrial and residential uses were comimgled and had suffered from decline and neglect. In 1991, a three-day charrette with residents, businesses, service providers, and the city discussed issues and concerns and developed a vision for the neighborhood and kicked off the 1992 plan. The vision for the neighborhood includes a family-friendly neighborhood with good schools, nice parks, and neat and tidy homes. Streets are tree-lined and safe for children to walk to parks and recreation centers. Commercial areas have been cleaned up and are bustling with activity and the industrial area provides new jobs for the neighborhood. The plan envisions Sunnyside to be a close knit, diverse community where people of many cultures and several generations live harmoniously together. It includes a mix of architectural styles and houses – old and new, big and small, brick and frame.

The plan offers recommendations for Land Use and Zoning, Community Facilities, Urban Design and Image, Transportation, Environment and Infrastructure, Housing, and Economic Development
**Highland Neighborhood Plan – Adopted April 1986**

This neighborhood plan was developed when the population of Highland was 9,803 people (1980 census numbers) and the median household income was $10,344, which was significantly lower income than the city average of $15,506. At the time of planning, the overall population had decreased 18% since 1970 while the Latino population rose from 47% in 1970 to 62% in 1980.

The neighborhood plan from 1986 listed key partners as the Jefferson-Highland-Sunnyside Neighborhood Association, Highland Neighborhood Housing Services, Del Norte Housing Development Corporation, Pecos Plaza Neighbors, the North Denver Workshop, and the W. 32nd and W. 38th Merchants Associations, as well as developers and other community participants. It talks about “tremendous energy” and “impressive” investment that had made Highland “increasingly more stable” at the time of the plan.

The vision for Highland was to create a stable, low density residential neighborhood that offered a variety of housing opportunities for low, moderate, and middle-income residents and that housing would be available in a balanced mix of types and costs to support the existing socio-economic mix of people living there. In order to do this, it is suggested that zoning be changed to match and encourage compatible land uses (it was stated later in the document that the intensity of development permitted by zoning often exceeds actual land use). Strong neighborhood commercial areas that provide neighborhood shopping and services were encouraged with appropriate buffering between commercial and residential uses where they co-exist in close proximity. A clean environment, free of junk cars, weeds, and debris and where public right-of-ways are maintained and sidewalks and alleys are consistent and clear was desired. Finally, the vision would be complete when the neighborhood was supported with adequate school and day care facilities, community and recreation centers, parks, and bike and pedestrian paths with strong connections to Downtown and the Central Platte Valley.

The neighborhood plan from 1986 includes 14 sub-areas, with specific recommendations for each, as well as neighborhood-wide recommendations. A summary of goals included:

- **Neighborhood Pride** – enhancing historical, cultural, and aesthetic richness;
- **Residential Character** – preserve and improve conditions of existing housing, creating more housing opportunities, and increasing home ownership;
- **Housing Choice** – minimizing displacement of long-time residents and a balanced mix of housing types and costs for new and existing residents;
- **Business** – promote improvement of existing desirable businesses and encourage new businesses;
- **Neighborhood Participation** – involve neighborhood when development is underway to ensure new projects are compatible and benefit the character;
- **Zoning** – lessen future development impact and promote zoning changes that are consistent with neighborhood goals.
**Key Citywide Plans**

**DENVER PARKS AND RECREATION GAME PLAN FOR A HEALTHY CITY**

The Parks and Recreation Game Plan for a Healthy City provides guidance for the growth and operation of Denver’s park and recreation amenities. The plan focuses on equitable access to resources to improve health and resiliency. Game Plan identifies neighborhoods with High Need for improved access to amenities, including Sunnyside in Near Northwest, along with Moderate Need neighborhoods, including Highland. The plan recommends addressing these needs in part through NPI plans, by identifying opportunities to increase park and recreation amenities, improving access to existing amenities, and tailoring services to the needs of these communities.

**DENVER FOOD VISION**

The Denver Food Vision lays out goals and strategies for improving food quality and access in the city. The vision is based on four pillars, calling for a food system that is resilient, vibrant, inclusive, and healthy. The vision includes recommendations related to land use, including encouraging community gardens, promoting healthy food retailers, and facilitating community food production. The vision states these goals should be incorporated into new city plans, including neighborhood plans developed through the Neighborhood Planning Initiative like Near Northwest.

**HOUSING AN INCLUSIVE DENVER**

Housing an Inclusive Denver is a five-year housing policy, strategy, and investment plan. It provides recommendations for assisting low-income residents and people experiencing homelessness, as well as programs to increase the supply of housing units that are affordable to low- and moderate-income residents. The plan seeks to create and/or preserve 3,000 housing units by 2023 and provides strategies for spending Denver’s $150 million housing fund to support the creation and preservation of affordable housing.
DENVER MOVES: TRANSIT

Denver Moves: Transit is Denver’s local transit vision and guiding framework that identifies near- and long-term transit system investment and improvement strategies and actions to move more people more efficiently and safely as Denver continues to grow and develop as a city. Denver Moves: Transit was developed through technical analysis and community input and is used to guide investment decisions to meet Denver’s current and future mobility needs. The plan recommends transit capital improvements along corridors and at stops and stations, service frequency improvements, safe and accessible connections to transit, and transit-supportive programs and policies.

