

Near Northwest Area Plan Implementation Matrix											
Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.	A	Regional and Community Centers and Corridors should accommodate the most growth creating opportunities for affordable housing and other community needs such as compatible design, community serving retail and other commercial uses and jobs, enhanced streetscape and publicly accessible open spaces.	Ongoing	Guidance/Other		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)	Department of Transportation and Infrastructure (DOTI)		
L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.	B	High and High-Medium residential areas, usually located in proximity to regional and Community Centers and Corridors, should also accommodate a large percentage of growth. These areas have a focus on multi-unit residential that support surrounding centers, corridors and transit while providing some mix of uses.	Ongoing	Guidance/Other		Community Planning and Development (CPD)				
L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.	C	Encourage new affordable housing to locate near transit and other amenities.	Ongoing	Guidance/Other		Department of Housing Stability (HOST)	Community Planning and Development (CPD)		Affordable Housing Providers	
L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.	D	Incorporate affordable units at a variety of income levels into market-rate residential areas to create mixed-income communities.	Ongoing	Guidance/Other		Department of Housing Stability (HOST)	Community Planning and Development (CPD)		Affordable Housing Providers	
L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.	E	Encourage the creation of affordable for-sale housing that serves the needs of families at a variety of income levels. Consider larger units with more bedrooms within multi-unit and mixed-use buildings.	Ongoing	Guidance/Other		Department of Housing Stability (HOST)	Community Planning and Development (CPD)		Habitat for Humanity	Affordable Housing Providers
L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.	F	In areas where the recommended base height is more than what current zoning allows, ensure elements of a complete neighborhood (particularly those listed on p. 33) are provided. Develop regulations for Near Northwest (or citywide) that achieve these elements of a complete neighborhood where additional height is appropriate, but not currently allowed by zoning. Consider individual agreements and other tools for properties until a broader solution is available	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)				
L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.	G	Promote the adaptive reuse of buildings along major corridors while accommodating future growth and development. For areas "identified in Nuestras Historias" or "potentially historic" that are also mapped as growth mixed-use areas, where the recommended base height is more than what is currently allowed by zoning, consider further studying what historic elements, structures or areas should be preserved as valuable elements of a complete neighborhood. Consider using the additional height as an incentive to incorporate these historic elements within the redevelopment, using tools such as preservation or adaptive reuse of structures (See policies L4, L5, L6 and L7).	Ongoing	Guidance/Other		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)	Climate Action, Sustainability, and Resiliency (CASR)	Historic Denver	
L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.	H	Consistent with adopted citywide policies, encourage sustainable building practices and reduced resource use.	Ongoing	Guidance/Other		Community Planning and Development (CPD)	Climate Action, Sustainability, and Resiliency (CASR)			
L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended.	I	In conjunction with growth along future highcapacity transit corridors, consider implementing traffic and parking strategies: 1. Consider the evaluation of parking requirements along high-capacity transit corridors. 2. Work with new and existing developments along high-capacity transit corridors to implement Travel Demand Management Strategies (See Policy M30).	Short Term - 0-5 years	Regulatory		Department of Transportation and Infrastructure (DOTI)	Community Planning and Development (CPD)		Regional Transportation District (RTD)	
L2	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, elevate the design of buildings, streets and public spaces within centers corridors and high and high-medium residential areas.	A	Within community and regional centers, where higher-intensity development is anticipated, use high-quality design to create places that fit in with the existing community character. Encourage human-scaled design that reduces the visual scale of larger or taller buildings, preserve sunlight on streets/sidewalks, and transitions into the surrounding context. Key considerations include: 1. Encourage the design of larger buildings as a combination of more modest building components that create a smaller-scale rhythm along the sidewalk. Consider block sizes that are consistent with the surrounding neighborhoods, and/or varying building height, greater setbacks, and spacing of buildings to create building variation. Avoid monolithic building forms. 2. Provide height transitions to lower-scale residential areas and existing structures. Continue to use mass reduction tools such as upper story building setbacks and protected districts to address the scale of larger buildings.	Short Term - 0-5 years	Regulatory	Yes	Community Planning and Development (CPD)	Department of Transportation and Infrastructure (DOTI)			

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L2	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, elevate the design of buildings, streets and public spaces within centers corridors and high and high-medium residential areas.	B	Within centers, corridors, high and high-medium residential areas encourage more pedestrianfriendly frontages that increase comfort, safety, and visual interest at the ground floor. Key considerations include: 1. Limit auto-oriented building forms and uses, such as drive-thrus and fueling stations, particularly where a higher concentration exists, such as Chaffee Park. 2. Encourage better design outcomes and inviting spaces such as small commercial courtyards/ patios by allowing more space for landscaping/ streetscape especially along arterials. Consider increased setbacks and adjustments to buildto requirements. 3. Where residential-only uses/forms are allowed on the ground floor, promote a transition space between the sidewalk and residential uses. Consider requirements like setbacks, landscaping, screening, and/or change in elevation that provide privacy, transition, and legibility between the public and private space. 4. Incorporate materials and design elements at the street level that are visually appealing and reflect the surrounding neighborhoods. 5. Consider design strategies that incorporate green infrastructure strategies and reduce impervious surfaces (See Policies Q8 and Q9).	Short Term - 0-5 years	Regulatory	Yes	Community Planning and Development (CPD)	Department of Transportation and Infrastructure (DOTI)	Climate Action, Sustainability, and Resiliency (CASR)		
