# Table of Contents

## INTRODUCTION
Overview
How the Document is Organized

## LAND USE & BUILT FORM
LU.1: Displacement of Latino/x Population and Loss of Culture. 7
LU.2: Traditional Neighborhood Building Forms are Being Replaced with Larger, More Expensive Units 8
LU.3: Underutilized Industrial and Commercial Land Near Transit. 10
LU.4: Development Trends Highlight Concern Over Land Use Diversification and Creation of Complete Neighborhoods. 12

## ECONOMY AND HOUSING
EH.1: Residential Displacement, High Housing Costs and Lack of Opportunity for Wealth Building 15
EH.2: Commercial Loss and Displacement and Demand for Retailers Serving Everyday Household Needs 17
EH.3: Lack of Organizations to Assist Small Businesses with Advertising, Promotion, Beautification, and Maintenance 18
EH.4: Preserving and Protecting Primary Jobs 19

## MOBILITY
M.1: Existing Transportation Network does not Meet the Community’s Needs 23
M.2: Connectivity Challenges Due to Network Barriers 25
M.3: Challenging Intersections Impact Safety for All Modes 27
M.4: Gaps and Deficiencies in Bike Network 29
M.5: Inadequate Sidewalks Highlight Inequity and Impact Access to Transit 31

## QUALITY OF LIFE INFRASTRUCTURE
QL.1: Investment is Needed in NNW Parks and Recreation Facilities 35
QL.2: Large Parks (within and outside NNW) are Difficult to Access 36
QL.3: Lack of Localized Pervious Areas and Treatments to Filter and Slow Down Stormwater 37
QL.4: Lack of Access to Healthy Food, Especially for Low-Income Residents 39
QL.5: Lack of Access to Resources for People Experiencing Homelessness, Low-Income and Set-Income Earners, and Marginalized Populations 41

## POTENTIAL FOCUS AREAS AND TOPICS
Potential Focus Topics 44
Potential Focus Areas: Summary 46

## NEIGHBORHOOD SUMMARIES
Chaffee Park Summary 50
Sunnyside Summary 51
Highland Summary 52
Jefferson Park Summary 53
INTRODUCTION
Overview

This document provides a summary of the primary Issues and Opportunities present in Near Northwest (NNW) today. This document seeks to present the summary in a concise and abbreviated format. It is not intended to list every single issue facing NNW, but rather to consolidate and present the primary issues that will need the most attention and public input when forming recommendations. This document should serve as a foundation for decision making in future NNW Plan phases.

Information herein is based on a combination of:

» **Community Input**, including “Likes, Dislikes, and Ideas” provided by the community in various engagement activities in Phase 1 (June - September 2021.)

» **Existing Conditions Analysis** - expert review of technical data and observations;

» **Interviews with City and County of Denver agencies** to understand citywide issues, policies and work underway; and,

» **Stakeholder Interviews**.
How the Document is Organized

PRIMARY TOPICS
This document is organized by the four primary topics of Denver’s Neighborhood Planning Initiatives (NPI) that will eventually form chapters in the NNW Plan:

» Land Use & Built Form,
» Economy & Housing,
» Mobility, and
» Quality of Life.

Within each topic, there are Vision Elements from Comprehensive Plan 2040. While many Vision Elements may relate to more than one topic, they have been embedded in the most relevant topic for the purposes of this document. The Vision Elements provide the reader with a goal to look forward to. The six Vision Elements include:

» Strong and Authentic Neighborhoods;
» Equitable, Affordable and Inclusive;
» Economically Diverse and Vibrant;
» Connected, Safe and Accessible;
» Environmentally Resilient; and
» Healthy and Active

Each plan developed for the Neighborhood Planning Initiative must reflect the vision and principles of Comprehensive Plan 2040 and Blueprint Denver, but through the context, needs, and culture of each planning area.

ISSUES AND OPPORTUNITIES
Each topic presents four to five overarching issues, followed by opportunities and questions for the community to consider for solving these issues in the plan. This document represents the top issues of concern and those that need the most input from the community to help solve. It does not mean that they are the only issues facing NNW. This document is to be used by the community to understand the issues and opportunities, help create a customized vision for NNW, and develop plan recommendations that will implement the vision.

1 - LAND USE & BUILT FORM
Physical, historical, and cultural aspects of NNW neighborhoods

Vision Element
Strong and Authentic Neighborhoods

2 - ECONOMY & HOUSING
Jobs, types of businesses, economic development potential, and housing choices

Vision Elements
Equitable, Affordable and Inclusive +
Economically Diverse and Vibrant

3 - MOBILITY
How people of all ages move safely around NNW and connect to jobs and destinations around the city

Vision Element
Connected, Safe and Accessible

4 - QUALITY OF LIFE
Places where people of NNW gather and recreate, and the protection of our natural resources and environment

Vision Elements
Environmentally Resilient
Healthy and Active
FOCUS AREAS AND TOPICS
Finally, this document also lists several potential Focus Areas and Topics that the NNW Plan might address, based on the Issues and Opportunities presented. Focus Areas and Topics should meet certain criteria (see diagram to the right) and help develop recommendations or alternatives. Focus Groups including topic experts and area stakeholders and residents will be formed to provide a special look at the focus areas and topics.

WHERE THEY APPLY IN EACH NEIGHBORHOOD
Finally, a summary of all of the issues and opportunities are presented per neighborhood so the viewer can look at their individual neighborhood and know which issues apply and where.

USER-FRIENDLY
This document is intended to be a user-friendly tool for the community to stay informed and help develop preliminary recommendations and solutions. It is intended to be viewed online and provides links to various City and County of Denver projects so that the reader can learn more about existing and ongoing programs that influence some of the issues.

The NNW Area Plan also has two valuable background documents that are helpful for the reader to review for existing conditions and background data. They include the Near Northwest Briefing Book and Near Northwest Pattern Book, both of which can be found on the project website.

The NPI planning process encourages communities to work with staff to identify special focus areas and topics to be addressed by the plan. The most compelling topics for inclusion will be those that the City can actively address, require the identification of new resources, or where current policies are promoting unintended outcomes.

The NNW planning process encourages communities to work with staff to identify special focus areas and topics to be addressed by the plan. The most compelling topics for inclusion will be those that the City can actively address, require the identification of new resources, or where current policies are promoting unintended outcomes.
LAND USE & BUILT FORM
Comprehensive Plan 2040 says that Denver’s neighborhoods should be **complete, unique, and reflective of our city’s diverse history**. Read about the Land Use and Built Form Issues and Opportunities and think about a future vision for NNW when all these issues are resolved.

» How can NNW neighborhoods stay true to their spirit, culture, and roots as they evolve?

» What is YOUR Vision for a Strong and Authentic NNW?

» What other Built Form and Land Use Issues concern you that you want the plan to address?

**KICK-OFF SURVEY RESULTS: LAND USE & BUILT FORM**

This map highlights locations where NNW residents and stakeholders made comments regarding Land Use and Built Form likes (green), dislikes (red), and ideas (blue). The content of what was stated is woven into the Issues and Opportunities.
**LU.1: Loss of Ethnic Diversity, Families, and Culture**

Blueprint Denver recognizes that strong and authentic neighborhoods are made up of the people and cultures that represent them. The NNW area has experienced significant loss in ethnic diversity in recent years.

This effects land use and built form based on who is living and working in the neighborhoods today, e.g. businesses may change if their clientele leaves and types of housing follows market demand. Low- and moderate-income employees cannot afford to live in the neighborhood, though they may still work here and now must commute (see Economy and Housing). Anecdotally, while many families have relocated, they still have ties to the neighborhood through churches, schools, and businesses.

**OPPORTUNITIES:**

» Stabilize existing residents who may be at-risk to leaving and offer opportunities for a diversity of people to move into, or back to, the area.

» Utilize Community Navigator/Promotora program for the NNW planning process to connect these at-risk groups to existing programs and resources and conduct more focused engagement to get more specific feedback from these groups.

**QUESTIONS AND CONSIDERATIONS:**

*What actions do you think will be most effective in bringing back residents that moved away?* Building off the City’s efforts to implement a preference policy, explore other strategies that would bring people back that have been displaced.