The Denver Moves: Transit goals were developed to align with the overarching Denveright vision and to meet Denver’s mobility needs and priorities. These goals are used to identify corridors for service and capital investments, establish policy and programmatic strategies and actions to support transit improvements, and guide the development of metrics to help track how the plan is implemented:

- Make transit more appealing by making it reliable and competitive with driving, increasing the frequency of transit service, enhancing the passenger experience, and increasing transit ridership.
- Make transit easier to use by improving legibility and rider information, investing in new technologies, and expanding educational transit programs.
- Connect people and places to transit by strengthening regional and neighborhood connections, integrating with land use development patterns envisioned in Blueprint Denver, and enhancing multimodal access and first/last mile connections to and from transit.
- Improve community health and access to opportunity by developing a more equitable and more affordable system for all, improving the environment, and promoting community health. Support a transit system in Denver that will be successful over the long-term by pursuing sustainable funding sources, identifying resources (staffing, programs, policies, and more) to support the expanding system, and developing an approach to tracking progress.

DENVER MOVES: PEDESTRIAN AND TRAILS

Denver Moves: Pedestrians & Trails is a long-term, community-developed plan for achieving a vision for walking and trails in Denver. This plan was developed through the Denveright process and significant effort was made through Denver Moves: Pedestrians & Trails’ development to ensure a high degree of integration between the pedestrian, bicycle, trails and transit networks. Denver Moves: Pedestrians & Trails identifies priorities for projects, policies and programs so that elements of the community-developed vision can be achieved as quickly and efficiently as possible. For pedestrians, the Plan identifies a Complete Network of new sidewalks, widening of existing sidewalks, at-grade crossings of streets and grade-separated crossings of major barriers such as freeways, railroads and rivers. Many design treatments contribute to a highly walkable environment, including geometric treatments, traffic signal treatments and streetscape treatments. Denver Moves: Pedestrians & Trails focuses on the most essential elements of a transportation system for people walking. This plan identifies the overall cost for each of these elements, along with implementation priorities.
DENVER MOVES: BIKES
Denver Moves: Bikes was a collaboration between Public Works and Parks & Recreation to expand the vision for non-motorized transportation and recreation systems in Denver, completed in 2011.

Denver Moves: Bikes identified two overarching goals:
- Creating a biking and walking network where every household is within a quarter mile of a high ease of use facility. (In 2011, 40 percent of households met this threshold.)
- Achieve a 15 percent bicycling and walking commute mode share by 2020. (In 2009, the bicycle and walking commute mode share was 6 percent.)

To work towards these goals, this plan outlined an intent to greatly expand the bicycle facilities in the city, with an emphasis on easy-to-use facilities. Denver Moves proposed to more than double the facilities that existed in 2011, bringing the total to 440 miles of bicycle facilities. The plan also established implementation principles such as embracing a “complete street” approach.

ULTRA URBAN GREEN INFRASTRUCTURE GUIDELINES
Site-scale green infrastructure best management practices (BMPs) are the focus of Denver’s 2015 UltraUrban Green Infrastructure Guidelines which was published by the department of Public Works in 2016. Inside the document there are detailed fact sheets for street-side stormwater planters, bump out stormwater planters, green gutters, green alleys, and tree pit/ tree trenches as well as information on how to design the above to maximize safety and ease of maintenance. The guidelines explain that it is imperative that the design detailing for the planters is uniform across the area, and that the design of the green-infrastructure should be customized while emphasizing safety.

DENVER GREEN INFRASTRUCTURE STRATEGIC PLAN
Site-scale green infrastructure best management practices (BMPs) are the focus of Denver’s 2015 UltraUrban Green Infrastructure Guidelines which was published by the department of Public Works in 2016. Inside the document there are detailed fact sheets for street-side stormwater planters, bump out stormwater planters, green gutters, green alleys, and tree pit/ tree trenches as well as information on how to design the above to maximize safety and ease of maintenance. The guidelines explain that it is imperative that the design detailing for the planters is uniform across the area, and that the design of the green-infrastructure should be customized while emphasizing safety.
**Downtown Denver Area Plan Amendment - Adopted June 2018**

The Downtown Area Plan Amendment includes a plan for the Central Platte Valley – Auraria District that currently includes: Ball Arena, Elitch Gardens Amusement Park, and surface parking lots south of the river and the Downtown Aquarium and Children’s Museum north of the river. There are two light rail stations in the study area.

The plan describes the future of this area as being “its own diverse and distinctive neighborhood that connects the city to the river and brings enhanced amenities to existing residents.” It is anticipated as a high-density neighborhood with towers that enhance the skyline and a place that houses new residents and jobs, including a variety of housing types and affordable options. By leveraging private investment, the city hopes to implement the following as part of the Central Platte Valley – Auraria District:

- New connections to the river, aquarium, railroad at 7th Street, and I-25
- A diverse mix of land uses that enhance existing anchor attractions
- Updating zoning to allow for taller buildings, but require active streetscapes, space between towers, high-quality design details and other features that promote a distinctive, human-scaled place.
- Affordable housing requirements
- Resilient infrastructure and environmental cleanup

- New parks and open space
- Renewed focus on the river with new development fronting the river, pedestrian access points, bridges, and paths
  - Two bridge connections over the river and I-25 are proposed that would link the new neighborhood to Jefferson Park (and Highland)
- Multi-modal street grid with expanded mobility options