L2	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, elevate the design of buildings, streets and public spaces within centers corridors and high and high-medium residential areas.	C	Create enhanced streetscapes that prioritize pedestrians, bicyclists, transit riders and green infrastructure elements. Prioritize right-of-way allocation for improved landscaping, expanded tree coverage, and other streetscape design features such as pedestrian-scaled lighting, outdoor gathering areas or patios, and wayfinding.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Community Planning and Development (CPD)	Climate Action, Sustainability, and Resiliency (CASR)		
L2	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, elevate the design of buildings, streets and public spaces within centers corridors and high and high-medium residential areas.	D	Encourage new development, adjacent to the South Platte River, to respect the river and its public amenities as a natural resource: 1. Buildings should treat both the South Platte River and primary streets as primary frontages, encouraging the design and scale of building façades to promote activation and create a human scaled, pedestrian-friendly environment. Key considerations should include active ground-floor uses and wrapping structure parking with other uses so that it is not visible from the street and river. 2. Strengthen connections to adjacent open space and trails. Frequent and direct pedestrian connections should be provided between buildings and adjacent trails, and private open space improvements should complement and strengthen connections to the river and trail networks. 3. Address stormwater and improve water quality through sustainable green infrastructure that protect, restore, or mimic the natural water cycle, improve water quality, and enhance land resources and ecology.	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)	Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)	Mile High Flood District (MHFD)	Greenway Foundation
L3	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options.	A	Create vibrant mixed-use places with a variety of retail, office, entertainment, civic, and residential uses that serve the community's needs and are welcoming to all. Require ground-floor active or commercial uses at critical locations within centers and corridors. 1. Require an active mix of uses at the street level in areas designated as corridors and centers along former streetcar corridors. Consider updates to zoning standards or applying a design overlay, such as the Active Centers and Corridors Overlay (DO-8). 2. Other key locations to promote active groundfloor uses include: mobility hubs, bus stops, and intersections of arterial and collector streets. 3. Support the development of underutilized vacant properties and/or parking lots around corridors for new walkable, pedestrian friendly commercial services and community activities as well as incorporating affordable housing.	Short Term - 0-5 years	Regulatory	Yes	Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)			
L3	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options.	B	Preserve existing and provide opportunities for new commercial spaces that can accommodate neighborhood-serving uses. Key considerations include: 1. Requirements to include the commercial square footage that was replaced with the redevelopment. 2. Encouraging smaller and more affordable tenant spaces such as requirements for multiple, smaller commercial spaces (e.g., as opposed to a 6,000 sq.ft. commercial space, create four 1,500 sq.ft. spaces) and encourage shared facilities (i.e. restrooms) and amenities (i.e. outdoor space).	Ongoing	Regulatory		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)			
L3	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options.	C	Within areas designated as corridors and centers, encourage adaptive reuse of residential properties to commercial that preserves and expands opportunities for commercial uses along future high-capacity transit corridors and former streetcar nodes, and new local center/corridor future places designation areas.	Ongoing	Regulatory		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)	Climate Action, Sustainability, and Resiliency (CASR)		
L3	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options.	D	Consider additional programs and tools to support existing businesses and attract new businesses to fill in these ground-floor active spaces (See Policies H9 and H10).	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
L3	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, strengthen and expand commercial areas within centers and corridors to provide spaces for residents to access goods and services, gathering spaces, and dining and entertainment options.	E	Encourage a diversity of business that serve the varying needs of the Near Northwest. In areas with heavy food and beverage business such as 38th Avenue and LoHi, encourage other community serving businesses. While in areas lacking social and gathering spaces such as Chaffee park encourage food and beverage businesses that serve as community gathering spaces.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
L4	Preserve and celebrate places that have significant ties to the diverse cultures of the Northside.	A	Support the Council District, interested community members, businesses, and property owners on initiatives that advance findings from the Nuestras Historias (2022) report to celebrate the Latino/a/x cultural influences in NNW. 1. Pursue historic designation of public properties, including parks. 2. Expand the designation of currently undesignated sites through education of benefits and opportunities to property owners (e.g., tax credits). 3. Assist and connect businesses to various resources and funding opportunities (See Policies H8-H11). 4. Find opportunities for storytelling of significant historic sites, such as interpretive kiosks or a more permanent cultural museum that tell the history of significant sites.	Ongoing	Guidance/Other		Community Planning and Development (CPD)	Arts and Venues (AV)	City Council (CC)	Historic Denver	Register Neighborhood Organizations