*How can the history and culture of these neighborhoods be celebrated moving forward?* Consider strategies to preserve and celebrate buildings, businesses, and special places. Note the City of Denver is currently conducting a Latino/Chicano Historic Context Study to help preserve these cultures citywide (estimated to be complete in early 2022.)

*What other strategies are necessary to keep ethnically diverse renters and owners in the neighborhood?*

---

**LATINO/X POPULATION CHANGE 2000 TO 2019**

<table>
<thead>
<tr>
<th>Neighborhood</th>
<th>% Latino/x Population in 2000</th>
<th>% Latino/x Population in 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chaffee Park</td>
<td>65%</td>
<td>50%</td>
</tr>
<tr>
<td>Sunnyside</td>
<td>73%</td>
<td>44%</td>
</tr>
<tr>
<td>Highland</td>
<td>68%</td>
<td>25%</td>
</tr>
<tr>
<td>Jefferson Park</td>
<td>82%</td>
<td>28%</td>
</tr>
<tr>
<td>NNW Area Total</td>
<td>71%</td>
<td>35%</td>
</tr>
</tbody>
</table>

"I miss the diversity – in age, race, and income – that used to be here. As much as it changes the “character” of the neighborhood, we need to densify our housing options if we want continued access to open spaces to hike and recreate."

- Near Northwest Stakeholder
LU.2: Loss of Affordable, Traditional Building Forms

Traditional neighborhood building forms such as bungalows, small duplexes, and cottages that represent the history of these neighborhoods as working class, affordable neighborhoods, are being replaced with larger, more expensive housing types. These traditional building forms are most common in the low and low-medium (yellow shaded areas on map to the right) residential areas of NNW. Construction permit data shows that new construction (black areas on map) is most common in areas outside of Single Unit Zone Districts and Conservation and Historic District Overlay areas.

Jefferson Park and Highland, east of Zuni Street, have experienced the most transformation, although Sunnyside, also primarily east of Zuni Street, is also experiencing an influx of new building forms. These traditional building forms are primarily being replaced by duplex, townhome, and “slot homes” (which have been prevented in future development through code updates.)

Concerns with these new development types include that they feel out of scale and context when placed next to traditional neighborhood building forms and that they are one of several factors causing displacement of long-term residents and raising housing costs.

This is a concern that is occurring in many traditional neighborhoods in Denver and being looked at in multiple neighborhood plans and other citywide initiatives. It will be important to understand what policies/strategies are already underway.
OPPORTUNITIES:
Some tools have helped rein in the issue of scrapes and out-of-scale construction patterns, such as Conservation Overlay Districts that modify design standards so that new construction is more compatible with traditional forms. Sunnyside neighborhood is currently exploring a Conservation Overlay District that would provide similar design standards for new construction. Local Historic Districts also have required Design Guidelines for alterations and redevelopment, and a prohibition on demolition which dramatically reduces scrapes. Historic Districts and Conservation Overlay Districts are different tools: learn more about them here. However, there is not evidence that either of these tools also preserve the affordability.

» Confirm “notable, intact” residential areas that were identified in a Historic Contexts review of NNW neighborhoods and decide whether action should be taken to protect them.
» Work with the community to identify other areas of significance not already identified.
» Evaluate Blueprint Denver’s Future Places mapping and update, as necessary, as part of the NNW planning process
» Explore appropriate tools in identified areas that solve both the out-of-scale concerns as well as affordability concerns.

“I am concerned at the lack of affordable housing in the community, the number of older houses that are being demolished, and the number of out-of-touch condos that are being built in their place. Community members who have lived in this neighborhood for decades are being pushed out and priced out by over-priced developments that are dwarfing historic houses and destroying the culture and fabric of this community.”
- Near Northwest Stakeholder

QUESTIONS AND CONSIDERATIONS:
What areas of NNW include traditional neighborhood building forms that may be at risk to demolition?
What are your primary concerns with the loss of traditional building forms?
When it comes to saving traditional building forms and addressing the scale of new construction, what would you prioritize most?
What are some other ways to deliver housing options that are more in keeping with traditional patterns and forms and helping to support a range of housing opportunities within Near Northwest neighborhoods?
LU.3: Underutilized Industrial and Commercial Land Near Transit

Blueprint Denver advises that new growth should be concentrated nearest transit. In NNW, these areas are some of the most underutilized areas, which present opportunities to accommodate growth, but future visioning for these areas need to occur with the community to determine the best policies.

Sunnyside’s industrial area, north of 45th Avenue and east of Pecos Street, has a fair amount of underutilized (vacant/storage/low employment density) industrial land that is near the 41st & Fox rail station. Blueprint Denver Future Places and Growth Strategy maps show this area as a future mixed use “Community Center” and generally say that growth should be directed nearest transit hubs.

Arterials like Federal Boulevard, Speer Boulevard, and W. 38th Avenue include auto-oriented commercial uses near major bus stops and are designed more like highways than transit streets. Denver Moves: Transit Plan identifies these corridors as future High-Capacity (Federal and Speer) - identified as future bus rapid transit (BRT) or rail, and Medium-Capacity (38th) - identified as rapid bus to BRT transit corridors.

“High density in the areas around mass transit which will allow for attainable residences.”
- Near Northwest Stakeholder

“Direct growth to walkable areas with a mix of housing, jobs, and businesses, and more access to transit” ranked #3 in goals most important to achieve in NNW according to an online survey.
OPPORTUNITIES:
Blueprint Denver’s Growth Strategy Map (see map to left) includes many of the identified “underutilized” areas as areas of opportunity to support growth to meet community needs and goals, create complete neighborhoods, direct growth near transit, create new parks/open space, etc. The NNW Plan should look at the following key areas to explore future growth scenarios and place types (see dashed outlines on map):

Regional Center:
- Speer/I-25 interchange

Community Centers and Corridors:
- Sunnyside’s Industrial
- Speer Boulevard
- Federal Boulevard

Local Centers and Corridors:
- Pecos/I-70
- West 38th Boulevard

QUESTIONS AND CONSIDERATIONS:
What are the best land uses for these areas?
What are appropriate densities/scale of buildings and types of redevelopment?
What should be preserved in these areas?
What new services and open space will be needed to support additional development?
Does the existing infrastructure and zoning support new scenarios? If not, what needs to change?
LU.4: Lack of Mixed-Use Developments

Recent development data shows a trend of primarily delivering 100% residential products in mixed-use districts. This increases the amount of units, but does not increase the amount of retail, services, and jobs to serve these additional units. It also lessens the activity along the street in a mixed-use district where activity is desired.

Complete neighborhoods need amenities and services, in addition to housing units, but those are not being delivered and could result in neighborhood deficits, like: lack of services and jobs, people needing to travel further to get to services and jobs, less tax income for the city, and lack of activity and street life on important corridors.

**OPPORTUNITIES:**

» Work with the community to identify priority areas where jobs, retail, and services are most needed and make the most sense.

» Explore opportunities for how to ensure the private sector delivers “complete neighborhood” with jobs, retail, and services in those locations.

» Consider applicability of existing tools like the Active Centers and Corridors Design Overlay District (DO-8).

**QUESTIONS AND CONSIDERATIONS TO ASK COMMUNITY AND STAKEHOLDERS:**

*What are key locations to demand commercial/retail uses and how do we ensure they do not sit empty?*

*What tools beyond zoning can the City leverage to ensure an appropriate mix of commercial is being delivered in new development?*

“(I dislike) when retail is lost for purely residential uses. An amenity space for an apartment buildings is not active space.”

- Near Northwest Stakeholder
Comprehensive Plan 2040 says that Denver’s neighborhoods should be **equitable and inclusive** with a high quality of life for all residents and have a robust economy that reflects our diversity. Read about the Economy and Housing Issues and Opportunities and think about a future vision for NNW when all these issues are resolved.

» **How can NNW neighborhoods help our most vulnerable residents stay put and access wealth-building tools and necessary resources to improve their quality of life?**

» **How can NNW neighborhoods offer a strong and diverse economy with local businesses and a productive, knowledgeable workforce?**

» **What is YOUR vision for an Equitable, Affordable and Inclusive and Economically Diverse and Vibrant NNW?**

» **What other Economy and Housing Issues do you want the plan to address?**

**KICK-OFF SURVEY RESULTS: ECONOMY & HOUSING**

This map highlights “pins” or locations where NNW residents and stakeholders made comments regarding Economy and Housing “likes (green), dislikes (red), and ideas (blue).” The content of what was stated is woven into the Issues and Opportunities.
**EH.1: Residential Displacement, High Housing Costs and Lack of Opportunity for Wealth Building**

Near Northwest median incomes, home values, and rents have risen dramatically in the past 20 years, which has accelerated gentrification concerns. The city doesn’t currently track “naturally occurring” affordable housing (NOAH), but anecdotally, these are the first to be replaced (see Issue #2 in Land Use and Built Form) because they are typically cheaper to purchase. This displaces existing residents – either voluntarily or involuntarily. New development that replaces these homes maximize square footage and raise land values, which in turn raise purchase prices and rents. This makes it extremely hard for people to stay in these neighborhoods, let alone build wealth by purchasing a home and building equity.

The NNW area is in line with city averages for income-restricted units (approximately 7%) with Sunnyside including the most by far. And while there are lower levels of cost burden in NNW than the city overall and a higher level of homeownership for residents of Hispanic descent or more than two races, there is still a need to stabilize housing costs, especially in the more affordable Sunnyside and Chaffee Park neighborhoods.
QUESTIONS AND CONSIDERATIONS:

What strategies could be effective for keeping existing renters and owners in the neighborhood?

What are NNW opportunities to house our most vulnerable populations and people experiencing homelessness?

“Housing prices are through the roof and no average income family can afford it here. Furthermore, for people who have been living here and have values increasing, the taxes on their homes are becoming unsustainable.”
- Near Northwest Stakeholder

OPPORTUNITIES:

» Explore incentives and programs to help low and moderate-income homeowners continue to occupy their homes and incentives to landlords to help maintain rental affordability.

» Two citywide projects are underway or about to begin to address equity and affordability in rezoning and development: Expanding Housing Affordability (Draft Policy released in October 2021) and Advancing Equity in Rezoning. This plan will follow and work closely with these efforts as to not duplicate processes and tools.

» Explore short and long-term solutions to housing our extremely low-income citizens and people experiencing homelessness.

» Denver’s Safe Outdoor Spaces (SOS) program includes a location at Regis University, just outside of the NNW area. This site will continue with additional funding secured in January 2022, but for how long is unknown. Lambuth Family Center is located just east of Highland neighborhood and allows up to 90 day stays for families with a minor.

“I grew up in this neighborhood and brought my family back so my kids could as well. However, we have been priced out of literally everything even with two full-time incomes, when we factor in childcare.”
- Near Northwest Stakeholder
**EH.2: Commercial Loss and Displacement and Demand for Retailers Serving Everyday Household Needs**

There is concern over the displacement of some long-standing “Northside” businesses in the past 10 years and fear that more will be lost in the future, as well as fear of losing more businesses due to lasting impacts of Covid-19. In particular, NNW has a lot of locally-owned restaurants that have been hardest-hit by the pandemic.

While many residents expressed their love of neighborhood restaurants and the ability to walk to them, they also expressed the lack of essential services within the neighborhoods. Many must drive or take the bus long distances to get groceries, clothing, do laundry, get haircuts, etc. at affordable prices, or order them online and have them delivered. In particular, a grocery store was mentioned as a priority for the NNW (see QL.4.) Chaffee Park lacks access to the most to essential services, having very limited commercial areas and zoning.

**QUESTIONS AND CONSIDERATIONS:**

*What are essential services that are affordable in the neighborhood today and how can they be preserved?*

*What essential services (healthy food or otherwise) could be added to existing businesses to meet community needs?*

*What are some NNW “legacy” businesses?*

*What tools to combat commercial displacement are currently available, being considered, or should be explored further?*

**OPPORTUNITIES:**

Complete neighborhoods require providing the types of services needed by all households in relatively close proximity.

» Explore locations and strategies to bring more everyday household needs and services into the neighborhoods. These could replace restaurants and businesses that may have closed due to Covid, or combine with struggling businesses to make rent more affordable and help business bottom-lines.

» Follow the city’s Legacy Business Study, which will be identifying criteria and incentives for preserving “legacy businesses” as well as the Business Impact Opportunity Fund (BIO Fund).

**EXAMPLES OF NEIGHBORHOOD-SERVING RETAIL IN THE NNW STUDY AREA:**

*38th Avenue Ace Hardware in Highland Source: Google Maps*

*Pecos Street Save-A-Lot in Chaffee Park Source: Google Maps*

*Tejon Street Neighborhood Convenience Store/Market in Sunnyside Source: Google Maps*

“*We have tons of great (expensive) restaurants already – can there be more zoning for bodegas/cheap grocery stores that would help people cut down on driving?”*

- Near Northwest Stakeholder

“*The closed Dollar Store would be a great place for an Aldi or other good quality grocery store that is not a dollar store or poor quality packaged goods grocery.*”

- Near Northwest Stakeholder
EH.3: Lack of Organizations to Assist Small Businesses with Advertising, Promotion, Beautification, and Maintenance

There are multiple neighborhood nodes, primarily located at former streetcar stops, that include a significant amount of small, locally-owned businesses that offer meaningful services and jobs. However, they mainly operate in a vacuum - managing their own marketing and advertising. The nodes where the clusters of businesses are located are in need of infrastructure and placemaking upgrades, but they must wait to get on the city’s long list of projects.

There is only one business improvement district (Federal Boulevard BID) that extends from 22nd to 27th Avenues on Federal Boulevard and includes businesses at 25th and Eliot. West 38th Avenue a Merchants’ Association but has struggled with raising self-tax to fund improvements like streetscape and lighting upgrades, which are needed.

OPPORTUNITIES:
There may be opportunities to support these locally-owned small businesses by forming organizations that allow businesses in a certain area to work toward common goals. Organizations like business improvement districts (BIDs) were instrumental at helping businesses during Covid by spreading the word about resources to business owners as well as using social media and other means to promote and keep businesses alive.

» Work with business owners in areas like 44th Avenue, 32nd Avenue, and LoHi to discuss the potential of creating an organization.

» The city currently has a pilot program that provides a $30,000 grant to a to fund exploratory efforts for creating a merchant association or BID. Benefits include the ability to join forces with nearby businesses to organize, promote, maintain, and pay for beautification efforts to help boost business.

» Work with the Federal Boulevard BID and West 38th Avenue Merchant Association to discuss improving their organizations.

QUESTIONS AND CONSIDERATIONS:
What are your greatest concerns with existing commercial and mixed-use areas in NNW?
What ideas do you have for these areas in the future to make them better?

“Encourage revitalization of small neighborhood commercial areas WITHOUT losing local charm and small businesses.”
- Near Northwest Stakeholder

“Improve streetscaping, residential and commercial development on 38th.”
- Near Northwest Stakeholder

“Turn 32nd into a pedestrian mall. Get rid of cars. Maybe allow buses and bikes.”
- Near Northwest Stakeholder

EXAMPLES OF COMMERCIAL NODES IN THE NNW STUDY AREA:
**EH.4: Preserving and Growing Primary Jobs**

Unique to NNW 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. However, protecting some of the industrial jobs could be at risk (and conflict with future land use goals - see LU.3) by rethinking these areas for a mix of uses. The NNW Area Plan should look for opportunities to balance the protection of and ability to grow primary jobs in these neighborhoods within future land use scenarios.

**OPPORTUNITIES:**
There may be an opportunity to help shape the evolution of the study area’s industrial and office areas in a way that is different from relying solely on market forces.

» The timing of the NNW planning process allows the community to discuss the utility of the industrial areas – what is important and what negative impacts can be mitigated.

» Discuss revised land use policies that could steer the evolution of the area in a way that preserves and protects primary jobs, while also creating smoother transitions and compatibility with adjacent neighborhoods.

» Explore opportunities for workforce training that matches local employment opportunities.