L4	Preserve and celebrate places that have significant ties to the diverse cultures of the Northside.	B	Support Council District, interested community members, businesses, and property owners in identifying and preserving other culturally significant sites that have ties to different cultures. This may include but not limited to Leprino Foods, Potenza Lodge, Gaetanos, and Lechugas. 1. Utilize Discover Denver, assistance from local historians, and support new Neighborhood Historic Context Studies. See Policy L7 and neighborhood chapter for further recommendations.	Ongoing	Guidance/Other		Community Planning and Development (CPD)	Arts and Venues (AV)	City Council (CC)	Historic Denver	Register Neighborhood Organizations
L4	Preserve and celebrate places that have significant ties to the diverse cultures of the Northside.	C	Based on additional research and outreach, study and determine the most appropriate tool for each site or district, ranging from regulatory tools like local Historic Cultural District, local Historic District, and individual landmarks. 1. Encourage property owners of National Register and National Landmark properties to also consider local designations to ensure additional protections.	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)	City Council (CC)		Historic Denver	Register Neighborhood Organizations

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L5	Re-use existing buildings to retain community identity and neighborhood character, support small business retention and growth, and advance climate action goals.	A	Streamline and incentivize conversions of older and existing buildings by expanding the adaptive reuse program to the Near Northwest area. Support the program with dedicated staff to implement and grow the program. Key priorities include: 1. Rehabilitating buildings to reinforce the historic character and community identity of the neighborhood. 2. Supporting the retention and growth of legacy and small businesses. 3. Advancing climate action goals by reducing carbon impact associated with landfill waste and material production/acquisition, and improving energy and water efficiency. 4. Simultaneously addressing barriers across multiple departments and codes.	Short Term - 0-5 years	Service/Program		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)	Climate Action, Sustainability, and Resiliency (CASR)	Historic Denver	
L5	Re-use existing buildings to retain community identity and neighborhood character, support small business retention and growth, and advance climate action goals.	B	Prioritize adaptive reuse efforts within neighborhood commercial districts along the historic streetcar system (See policy L6), potentially historic areas and key structures identified in historic context studies, and other culturally-significant buildings identified in neighborhood context studies such as the Nuestras Historias (2022) report (See Policy L7).	Short Term - 0-5 years	Service/Program		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)		Historic Denver	
L5	Re-use existing buildings to retain community identity and neighborhood character, support small business retention and growth, and advance climate action goals.	C	Ensure that institutional sites, such as schools and religious centers, are reused for community-serving uses when their historic users leave. Appropriate community-serving uses include, but are not limited to: childcare, alternative education/vocational training, non-profit office space, community meeting rooms, recreation center, parks and open space, housing types consistent with low-medium residential, affordable housing, and emergency housing or other type of housing need. 1. For institutional sites directly adjacent to regional and local BRT, and bus priority corridors, allow housing types consistent with high-medium residential closer to the corridors and adjacent transit stops. 2. Vacant former institutional buildings should be prioritized for preservation and reuse unless a community-informed process is conducted that makes an exception for demolition.	Ongoing	Guidance/Other		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)			
L6	Celebrate and reinforce the history and significance of the former streetcar system.	A	Identify areas along the former streetcar lines that maintain historic or architectural significance and explore tools to preserve their character and continuation of neighborhood-serving commercial districts (See map on p. 41). 1. Explore the opportunity for a thematic historic district that does not require contiguous boundaries. 2. Explore the potential application of a design overlay and/or design standards and guidelines to ensure that any new development in these locations are designed to be of a similar scale and character (e.g., frequent entries, small storefronts, masonry) of traditional buildings with active ground floors that support neighborhood-serving commercial uses (See Policy L3). 3. Encourage the rehabilitation of buildings in these areas to reinforce the historic character and community identity of the neighborhood (See Policy L5).	Long Term - 6+ years	Regulatory	Yes	Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)		Historic Denver	
L6	Celebrate and reinforce the history and significance of the former streetcar system.	B	Incorporate the streetcar history through streetscape improvements and creative programming. Consider the following: 1. Identifying the former streetcar line through special markings along the route such as on the street or sidewalk, or consistent banners. 2. Create an interactive public space along the route that tells the history of the streetcar system in Near Northwest. 3. Create a neighborhood trolley tour and microtransit solution that replicates the route of the streetcar with personal guides (or recordings) that tell the history of the places along the way.	Ongoing	Service/Program		Arts and Venues (AV)	Community Planning and Development (CPD)		Historic Denver	Register Neighborhood Organizations
L7	Further study "potentially historic" areas and "key structures" identified in historic context studies and pursue preservation policies, as deemed appropriate.	A	Survey and research Near Northwest neighborhoods to identify buildings or sites that are historically, geographically, or culturally significant to inform potential preservation strategies. 1. Prioritize Sunnyside and Jefferson Park as they both have a completed Discover Denver survey and report with Areas of Significance already defined for preservation opportunities. 2. Utilize the historic context studies that identified certain locations and building types to spur more research and analysis. Work with Discover Denver to survey Chaffee Park and Highlands and identify areas of significance.	Ongoing	Guidance/Other		Community Planning and Development (CPD)			Historic Denver	