**QUESTIONS AND CONSIDERATIONS:**

*In the industrial areas, what are the desirable uses/jobs to protect?*

*Are there negative impacts from the industrial area that could be mitigated through planning and land use policies?*

*Moving into the future, what is our vision for the industrial area and its transition and connections with adjacent neighborhoods?*

*How do the industrial areas serve the neighborhood today, and how can they be more beneficial resources to the neighborhoods in the future?*

---

“Bring in more local businesses that also create local jobs!”
- Near Northwest Stakeholder

“Lots of jobs in the (industrial) district in these blocks.”
- Near Northwest Stakeholder

“Minimum wage is not a career!”
- Near Northwest Stakeholder

**EXAMPLES OF INDUSTRIAL EMPLOYERS IN THE NNW STUDY AREA:**

- Denver Beer Co Canworks, Sunnyside
- Canyon Materials, Chaffee Park
- Refrigeration Supplies Distributor, Chaffee Park
Page intentionally left blank.
MOBILITY Comprehensive Plan 2040 says that Denver’s neighborhoods should be connected by safe, high-quality and multi-modal transportation options. Read about the Mobility Issues and Opportunities and think about a future vision for NNW when all these issues are resolved.

**How can we provide options that allow NNW residents to move safely through the area?**

**How can we encourage more trips that don’t use a car?**

**How can we embrace innovative technology advancements in mobility options?**

**How can NNW neighborhoods maximize use of public right-of-way to solve multimodal goals?**

**What is YOUR vision for a Connected, Safe and Accessible NNW?**

**What other Mobility Issues concern you that you want the plan to address?**

**KICK-OFF SURVEY RESULTS: MOBILITY**

This map highlights locations where NNW residents and stakeholders made comments regarding Mobility “likes” (green), “dislikes” (red), and “ideas” (blue). The content of what was stated is woven into the Issues and Opportunities.
Near Northwest

**M.1: Existing Transportation Network does not Meet the Community’s Needs**

Most right-of-way in NNW is primarily auto-oriented, creating unsafe speeds, dangerous intersections, and little space for pedestrians and bicyclists. Some streets - identified on the map to the left - also include bike facilities and accommodate transit currently or propose to in the future. Further, the majority of the NNW area has a strong micromobility demand (scooters, ride sharing, etc.)

The community has expressed interest in more: high comfort bike facilities, transit service, recreation space, street trees, and community gathering space. This creates challenges as all streets cannot provide enough space for ALL desired demands.

As the future of NNW streets are envisioned, priorities will need to be made and trade offs will need to be analyzed to determine how to allocate limited space to have the most benefit to the most people and support Denver’s mobility goals.

A Curbside Access Plan - a plan that comprehensively surveys an area’s on-street parking and other curbside uses based on resident concerns and then explores space for other uses and modes - is currently underway for the LoHi commercial core and Highland neighborhood. These types of plans could help assess the utilization of on-street parking and considerations for new uses, like bike lanes, in different areas of NNW.
QUESTIONS AND CONSIDERATIONS TO ASK COMMUNITY AND STAKEHOLDERS:
What are your priorities for the Complete Street Opportunity Areas?
How can we reduce vehicle trips to meet citywide goals (50% single occupancy vehicle; 15% transit; 15% bike/ped) and increase healthy lifestyles?

EXAMPLE OF COMPLETE STREET:

South Broadway in Denver is an example of a “complete street” that provides a dedicated lane for buses to travel efficiently, a dedicated bike lane for bicyclists to travel safely, on-street parking, travel lanes, and sidewalks. Source: Google Maps

“I’d really like to see the area become friendlier to pedestrians, bikes, and public transport.”
- Near Northwest Stakeholder

“Close streets to cars for more gathering/dining spaces.”
- Near Northwest Stakeholder
M.2: Multimodal Connectivity Challenges Due to Network Barriers

There are multiple connectivity challenges in NNW that prohibit safe and efficient travel from destination to destination by walking or rolling. The map to the left highlights these challenges:

- **Major Barriers** - these are streets and highways that are intimidating to cross as a pedestrian or bicyclist.
- **Minor Barriers** - these are areas that have been identified by the public as having challenges to crossing.
- **Network Barriers** - these are areas that interrupt the traditional street grid, prompting people to have to travel longer distances in order to bypass them.

Destinations point out where people are traveling to/from - such as: parks, schools, and commercial centers. High ridership bus stops are also noted, as they are where large amounts of pedestrians are traveling to or from to catch a bus. Finally, some grade separated crossings (underpasses and overpasses) exist, but may be difficult to access and/or stressful to use for pedestrians and bicyclists.
OPPORTUNITIES:
There are opportunities to better connect people to destinations and to encourage walking and rolling to lessen car trips. Network Improvement Opportunities on the Network Barriers Map highlight streets that could benefit from safety enhancements, as they connect to multiple destinations and may be more heavily traveled by pedestrians and bicyclists than other areas. This process should work with the community to break down barriers by providing more accommodating infrastructure.

» Look for particular Network Improvement areas to institute safer pedestrian/bike infrastructure.

» As large-scale sites redevelop, reinstitute a traditional street grid and create streets that have ample space to accommodate the needs. Add pedestrian/bike connections through areas lacking a street grid.

» Coordinate and work with the I-25 CDOT Planning and Environmental Linkages (PEL) Study (underway,) which will look in detail at the Speer and 23rd Avenue bridges.

» When existing bridges have reached the end of their lifespan, crossing points should be evaluated to ensure they provide a high level of service to accommodate existing and projected volumes of pedestrian and bicycle trips and the design of replacement bridges takes these modes into consideration.

» Evaluate the feasibility of additional bike and pedestrian crossings that could span study area barriers to increase mobility and catalyze placemaking opportunities.

QUESTIONS AND CONSIDERATIONS TO ASK COMMUNITY AND STAKEHOLDERS:
What are the most important connection points that would open opportunity for NNW residents to access needs and amenities?
In your opinion, what are the greatest challenges affecting connectivity (ability to get from one location to the next) in NNW?

EXAMPLES OF NETWORK BARRIERS:

48th Avenue has a bridge over the railroads, but the design of the bridge is not accommodating to pedestrians and bicyclists. Source: Google Maps

“How provide additional access from East Sunnyside over RR tracks to Globeville and Denver World Trade Center at Fox.”
- Near Northwest Stakeholder

“How I-25, I-70, Federal and the river makes this area an island. Connections across these are difficult.”
- Near Northwest Stakeholder

“A typical Denver street grid overlaid atop this aerial shows that North High School, Valdez Elementary, and Viking Park take up the equivalent of approximately 11 city blocks. How will the future of 38th Avenue, with limited right-of-way and a mix of commercial and residential uses, accommodate buses, automobiles, and a safer pedestrian environment? Source: Google Maps

“Provide additional access from East Sunnyside over RR tracks to Globeville and Denver World Trade Center at Fox.”
- Near Northwest Stakeholder
M.3: Challenging Intersections Impact Safety for All Modes

Intersections, or areas where intersections are lacking and people naturally want to cross the street, are where the majority of accidents happen. The map on the left highlights “problem intersections” which are defined as having the following overlaps:

- 2 or more pedestrian and/or bicycle crashes and/or 20 or more auto crashes; and
- Top 10% of intersections with safety concerns - these are mapped using a tool from the City of Denver that uses data related to crashes, pedestrian demand, roadway type, key local destinations, equity, and other factors to identify the top 10 percent of intersections in need.

High Injury Network are corridors identified by the city that have the highest number of fatal and injury crashes. In NNW, these include: Federal Boulevard, Speer Boulevard, and West 38th Avenue.

Another problem area are off-axis intersections. These happen along Speer Boulevard, due to its diagonal orientation, and where the downtown street grid meets the traditional north-south street grid in LoHi. These configurations contribute to comparatively long crossing distances for pedestrians and awkwardly sharp or large turning radii for cars. Where turn radii are large, car drivers are not likely to slow down as they approach and turn across crosswalks.
M.3

OPPORTUNITIES:
The network improvement opportunity areas from M.2 coincide with the majority of priority intersections, showing that there may be opportunity to solve multiple issues by focusing on key corridors or segments. Additionally, this process should:

» Evaluate the intersections along Speer Boulevard (Federal Blvd, 29th Ave, and Zuni St) and in LoHi where the two street grids intersect for pedestrian safety improvements at intersections.

» Evaluate multimodal priority intersections, especially at or near high-ridership transit stops.

» Consider how intersections could be retrofitted to reduce higher speed turn movements and pedestrians crossing distances could be shortened.

QUESTIONS AND CONSIDERATIONS TO ASK COMMUNITY AND STAKEHOLDERS:

Do you agree with the identified problem intersections and opportunity corridors?

What intersections should be prioritized as being the MOST challenging?

What other areas would you add?

EXAMPLES OF INTERSECTION SAFETY ISSUES:

“We should close Speer in front of North High to expand Viking Park and make it a part of the North High school grounds and activate Viking Park which is currently underutilized.”
- Near Northwest Stakeholder

“Every intersection with Speer is a nightmare for pedestrians or bikers.”
- Near Northwest Stakeholder

Five point intersection in Highland (15th Street, 29th Avenue, Umatilla Street, and Boulder Street) Source: Google Maps

Federal Boulevard and I-70 intersection/bridge. Source: DOTI

Intersection of Speer and 29th Avenue. Source: ALTA
The NNW area's existing bike network is identified with solid blue lines on the map to the left. West 35th Avenue Neighborhood Bikeway is a notable recent project that created new signage and striping for bicyclists. The NNW area is also part of the city's Northwest Community Transportation Network - an implementation plan from the 2011 Denver Moves: Bicycles plan to build out low-stress bike projects through 2023 - these are identified on the map as Bike Network (Coming Soon). Other future bike network projects are planned, which means there may be future funding to implement them, but the funding is not yet identified and therefore, the projects have not yet been designed.

Major and Minor Barriers are also overlaid on the map to see where the existing and future bike network needs to cross these barriers. Many gaps and future facilities in the bike network occur along streets that are currently considered a barrier. These will be critical areas to look at for future bike facilities, as the barriers identified by the public may be uncomfortable to bike along, but provide a direct route to destinations and tradeoffs may need to be made when designing future facilities.
**QUESTIONS AND CONSIDERATIONS:**

What areas of the bike network that are planned or noted as gaps should be prioritized?
What other areas would you add to create a more complete bike network?
What discourages you from riding a bike?

**EXAMPLES OF BIKE NETWORK GAPS & DEFICIENCIES:**

“Re-design and repave the sidewalks and bike lanes along Zuni under I-70 for easier and safer walking and biking movement north and south under I-70.”
- Near Northwest Stakeholder

**OPPORTUNITIES:**

Bike network gaps, deficiencies, and intersection challenges are identified by the public, which also represent opportunities to create a more complete bike network.

- “Gaps” were identified by looking at the existing and planned network and finding areas/links that could help provide a more complete network. These should be analyzed, confirmed, and prioritized with the community and Department of Transportation and Infrastructure before making recommendations.
- “Challenging intersections” are those that occur where the existing or future bike facility crosses a major barrier.
- Deficiencies in the network include lack of signage/wayfinding and ample space for high travel areas, such as the South Platte River Trail and connections to it: Inca Street connection, I-25 pedestrian bridge, and 15th Street bridge.

Opportunities should look for areas in the bike network that connect to key destinations for bicyclists, such as: parks, transit, and employment hubs like downtown.
M.5: Inadequate Sidewalks Highlight Inequity and Impact Access to Transit

Existing sidewalks within the Chaffee Park neighborhood, in comparison to other plan area neighborhoods, are disproportionately substandard and do not meet the city’s minimum width standards of 5 feet. In addition, Sunnyside’s industrial areas have sidewalk gaps, many of which are near the new 41st and Fox light rail station and the newer multi-family development surrounding it.

Per City standards, new sidewalks on arterial streets should be 8-feet wide and separated from the road by a 12-foot tree lawn or amenity zone. However along 38th Avenue, Federal and Speer Boulevards, and parts of Pecos Street, sidewalks are not detached from the roadway and are less than 8-feet wide, which creates a stressful pedestrian environment due to the high volume of adjacent vehicle traffic. 38th Avenue and Federal and Speer Boulevards have also been identified as future high-capacity transit corridors. The current quality of sidewalks along these corridors would be a barrier to pedestrians seeking to access transit stops and walk to/from nearby destinations. In particular, safer crosswalks along Federal Boulevard near Empower Field, were identified as a need by stadium guests and in general, people expressed the desire for more crossing opportunities along Federal and 38th.
OPPORTUNITIES:

» Chaffee Park’s sidewalks are an opportunity to improve ADA access and pedestrian safety in a residential area. Focusing on sidewalk improvements in this neighborhood would address an area of higher need for existing and prospective pedestrians and improve the equity of sidewalk quality throughout the Plan area and city.

» Focus on opportunities to improve the sidewalk quality along transit streets/arterials and improve crosswalk safety at critical intersections that link pedestrians to transit and key destinations.

QUESTIONS AND CONSIDERATIONS:

What are ideal sidewalk conditions for Chaffee Park and what are the pathways to achieve this from the city?

What are ideal sidewalk conditions for arterial streets that are anticipated as future high capacity transit corridors? How can more space for pedestrians be accommodated?

EXAMPLES OF INADEQUATE SIDEWALKS:

“38th should be a priority corridor for better transit service and better sidewalks with more trees.”
- Near Northwest Stakeholder

“All of the sidewalks in Chaffee Park are curbside and not wide enough for a wheelchair or a stroller.”
- Near Northwest Stakeholder

“Missing sidewalks make safely accessing the post office, middle school, bus stop, polling place at District 1 police station, etc. unsafe on foot or wheelchair.”
- Near Northwest Stakeholder
QUALITY OF LIFE INFRASTRUCTURE
Comprehensive Plan 2040 says that Denver should be a **thriving, sustainable city connected to nature and resilient to climate change as well as be a city that is safe, accessible and healthy**. Read about the Quality of Life Issues and Opportunities and think about a future vision for NNW when all these issues are resolved.

- How can NNW neighborhoods help prepare for climate change, reduce greenhouse gas emissions, and expand our green infrastructure network?
- How can NNW neighborhoods create environments that support physical activity and healthy living?
- What is YOUR vision for an Environmentally Resilient and Healthy and Active NNW?
- What other Quality of Life Issues concern you that you want the plan to address?

**KICK-OFF SURVEY RESULTS: QUALITY OF LIFE**

This map highlights “pins” or locations where NNW residents and stakeholders made comments regarding Quality of Life “likes (green), dislikes (red), and ideas (blue).” The content of what was stated is woven into the Issues and Opportunities.
QL.1: Investment is Needed in NNW Parks and Recreation Facilities

Nearly 95% of NNW 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 (NNW ranks in the lowest category of capital investment spending on parks and recreation facilities.) In particular, Chaffee Park and Sunnyside neighborhoods are the areas of greatest need.

OPPORTUNITIES:

» Explore opportunities to improve existing parks and park access and prioritize desired investments in amenities with the community.

QUESTIONS AND CONSIDERATIONS:

Which parks/recreation centers are in most need of improvements? What amenities would you add?

How can access to existing parks be improved?

Where are the priority walking corridors to parks and how can they be improved to create better access?

What are ideal locations for new parks, if acquisition is obtained? Consider existing parks access gaps and City’s Parks Strategic Acquisition Plan when locating.

“I love our parks, but we don’t technically have any park with a water feature in our neighborhood.”
- Near Northwest Stakeholder

“Lack of parks with sports fields.”
- Near Northwest Stakeholder

“Park needs more investment (updated playground, more seating, new paths, improved landscaping, flowers, more lights).”
- Near Northwest Stakeholder

“I wish there were more activity-centered parks.”
- Near Northwest Stakeholder
QL.2: Lack of Localized Pervious Areas and Treatments to Filter and Slow Down Stormwater

Currently, the total percentage of impervious surfaces in NNW is 60%, much higher than the city’s average of 49%. The City’s Green Infrastructure Implementation Strategy identifies a significant portion of NNW in a high priority area which is in most need of stormwater treatment (see green dashed outline on map to right). This status is found on problems related to pollutants and site conditions related to lack of permeability on private property and in the right-of-way. 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.

Additionally, as the NNW area becomes more developed, individual sites typically become less permeable and create higher stormwater runoff rates which can increase isolated and localized flooding.

“Green Street: Connecting 51st and Zuni Park over to Beach, down Beach to 41st.”
- Near Northwest Stakeholder

“Green Alley connecting from 44th down to 41st, continuing as a Green Street up to Chaffee Park neighborhood.”
- Near Northwest Stakeholder
QUESTIONS AND CONSIDERATIONS:
What are some ideas and locations for localized stormwater solutions?
Where are some priority “green street” opportunities to implement stormwater treatment solutions into streetscapes?