L7	Further study "potentially historic" areas and "key structures" identified in historic context studies and pursue preservation policies, as deemed appropriate.	B	For areas "identified in Nuestras Historias" or "potentially historic", that are also mapped as growth mixed-use areas, determine through further studies what historic elements, structures or areas should be preserved as valuable elements of a complete neighborhood and incorporated into any potential redevelopment (See Policy L1.G).	Ongoing	Guidance/Other		Community Planning and Development (CPD)			Historic Denver	
L7	Further study "potentially historic" areas and "key structures" identified in historic context studies and pursue preservation policies, as deemed appropriate.	C	For sites and areas identified through Discover Denver, historic context studies, and other community projects, partner with interested community members, council offices, and preservation organizations to engage residents and explore potential individual landmarks, historic districts, cultural historic districts, conservation overlays, or other preservation options. 1. Explore cultural historic districts to preserve the Near Northwest Area's unique cultural heritage including but not limited to Latino/ a/x, Italian, and other immigrant communities.	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)				
L7	Further study "potentially historic" areas and "key structures" identified in historic context studies and pursue preservation policies, as deemed appropriate.	D	Explore local preservation and/or design tools for the Scottish Village National Historic District to prevent scrapes and encourage more compatible infill and redevelopment particularly within lowmedium residential areas where larger multi-unit homes can be built. Work with property owners and the neighborhood on these potential tools.	Long Term - 6+ years	Regulatory		Community Planning and Development (CPD)				
L8	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to maintain character and promote natural affordability within low residential places.	A	Encourage renovations and additions, especially for areas identified as "potentially historic," by allowing additional flexibility in zoning regulations. Consider the following: 1. Allow for penetrations to bulk plane for dormers and cross gables to accommodate second story additions. 2. Reduce required separation between a garage and main house to accommodate rear additions. 3. Increase lot coverage if an existing structure is retained. 4. Reduce rear setbacks to allow flexibility for rear additions.	Long Term - 6+ years	Regulatory		Community Planning and Development (CPD)				
L8	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to maintain character and promote natural affordability within low residential places.	B	Explore a demolition ordinance and fees for certain areas or buildings of a certain age to deter demolition in neighborhoods. If demolition is pursued, require the salvaging or reuse of a certain percentage and/or type of building materials.	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)				
L8	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, encourage retaining, rather than demolishing, existing older homes to maintain character and promote natural affordability within low residential places.	C	Promote the upkeep and rehabilitation of existing buildings, including older apartment buildings, by connecting residents and landlords, especially those vulnerable to displacement, to resources to improve or update their homes (See Policy H3).	Ongoing	Service/Program		Community Planning and Development (CPD)	Department of Housing Stability (HOST)	Climate Action, Sustainability, and Resiliency (CASR)	Historic Denver	

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L9	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, ensure that new housing and additions are more consistent with traditional neighborhood scale and characteristics, and promote affordability in low and low-medium places.	A	Residential Low – Ensure new single-unit homes are more consistent with the scale of the neighborhood and limit scrapes in the Chaffee Park neighborhood by promoting additions that are compatible with the neighborhood character. Update zoning regulations that consider the following: 1. Reductions to the building lot coverage standard to ensure new homes and additions are similarly sized to the existing neighborhoods. 2. Reductions in height and adjustments to bulk plane standards to promote more compatible scale and massing. 3. Additional form standards to encourage key features consistent with the neighborhood, such as a maximum roof pitch to encourage low-sloping roofs to match existing roof forms in the neighborhood.	Long Term - 6+ years	Regulatory		Community Planning and Development (CPD)				
L9	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, ensure that new housing and additions are more consistent with traditional neighborhood scale and characteristics, and promote affordability in low and low-medium places.	B	Residential Low - Encourage more compatible building forms that fit in with the traditional neighborhood character and remove barriers on small and unique lots. Update zoning regulations for two-unit zone districts (TU) that consider the following: 1. Promote more compatible infill by incentivizing use of the tandem house building form. Promote an appearance from the street of a single unit structure, even though additional attached or detached units may be located to the rear where they are less visible from the street. Consider increasing lot coverage, flexibility in building length, and increasing rear bulk plane to incentivize tandem homes. 2. Modify standards to allow duplexes and tandem homes to be built on 25-foot-wide lots. There are multiple lots (primarily in Highland) that are zoned two-unit but restricted to a single-unit home because of minimum lot width restrictions. 3. Incorporate missing middle housing for carriage lots (land surrounded by alleys in the center of a block and limited to only ADUs). (See Policy L10.D for more details)	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)				
L9	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, ensure that new housing and additions are more consistent with traditional neighborhood scale and characteristics, and promote affordability in low and low-medium places.	C	Residential Low-Medium – Update regulations to encourage desired design outcomes within Low-Medium places that are compatible with the neighborhood.1. Encourage design elements that will limit flat facades and create more visual interest along the ground floor of residential buildings, while balancing residential privacy. Update zoning regulations that consider the following: a) Requiring private open spaces (e.g., porches, stoops) fronting along the street and other design elements to help provide a transition from public and private space. b) Increasing front setbacks to allow room for additional landscaping and ability to include stoops and porches. c) Requiring variation in massing and setbacks, particularly for larger multi-unit buildings, to create visual interest in new buildings. 2. Create an Urban Context Multi-Unit 3 story district that considers siting, scale and design elements mentioned above.	Long Term - 6+ years	Regulatory		Community Planning and Development (CPD)				
L9	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, ensure that new housing and additions are more consistent with traditional neighborhood scale and characteristics, and promote affordability in low and low-medium places.	D	Residential Low-Medium - Consider developing policies to promote affordable units in developments of fewer than 10 units, especially in areas vulnerable to displacement and where properties are rezoned to allow more intense development. These areas should be prioritized for affordable housing, created using linkage or other fees generated from these developments and other sources. Until these policies are in place, limit rezonings that would result in the demolition of existing homes.	Ongoing	Guidance/Other		Community Planning and Development (CPD)				
L10	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting affordability within Low Residential places.	A	Preservation Bonus: Expand housing options while encouraging preservation in areas that are not currently protected, but identified as “potentially historic,” by allowing one additional primary dwelling unit if the existing structure is preserved. 1. The majority of the structure and architectural character should be preserved to qualify. 2. This may require modifications to standards, such as lot coverage, to make feasible. Along with ongoing citywide efforts for similar incentives, study the necessary requirements and allowances (See Policy L8).	Short Term - 0-5 years	Regulatory	Yes for L10	Community Planning and Development (CPD)			Historic Denver	
L10	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting affordability within Low Residential places.	B	Affordability Priority Areas: Develop programs and regulations to incentivize and facilitate creation of affordable units, manage the affordable units, and reduce displacement. 1. When these programs are in place: 1) Allow new missing middle housing forms (See Policy L10.E) in low residential places on carriage blocks and along key transit corridors under the program conditions to ensure affordability and prevent involuntary displacement; and 2) Allow one additional primary unit in other low residential places. 2. Pair these policies with others intended to help residents stay in their existing homes (See Policies H2 and H3) and opportunities for wealth-building (see Policy H1). This may include partnerships with non-profits to offer low-interest financing and subsidies to make the incentive more financially viable for residents.	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)	Department of Housing Stability (HOST)			
L10	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting affordability within Low Residential places.	C	Traditional Missing Middle Housing: Preserve the natural affordability, density, and historic character of older, traditional missing middle housing. 1. Support the preservation of these naturally occurring affordable housing units by leveraging new and existing tools (See Policy H2.B). 2. Consider requirements for any demolition and redevelopment of these homes to provide the same number of units that existed in the original structure with equal or greater bedroom count and ensure that some of these units are income restricted.	Short Term - 0-5 years	Service/Program		Community Planning and Development (CPD)			Historic Denver	
L10	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting affordability within Low Residential places.	D	New Missing Middle Housing Opportunities: Allow the construction of new “missing middle” housing options on carriage blocks and key transit corridors. Encourage long-term affordability and ensure that the design and scale of new construction is consistent with existing neighborhood characteristics and reflective of older, traditional missing middle housing in the neighborhoods. 1. Develop new missing middle housing building forms that allow for more units within a single structure but limit its overall size and scale. This may include reductions in height and bulk plane standards. Allowable building forms should include duplexes and tandem homes (where not already allowed), and triplex/ multiplex. Cottage court (garden court) homes are also appropriate for longer lots that are located in the middle of carriage blocks. a. Evaluate and address potential barriers within the building code that would limit these missing middle housing building forms. b. For Carriage Lots (see sidebar on following page for description), work with the community to identify appropriate building forms and develop/revise context-sensitive standards for carriage lots to address concerns related to their configuration, including neighborhood compatibility and life safety concerns. Consider additional policies to reduce the size of units while encouraging multi-bedroom units for families, and incentivize affordability (e.g., density incentives) to promote affordability and reduce displacement pressures. 3. Modify the SU/TU zone district or create a new zone district to implement these new missing middle housing building forms and standards that promote affordability.	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)	Department of Housing Stability (HOST)			
L10	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting affordability within Low Residential places.	E	Where key transit corridors overlap with potentially historic areas, prioritize the preservation of the existing homes. Where affordability priority and preservation bonus areas overlap, develop standards that balance and help achieve both goals.	Ongoing	Guidance/Other		Community Planning and Development (CPD)				

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L10	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting affordability within Low Residential places.	F	Special consideration should be given to compatibility and design where additional design guidance applies, such as Conservation Overlays within the Highland and Sunnyside neighborhoods.	Ongoing	Guidance/Other		Community Planning and Development (CPD)				