EXAMPLE OF GREEN STREET:

OPPORTUNITIES:
The Sunnyside Basin (dashed dark green on previous page map) is considered a high priority area and therefore is a funding priority for the city to address stormwater quality issues. The map on the previous page indicates potential opportunities based on the city’s Green Infrastructure Implementation Strategy (GIIS) (blue lines) as well as potential other opportunities (green lines) to be considered. The city prioritizes funding for projects that have the greatest impact on addressing stormwater concerns. Therefore, projects that have a larger impact per dollar of investment are more likely to be implemented.

» Work with the community to review and update this map with priority stormwater quality projects.
QL.3: Lack of Access to Healthy Food, Especially for Low-Income Residents

There are only two grocery stores in NNW that accept WIC: 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, as seen on the map to the right. Based on retail supply-demand indicators and population projections, there could be a grocery retail gap of 130,000 square feet in NNW by 2040, or the size of two to three average-sized grocery stores.

There are a number of non-profit and faith-related food services in NNW, but there is concern for their stabilization due to rising costs and rent prices.
OPPORTUNITIES:
Focus on opportunities to fill gaps in food access, especially to the most vulnerable residents. Work with the non-profits and community to develop strategies and solutions.

» Work with and bolster existing programs like Bienvenidos Food Bank, The Dream Center, and faith-based food programs and providers.

» Ensure NNW knows about and is utilizing the Healthy Food for Denver Kids (HFDK) Program.

» Capitalize on the existing food processing/warehousing companies in and adjacent to NNW, such as Fresh Point Denver Inc., Leprino Foods, American Produce, and Freshpack Produce.

» Look for new opportunities to provide fresh food and provide jobs/job training, such as:
  » Adding an affordable grocery store, either within the study area or immediately nearby
  » Opening a local food co-op
  » Opening a local, culturally relevant community kitchen(s)
  » Business support services for bodegas and corner stores to meet community food access needs
  » Mobile food pantries
  » Working with residents who have their own gardens to contribute to providing food to their neighbors
  » Finding ways to provide healthier and affordable food options in local convenience stores
  » Provide more food delivery options for those with limited mobility options
  » Prioritize infrastructure upgrades in areas that make access to grocery stores safer and more convenient

QUESTIONS AND CONSIDERATIONS:
Of the opportunities listed, what should be the priorities and best solutions for solving food access challenges?
Are there opportunities for bodegas to offset trips needed to larger supermarkets? If so, where?
How can access to groceries be improved?
What other ideas do you have and what locations make sense?

“Chaffee Park is a food/grocery desert.”
- Near Northwest Stakeholder

“No easily accessible grocery store or bodega.”
- Near Northwest Stakeholder

“Grocery Store – something with fresh food choices: Safeway, Trader Joes, Whole Foods.”
- Near Northwest Stakeholder

“Would love a walkable small grocery store with fresh food and essentials that is NOT geared toward fancy/organic/expensive upper class white people, but where you can just walk and grab a head of lettuce or garlic when you are in a pinch.”
- Near Northwest Stakeholder
QL.4: Lack of Access to Resources for People Experiencing Homelessness, Low-Income and Set-Income Earners, and Marginalized Populations

Blueprint Denver’s Access to Opportunity mapping generally shows areas adjacent to the I-25 corridor, in addition to some pockets of Chaffee Park around I-70 and the industrial area as having more access than most areas of the city. The rest of the study area is considered average, or in the middle, compared to citywide averages.

Other indicators contributing to this issue include:

» Childhood obesity is higher in NNW than the citywide average (13.9%) and significantly higher than adjacent neighborhoods like Berkeley, West Highland, and Sloans Lake. Jefferson Park is the highest (21.3%), then Chaffee Park (20.8%), then Sunnyside (17.3%), then Highland (15.2%).

» Chaffee Park and Sunnyside have high risks to lead exposure. Air quality is also a concern in these neighborhoods, especially for residents nearest I-70 and I-25.

» Residents in Jefferson Park, Sunnyside, and Chaffee Park are all more likely to delay medical care due to costs.

Accessing quality and affordable healthcare, rehabilitation services, senior services, childcare services, education, and job training, is essential to creating equitable, affordable, and inclusive neighborhoods. Reversing structural inequities will require complex and creative solutions.

“Need a place for after school programs for youth that Bridge used to serve – childcare and mentorship.”
- Near Northwest Stakeholder
**OPPORTUNITIES:**

» Discuss which resources are most needed and opportunities and ideal locations for more (e.g. healthcare facilities, senior services, childcare facilities, emergency food access, family services, emergency/crisis services, library resources, veteran services, etc.)

» 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.

» Bring awareness to existing residents about programs they might not know about: Denver Preschool Program, Healthy Food for Denver Kids, Caring4Denver, Denver Scholarship Foundation, etc.

**QUESTIONS AND CONSIDERATIONS:**

What are the most critical services needed, after safe and stable housing?

What opportunities are there for religious organizations and existing service providers to partner and expand services to NNW residents?

What challenges accessing adequate healthcare do you experience?

"Re-training programs for seniors who now have to work longer; what kind of work can they do in the community?"

- Near Northwest Stakeholder
Page intentionally left blank.
POTENTIAL FOCUS AREAS AND TOPICS
**Potential Focus Areas and Topics**

Focus Topics require a deeper dive of analysis and special recommendations due to unique or unusual conditions in the NNW. They also tend to solve issues across the four topics of the plan, and therefore demand unique recommendations.

Focus Areas are physical places/areas of NNW that:

» Require special attention and a unique set of plan recommendations.

» Present unique physical planning challenges.

» Are of critical importance to the success of surrounding areas.

» Demand solutions that cover multiple topics, such as land use, housing, economic development, mobility, etc.

Each of these should be defined by considering the Issues and Opportunities presented herein. Some potential focus topics and areas are listed here to be considered, but others may be identified through the public process in Phase 2.

**Potential Focus Topics**

Listed in no particular order, the following is a list of potential Focus Topics for the NNW Plan to address:

**FT.1 Anti-Gentrification, Wealth Building, and Affordable Housing Stabilization Tools**

The city is currently working on citywide tools to address affordable housing shortages and equity issues (Expanding Housing Affordability and Advancing Equity in Rezoning.) A unique topic to address for NNW is how to preserve/stabilize existing affordable housing options so that more are not lost to redevelopment, especially in the at-risk areas like Chaffee Park neighborhood. Anti-gentrification strategies and wealth-building tools to help people from being displaced is also a unique concern.

» Issues addressed: LU.1, LU.2, EH.1, QL.5

**FT.2 Neighborhood Business Corridors and Districts Support**

There is consensus that NNW local businesses are a cherished asset, but there are multiple challenges for small businesses, including: gentrification, rising rent, lack of employees and COVID-19 impacts. This plan process should work to better understand the challenges faced by neighborhood-serving, local businesses with intent to preserve character and grow the revenues of these small businesses by exploring tools such as business district/merchant association formation, capacity-building programs, or other business support tools used elsewhere in the city.

» Issues addressed: EH.2, EH.3, LU.4

**FT.3 The Future of Industrial Land in NNW**

Chaffee Park has a thriving industrial area that is identified as a “protected corridor” and expected to remain industrial in the future. However, Sunnyside's industrial land is more unknown for the future. Blueprint Denver identifies the area as a future “Community Corridor” yet there are important primary jobs that still exist in certain locations. This plan process should help outline a more specific plan for this area, including what amount of industrial land can/should remain to meet demand and save primary jobs while also addressing the opportunity this land possesses as a future mixed-use and transit-oriented “Community Center.”

» Issues addressed: LU.3, LU.4, EH.4, M.2, M.5

Highland Square in West Highland was cited as a precedent for NNW business districts Source: Studio Seed
FT.4 Health and Environment
Creating sustainable neighborhoods requires careful thought regarding the health and well being of existing and future residents. This focus topic will look to add resources and strategies to address: access to affordable healthcare, access to healthy food (47% of the study area has low access currently), parks and recreation amenities and programs, environmental justice, air quality, and climate adaptation.

» Issues addressed: LU.1, EH.1, M.2, M.5, QL.1, QL.4, QL.5

FT.5 Design Quality and Preservation
There are multiple concerns regarding new development in NNW, which are not unlike other neighborhood concerns in the city. However, unique to NNW, there are specific areas of concern that are at risk to loss of traditional neighborhood building forms and overall character. Sunnyside is currently exploring a draft Conservation Overlay District to address these concerns and Chaffee Park is at risk due to the smaller scale of existing structures and more affordable housing stock that makes them at risk to demolition.