L10	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting affordability within Low Residential places.	G	Use these recommendations to provide guidance for future citywide projects to implement Blueprint Denver missing middle goals. Citywide policies may add additional missing middle options in Near Northwest not contemplated by these recommendations.	Ongoing	Guidance/Other		Community Planning and Development (CPD)				
L10	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, expand missing middle housing options while incentivizing preservation and promoting affordability within Low Residential places.	H	Support a large-scale rezoning to allow for ADUs where not currently allowed in Sunnyside.	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)	City Council (CC)			
L11	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, support regulatory efforts to improve design outcomes, equity and responsiveness to evolution in zoning regulations.	A	Support rezoning out of Former Chapter 59 and into the Denver Zoning Code to improve design outcomes, equity and responsiveness to evolution in zoning regulations. 1.Rezone properties from Former Chapter 59 into zone districts from the Denver Zoning Code. Align rezonings with the land use guidance from this plan and additional information gathered from further studies and community engagement. 2. Remove the Billboard Use Overlay (U0-2) from the areas where it currently exist within the Near Northwest as part of rezoning processes.	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)	City Council (CC)			
L11	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, support regulatory efforts to improve design outcomes, equity and responsiveness to evolution in zoning regulations.	B	Implement legislative rezonings to address larger scale areas to reflect the land use recommendations of the Near Northwest Area Plan.	Ongoing	Regulatory		Community Planning and Development (CPD)	City Council (CC)			
C-L7	Coordinate with CDOT TO discuss the potential utilization of their undeveloped right of way that lies along the north side of 48th Avenue between Eliot and Valjeo Streets for community improvements.	A	Consider community improvements for this vacant parcels as follows: 1.Community gardens 2.Housing types consistent with low-medium residential, affordable housing, and emergency housing or other type of housing need. 3.Improved mobility options for bicycle and pedestrians (See policy C-M5).	Short Term - 0-5 years	Guidance/Other		Community Planning and Development (CPD)	Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)	Colorado Department of Transportation (CDOT)	
S-L11	Support West 44th Avenue as a "Sunnyside Neighborhood Corridor" that can showcase a variety of community building opportunities, including active-street level uses, high-quality design, supporting local small businesses, and streetscape improvements to foster a strong identity.	A	Create a series of activity 'nodes' where commercial uses are clustered, linked together by well-designed pedestrian-oriented sidewalks. Within those 'nodes,' encourage redevelopment of underutilized parcels into 3-4 story mixed-use projects with active street-level uses. Update zoning standards or apply a design overlay, in consideration of the following: 1.Requirements for nonresidential, street-level active uses to provide opportunities for neighborhood-serving restaurants, retail, and commercial uses. 2.Addresses the unique circumstances along 44th Avenue (e.g., shallow lot depths, side-facing lots) and flexibility in other zoning standards (build-to, parking requirements, etc.), as needed, to address these unique circumstances (see Policy S-L3). 3.Ensures the form and massing of new development is compatible with the surrounding neighborhood and promotes human-scaled design.	Long Term - 6+ years	Guidance/Other	Yes	Community Planning and Development (CPD)				
S-L11	Support West 44th Avenue as a "Sunnyside Neighborhood Corridor" that can showcase a variety of community building opportunities, including active-street level uses, high-quality design, supporting local small businesses, and streetscape improvements to foster a strong identity.	B	Create an enhanced streetscape (street trees, lights, sidewalks, landscape, green infrastructure, and amenities) that unify the 44th Street district and create a sense of place from Federal Boulevard to Tejon Street. Incorporate appropriate 'road diet' interventions that prioritize pedestrian and bicycle safety, which may include physical curb extensions and four-way stops (see Policy M7). 1. Consider additional planning to provide more design guidance on future improvements and identify strategies to fund, build, and maintain these improvements. This may include expanding the existing maintenance district at 44th and Eliot, from Federal Boulevard to Tejon Street.	Long Term - 6+ years	Guidance/Other		Department of Transportation and Infrastructure (DOTI)	Community Planning and Development (CPD)			
S-L11	Support West 44th Avenue as a "Sunnyside Neighborhood Corridor" that can showcase a variety of community building opportunities, including active-street level uses, high-quality design, supporting local small businesses, and streetscape improvements to foster a strong identity.	C	Implement strategies to encourage long standing family businesses, especially those who may not own their building, to remain in the neighborhood. It is the collection of local, family-owned businesses that makes 44th Avenue special to Sunnyside (see Policies H9 and H11).	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)	Community Planning and Development (CPD)			
S-L11	Support West 44th Avenue as a "Sunnyside Neighborhood Corridor" that can showcase a variety of community building opportunities, including active-street level uses, high-quality design, supporting local small businesses, and streetscape improvements to foster a strong identity.	D	Develop programs and initiatives to attract new businesses and retailers desired by the neighborhood (see Policy H10).	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)	Community Planning and Development (CPD)			
NES-1	Ensure future changes within the Innovation/Flex and other future places that would allow residential uses in the future promote a gradual transition over time that is mindful of existing industrial businesses and advance the vision for Northeast Sunnyside of creating a "complete neighborhood," with opportunities to retain and grow new jobs, construct new affordable housing, expand new park space, and create walkable mixed-use centers that can service residents.	A	Discourage disruptions to industrial businesses by not allowing dwellings in the innovation/flex and high-medium future places north of 44th Avenue, where currently zoned I-A, while industrial operations remain viable. Rezonings for household living would not be consistent with this plan unless: 1. Dawn Food vacates their property or noted an intention to relocate outside the innovation/flex district; or 2. A catalyst project will make continued heavy truck traffic challenging and better support a mix of uses in the area. A catalyst project includes any major improvement or change in the area that will draw significantly more pedestrian and vehicular traffic to the area. This may include a significant infrastructure investment, such as the construction of the 47th Avenue bridge (connection to Fox Park), which will increase daily traffic volumes in the area. It can also include the redevelopment of Quigg Newton, which will substantially increase residential populations nearby.	Ongoing	Guidance/Other		Community Planning and Development (CPD)				

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
NES-1	Ensure future changes within the Innovation/Flex and other future places that would allow residential uses in the future promote a gradual transition over time that is mindful of existing industrial businesses and advance the vision for Northeast Sunnyside of creating a "complete neighborhood," with opportunities to retain and grow new jobs, construct new affordable housing, expand new park space, and create walkable mixed-use centers that can service residents.	B	Once the City has determined that the conditions outlined in NES-1.A have been met, ensure that the innovation/flex district (where many properties are currently zoned I-A) help maintain primary jobs and highly skilled trade jobs in the area by providing space for these jobs while allowing housing. 1. This should be accomplished through a legislative zoning change informed by an inclusive community input process with property and business owners. Applicant-driven rezonings ahead of this legislative zoning change that would allow household residential development would be inconsistent with this plan. 2. Consider regulations, such as new zone districts(s) and development standards, that ensure commercial and light industrial are the primary uses for the area, and residential uses are secondary to these non-residential uses. This may include requirements for non-residential uses and/or limitations on residential uses.	Ongoing	Regulatory		Community Planning and Development (CPD)				
NES-1	Ensure future changes within the Innovation/Flex and other future places that would allow residential uses in the future promote a gradual transition over time that is mindful of existing industrial businesses and advance the vision for Northeast Sunnyside of creating a "complete neighborhood," with opportunities to retain and grow new jobs, construct new affordable housing, expand new park space, and create walkable mixed-use centers that can service residents.	C	Ensure developments that go beyond three stories (but not to exceed 5) provide elements of a complete neighborhood that help advance the vision for northeast Sunnyside: spaces for non-residential uses that can accommodate jobs, affordable housing beyond the city's current minimum requirements and new publicly accessible parks/open space.	Ongoing	Regulatory		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)	Denver Parks and Recreation (DPR)		
NES-1	Ensure future changes within the Innovation/Flex and other future places that would allow residential uses in the future promote a gradual transition over time that is mindful of existing industrial businesses and advance the vision for Northeast Sunnyside of creating a "complete neighborhood," with opportunities to retain and grow new jobs, construct new affordable housing, expand new park space, and create walkable mixed-use centers that can service residents.	D	Ensure regulatory tools, developed as described in NES-1.B above, that promote the creation of these non-residential spaces are paired with economic development programs and partnerships to maintain 1,000 jobs, and help attract businesses and fill these spaces with primary jobs that have similar skillsets and compensation in the surrounding area, including highly skilled trade jobs.	Ongoing	Regulatory		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)			
NES-1	Ensure future changes within the Innovation/Flex and other future places that would allow residential uses in the future promote a gradual transition over time that is mindful of existing industrial businesses and advance the vision for Northeast Sunnyside of creating a "complete neighborhood," with opportunities to retain and grow new jobs, construct new affordable housing, expand new park space, and create walkable mixed-use centers that can service residents.	E	To advance the vision for better ped-bike infrastructure, parks/open space, and other broader infrastructure improvements, consider appropriate tools for implementing and financing infrastructure and public realm improvements, such as development impact fees, cost recovery districts or tax increment financing.	Ongoing	Regulatory		Community Planning and Development (CPD)	Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)		
H-10	Support the existing mixed-use character of the Lower Highland area with a focus on housing.	A	Support the area (generally east of Umatilla Street, south of 32nd Avenue, and west of Central Street) as a mixed-use place that accommodates dining, shopping, entertainment options, jobs, and housing. Housing should be the predominant use as reflected on the future places map for low-medium and high-medium residential places. 1. Should the proposed Gondola move forward with implementation, consistent with H-MS, consider land use and urban design updates and improvements to support the mobility investment.	Ongoing	Regulatory		Community Planning and Development (CPD)				
H-11	Support existing key education institutions	A	Continue to support North High School and Valdez elementary as key education institutions within the community. They are mapped as campus future place type to indicate the desire for these areas to continue to act as an educational campus in the Near Northwest Area.	Ongoing	Regulatory		Community Planning and Development (CPD)			Educational Insitutions	