Further, some areas have been identified as having concentrations of traditional structures that have potential to meet National Register and Denver Landmark significance criteria and should be considered in this process as to whether preservation or conservation tools are needed.

Additionally, new development in commercial and mixed use areas has been criticized for not providing active uses along the street and for poor design quality. Creative solutions for activating ground floor spaces in the age of changing retail landscapes may need to be considered. These three issues could be explored as a Focus Topic to offer specific guidance in the plan.

Overarching development issues should also address on-site permeability and environmental sustainability issues as well.

» Issues addressed: LU.2, LU.3, LU.4, QL.3

FT.6 Prioritization of Complete and Green Street Opportunities
There are a number of potential streets in NNW that have been identified as having opportunities to improve multi-modal movement and safety and that may have potential to expand permeable surfaces, improve stormwater management, and provide environmental health benefits.

In particular, there are three future high and medium-capacity transit streets that need specific attention for becoming complete streets: Federal Boulevard, Speer Boulevard, and West 38th Avenue. Federal Boulevard is undergoing its own planning and design study concurrent with this plan, so focusing on Speer and West 38th Avenue will be key. This plan process should identify and prioritize these key street opportunities.

» Issues addressed: M.1, M.4, QL.3
Potential Focus Areas:

A Federal Boulevard North of I-70 - This area could become a future neighborhood “hub,” especially with the potential for Regis University to expand their campus with a mix of uses across Federal, and could benefit from infrastructure improvements such as improved transit access and streetscaping. This plan should coordinate with the Federal Boulevard Transit Reliability Project.

B 51st & Zuni Park - this park needs an official name and could consider future design solutions that benefit Chaffee Park residents.

C Intersection of I-70 and Pecos - this area could be a prime location to create a “walkable center” for Chaffee Park, including a mix of uses and infrastructure improvements.

D Northeast Sunnyside Industrial Area - this area is identified as a future “Community Center” in Blueprint Denver. A potential Focus Topic includes figuring out how much industrial land use is feasible for the future and how to maintain primary jobs. The Focus Area could identify and evaluate on land use scenarios and conceptual urban design scenarios.

E 38th Avenue - West 38th Avenue is identified as a future medium-capacity transit corridor and many community members commented on how uncomfortable the street is to walk along and cross. This Focus Area could look at future land use, urban design solutions, and mobility improvements to create a walkable, mixed-use destination for NNW.

F Speer/Federal/29th Avenue Triangle and North High - this multi-way intersection is a major barrier to pedestrian safety and is especially important to address, as this area has thousands of youth traveling to and from North High everyday. The North High campus is also a connectivity barrier to address. This Focus Area should coordinate with the Federal Boulevard Transit Reliability Project and the Safe Routes to Schools plan for North High.

G I-25 and South Platte River Connections - a Focus Area for Jefferson Park could be finding connections and better access to the river and trails. This study should coordinate with the River Mile project, as there are multiple river bridges proposed as part of that project in the Central Platte Valley.

H Local Business Hubs - a Focus Area that spans three of the four neighborhoods is to look comprehensively at design and policies for maintaining the character of NNW's former streetcar nodes along 44th Avenue, Tejon Street, Navajo Street, 25th Avenue and Platte Street. This would also include the Federal Boulevard Business Improvement District along Federal from 22nd to 26th Avenues.
## Summary

The matrix below highlights the cross-referencing of plan topics and neighborhoods and how each of the potential Focus Topics and Areas touch each of the plan topics and neighborhoods.

<table>
<thead>
<tr>
<th>FOCUS TOPICS</th>
<th>PLAN TOPICS</th>
<th>PLAN NEIGHBORHOODS</th>
</tr>
</thead>
<tbody>
<tr>
<td>FT.1 - Anti-Gentrification, Wealth Building, and Affordable Housing Stabilization</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>FT.2 - Neighborhood Business Corridors and Districts Support</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>FT.3 - The Future of Industrial Land in NNW</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>FT.4 - Health &amp; Environment</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>FT.5 - Design Quality and Preservation</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>FT.6 - Prioritization of Complete and Green Street Opportunities</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
</tbody>
</table>

### FOCUS AREAS

<table>
<thead>
<tr>
<th>AREA</th>
<th>PLAN TOPICS</th>
<th>PLAN NEIGHBORHOODS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A - Federal Boulevard</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>B - 51st &amp; Zuni Park</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>C - Intersection of I-70 and Pecos</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>D - Northeast Sunnyside Industrial Area</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>E - West 38th Avenue</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>F - Speer/Federal/29th Avenue Triangle and North High</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>G - I-25 and South Platte River Connections</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
<tr>
<td>H - Local Business Hubs</td>
<td>LU EH M QL CP S H JP</td>
<td></td>
</tr>
</tbody>
</table>
Page intentionally left blank.
NEIGHBORHOOD SUMMARIES
Chaffee Park Summary

Based on existing conditions analysis, data, and community input to-date, the list to the right summarizes - in order of urgency - the key issues facing Chaffee Park. The levels were also determined by comparing Chaffee Park to the other neighborhoods in NNW as a benchmark. In other words, Chaffee Park is worse off in some areas and better off in some areas - compared to the rest of NNW.

Phase 2 Engagement will work with Chaffee Park residents and stakeholders (insert names of other neighborhoods elsewhere) to confirm or reprioritize key issues for the neighborhood so that the final plan can customize recommendations.

CHAFFEE PARK MAJOR ISSUES
These are either existing or imminent issues that need to be resolved.

LU.1 - Loss of Ethnic Diversity, Families, and Culture - still has a higher percentage of Latino population, but given trajectory of other neighborhoods, could be at risk.
LU.2 - Loss of Affordable Traditional Building Forms - least affected neighborhood, but given trajectory of other neighborhoods, could be at risk.
EH.1 - Residential Displacement/High Costs - most affordable and stable neighborhood in NNW, which makes it at-risk to displacement and rising costs.
M.2 - Connectivity and Network Barriers - Federal, I-70, and the industrial area and railroads are major barriers to address.
M.4 - Bike Network Gaps - has the highest number of bike network gaps in NNW.
M.5 - Inadequate Sidewalks - has the narrowest and lowest equity sidewalks of all four neighborhoods

Chaffee Park Ongoing Issues

LU.4 - Lack of Mixed-Use Development - not much has been developed, but should be considered for future development.
EH.2 - Commercial Displacement/Everyday Retail Demand - recently lost Dollar Tree, which provided access to everyday needs.
M.1 - Transportation Network Not Meeting Needs - has the widest streets and setbacks in the NNW, which could support reconfiguring streets to accommodate more modes.
QL.1 - Investment in Parks - 51st & Zuni Park is a wonderful asset, but it needs a formal name and more amenities for the community to enjoy. There is no rec center in Chaffee Park, the closest one is Aztlan in Sunnyside. There are two pockets of 10-minute walkshed gaps in the southwest and northeast quadrants.
QL.3 - Access to Food - has a grocery store, but it is not ideal.
QL.4 - Access to Resources - has pockets of low access to opportunity.

Chaffee Park Minor Issues

LU.3 - Underutilized Land Near Transit - lower need to address than other neighborhoods.
EH.3 - Lack of Business Organization - currently, there is not enough of a concentration of local businesses to address this issue.
EH.4 - Preserving and Growing Primary Jobs - Chaffee Park’s industrial area is a preservation area, so this plan should seek to maintain these jobs regardless.
M.3 - Challenging Intersections - there are a few problem intersections, but less than other neighborhoods to address.
QL.2 - Lack of Pervious Areas to Filter Stormwater - there is more permeable surface in Chaffee Park than other neighborhoods.
Sunnyside Summary

Based on existing conditions analysis, data, and community input to-date, the list to the right summarizes - in order of urgency - the key issues facing Sunnyside. The levels were also determined by comparing Sunnyside to the other neighborhoods in NNW as a benchmark. In other words, Sunnyside is worse off in some areas and better off in some areas compared to the rest of NNW.

Phase 2 Engagement will work with Sunnyside residents and stakeholders (insert names of other neighborhoods elsewhere) to confirm or reprioritize key issues for the neighborhood so that the final plan can customize recommendations.

SUNNYSIDE MAJOR ISSUES

These are either existing or imminent issues that need to be resolved.

- LU.2 - Loss of Affordable Traditional Building Forms - has a draft Conservation Overlay District in process to address this issue.
- LU.3 - Underutilized Land Near Transit - major opportunity potential around industrial area and 41st & Fox as well as West 38th Ave.
- EH.1 - Residential Displacement/High Costs - has been an issue and continues to be a concern of gentrification.
- EH.2 - Commercial Displacement/Everyday Retail Demand - loss of local business and lack of retail to meet everyday needs, especially groceries.
- EH.3 - Lack of Business Organization - 44th Avenue, Tejon Street, and 38th Avenue all have potential.
- EH.4 - Preserving and Growing Primary Jobs - redevelopment of industrial area has potential to push out primary jobs, so balancing to keep primary jobs and bring in more is of concern.
- M.2 - Connectivity and Network Barriers - Federal Blvd., I-70, railroads, 38th Ave., and industrial area with lack of connectivity.
- M.5 - Inadequate Sidewalks - has some narrow sidewalks and missing sidewalks in northeast segment of neighborhood and Federal and 38th lack adequate sidewalks.
- QL.2 - Lack of Pervious Areas to Filter Stormwater - neighborhood within Sunnyside Basin, which is a high priority focus area for the city.
- QL.3 - Access to Food - has least access to grocery and fresh food.
- QL.4 - Access to Resources - entire neighborhood lacks access to opportunity based on Blueprint Denver map.

Sunnyside Ongoing Issues

- LU.1 - Loss of Ethnic Diversity, Families, and Culture - Latino/X population has dropped 29% in 20 years, the second to least affected of the four neighborhoods, which puts it at-risk.
- LU.4 - Lack of Mixed-Use Development - with so much potential for new development around LU.3, this issue is at-risk.
- M.1 - Transportation Network Not Meeting Needs - has substantial infrastructure (sidewalks, bike lanes, transit) in place, but could be improved.
- M.3 - Challenging Intersections - primarily along Federal and West 38th Ave.
- M.4 - Bike Network Gaps - has fairly good infrastructure, but includes some gaps.
- QL.1 - Investment in Parks - has more parks than other neighborhoods, but could use investment. Aztlan Rec Center also needs upgrades/expansions.
HIGHLAND MAJOR ISSUES
These are either existing or imminent issues that need to be resolved.

LU.1 - Loss of Ethnic Diversity, Families, and Culture - Latino/X population has dropped 43% in 20 years, the second to most affected of the four neighborhoods.

LU.2 - Loss of Affordable Traditional Building Forms - has lost significant traditional building stock in past 20 years, especially in northeast quadrant.

EH.1 - Residential Displacement/High Costs - has highest median rent and home value of all four neighborhoods.

EH.3 - Lack of Business Organization - 32nd Avenue, Tejon, Navajo, 15th and Central could all benefit from business organization tools.

M.3 - Challenging Intersections - multiple problem intersections due to intersecting grids and barriers (high speed streets).

HIGHLAND ONGOING ISSUES

LU.4 - Lack of Mixed-Use Development - some new development has pushed out neighborhood commercial or is 100% residential.

EH.4 - Preserving Primary Jobs - preserving primary jobs in LoHi close to downtown is a goal.

M.1 - Transportation Network Not Meeting Needs - has substantial infrastructure (sidewalks, bike lanes, transit) in place, but could be improved.

M.4 - Bike Network Gaps - has fairly good infrastructure, but includes some gaps.

QL.1 - Investment in Parks - parks are small and out-dated due to lack of investment. A portion of Potter Highlands is within a 10-minute walk gap and could benefit from addition of open space.

QL.2 - Lack of Permeable Areas to Filter Stormwater - a portion of Highland is within the Sunnyside Basin of high need, but most of the neighborhood is out and topography helps with draining to the South Platte River.

QL.3 - Access to Food - has fair access to grocery stores, but connections could be improved.

QL.4 - Access to Resources - has pockets of low access to opportunity in northeast.

HIGHLAND MINOR ISSUES

LU.3 - Underutilized Land Near Transit - lower need to address than other neighborhoods.

EH.2 - Commercial Displacement/Everyday Retail Demand - some concern over displacement of long-standing business, but contains most retail of any neighborhood.

M.2 - Connectivity and Network Barriers - Speer and 38th are highest concerns.

M.5 - Inadequate Sidewalks - has substantial pedestrian infrastructure with primary inadequacies along major arterials.
Jefferson Park Summary

Based on existing conditions analysis, data, and community input to-date, the list to the right summarizes - in order of urgency - the key issues facing Jefferson Park. The levels were also determined by comparing Jefferson Park to the other neighborhoods in NNW as a benchmark. In other words, Jefferson Park is worse off in some areas and better off in some areas - compared to the rest of NNW.

Phase 2 Engagement will work with Jefferson Park residents and stakeholders (insert names of other neighborhoods elsewhere) to confirm or reprioritize key issues for the neighborhood so that the final plan can customize recommendations.

JEFFERSON PARK MAJOR ISSUES

These are either existing or imminent issues that need to be resolved.

<table>
<thead>
<tr>
<th>Issue</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU.1 - Loss of Ethnic Diversity, Families, and Culture</td>
<td>Latino/X population has dropped 54% in 20 years, the most affected of the four neighborhoods.</td>
</tr>
<tr>
<td>LU.2 - Loss of Affordable Traditional Building Forms</td>
<td>has the highest percentage of traditional building forms lost in recent years.</td>
</tr>
<tr>
<td>LU.4 - Lack of Mixed-Use Development</td>
<td>the majority of recent development has been 100% residential.</td>
</tr>
<tr>
<td>EH.1 - Residential Displacement/High Costs</td>
<td>has second highest median rent and home value of all four neighborhoods.</td>
</tr>
<tr>
<td>M.2 - Connectivity and Network Barriers</td>
<td>I-25, Speer, and Federal are all barriers.</td>
</tr>
</tbody>
</table>

Jefferson Park Ongoing Issues

<table>
<thead>
<tr>
<th>Issue</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>LU.3 - Underutilized Land Near Transit</td>
<td>the Diamond Hill complex and areas around I-25 have potential for redevelopment and are near transit.</td>
</tr>
<tr>
<td>EH.2 - Commercial Displacement/Everyday Retail Demand</td>
<td>loss of local business and lack of retail to meet everyday needs, but has better access than other neighborhoods.</td>
</tr>
<tr>
<td>EH.4 - Preserving and Growing Primary Jobs</td>
<td>there may be concern over the loss of Diamond Hill office complex jobs and ability to recover.</td>
</tr>
<tr>
<td>M.1 - Transportation Network Not Meeting Needs</td>
<td>has substantial infrastructure (sidewalks, bike lanes, transit) in place, but could be improved.</td>
</tr>
<tr>
<td>M.3 - Challenging Intersections</td>
<td>primarily along Federal and Speer.</td>
</tr>
<tr>
<td>QL.1 - Investment in Parks</td>
<td>Jefferson Park is the primary open space, but neighborhood lacks access to a rec center, with Ashland being the closest.</td>
</tr>
<tr>
<td>QL.2 - Lack of Permeable Areas to Filter Stormwater</td>
<td>not in priority basin and has topography to help drain stormwater, but the amount of redevelopment has increased impermeable surfaces.</td>
</tr>
</tbody>
</table>

Jefferson Park Minor Issues

<table>
<thead>
<tr>
<th>Issue</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>EH.3 - Lack of Business Organization</td>
<td>Federal Boulevard Business Improvement District exists and is very active.</td>
</tr>
<tr>
<td>M.4 - Bike Network Gaps</td>
<td>has fairly good infrastructure for such a small neighborhood.</td>
</tr>
<tr>
<td>M.5 - Inadequate Sidewalks</td>
<td>with so much recent development, sidewalk infrastructure is fairly good.</td>
</tr>
<tr>
<td>QL.3 - Access to Food</td>
<td>has Safeway and most access of all neighborhoods.</td>
</tr>
<tr>
<td>QL.4 - Access to Resources</td>
<td>has most access to opportunity of all neighborhoods according to Blueprint Denver’s Access to Opportunity map and criteria.</td>
</tr>
</tbody>
</table>