J-L1	Consistent with adopted citywide policies in Blueprint Denver and in coordination with citywide efforts, direct growth to Regional Centers, Community Centers and Corridors, and High and High-Medium Residential and incorporate elements of complete neighborhoods in areas where additional height beyond existing entitlements is recommended	B	In areas where the recommended base height is more than what current zoning allows, ensure elements of a complete neighborhood (particularly those listed on p. 33) are provided. Develop regulations for Near Northwest (or citywide) that achieve these elements of a complete neighborhood where additional height is appropriate, but not currently allowed by zoning. Consider individual agreements and other tools for properties until a broader solution is available. 1. For properties located along Mile High Stadium Circle between Clay and Bryant Streets, where the base height is recommended as 8 stories, prioritize affordable housing, design quality, and a robust transportation demand management plan that will achieve a higher Single Occupancy Vehicle (SOV) reduction than what is typically required by the city to address concerns around on-street parking and vehicular traffic.	Ongoing							
Housing and Economy Recommendations											

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
H1	Support wealth building and increase the development of new for rent and for sale affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.	A	Support policy, standards, projects, and programs that build and increase the supply of affordable housing to ensure that it meets the community needs: 1.Housing that is affordable to households earning very low, low, and moderate incomes, consistent with adopted city policy.2.Permanent Supportive Housing to provide stability for our lowest income and most vulnerable residents.3.Housing options designed to accommodate a range of households, including families, multi-generational living, aging in place, residents with disabilities, and residents needing supportive services.4.Affordable housing that will remain affordable for the long-term (99 years), consistent with city policy.5. Affordable housing options that are of equal quality to and compatible with unrestricted market-rate housing in the area.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)			Denver Housing Authority (DHA)	
H1	Support wealth building and increase the development of new for rent and for sale affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.	B	Increase access to homeownership for low- and moderate-income renters by implementing citywide programs and working with partners to create new pilot programs, such as: 1.Supporting existing and creating new programs intended to help make homeownership more attainable for residents who desire homeownership including middle income and income-restricted renters. 2.Helping residents prepare to become homeowners through programs such as targeted homebuyer counseling courses that integrate financial coaching and education with assistance with down payment and low interest financing. 3.Creating a homeownership catalyst pilot program that provides technical assistance and financial incentives, such as a program that provides incentives and down payment assistance for maintaining good credit.	Short Term - 0-5 years	Service/Program	Yes	Department of Housing Stability (HOST)			Denver Housing Authority (DHA)	
H1	Support wealth building and increase the development of new for rent and for sale affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.	C	Establish a NNW-focused non-profit Community Land Trust (and/or in partnership with existing land trusts) to work with partners, such as Denver Housing Authority, and affordable housing developers, to acquire public and private land and/or housing that creates long term stewardship for affordable ownership of housing and commercial buildings. 1.Target areas may include vacant and underutilized commercial and industrial properties and parking lots, including properties adjacent to and in close proximity to the Quigg Newton community. 2.Identify and create opportunities for congregate or scattered site land trust properties (i.e., properties spread over a much larger area) to help low- and moderate-income households and businesses attain ownership.	Short Term - 0-5 years	Service/Program	Yes	Department of Housing Stability (HOST)			Denver Housing Authority (DHA)	
H1	Support wealth building and increase the development of new for rent and for sale affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.	D	Provide priority for local, first time and/or next generation buyers from within the NNW neighborhoods, including a citywide policy that limits the number of homes that can be purchased by institutional or corporate buyers for investment speculation.	Long Term - 6+ years	Regulatory		Department of Housing Stability (HOST)			Denver Housing Authority (DHA)	
H1	Support wealth building and increase the development of new for rent and for sale affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.	E	Use financial tools, including but not limited to Low Income Housing Tax Credits, the Affordable Housing Fund, and Tax Increment Financing, to help fund affordable for rent and for sale housing development, and Neighborhood Investment Trusts to build community wealth.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)			Denver Housing Authority (DHA)	
H1	Support wealth building and increase the development of new for rent and for sale affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.	F	Continue to incentivize the development of affordable housing and improving the process for constructing affordable housing. 1. Partner with agencies involved in the development review process to assess barrier to small-scale affordable housing and propose solutions that enable smaller projects. Consider waiving the site development plan requirement for projects with 3-4 units.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	Community Planning and Development (CPD)		Denver Housing Authority (DHA)	
H1	Support wealth building and increase the development of new for rent and for sale affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.	G	Promote small-scale housing cooperatives by reducing zoning barriers and exploring additional tools to allow for multiple individuals to share ownership and residency of homes.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	Community Planning and Development (CPD)		Denver Housing Authority (DHA)	
H1	Support wealth building and increase the development of new for rent and for sale affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.	H	Support the construction of ADUs by reducing costs and partnering with local organizations to create additional tools: 1. Consider a graduated permit fee structure that reduces costs for ADUs. 2.Explore the opportunity to create a manufactured ADU prototype that can be created and assembled in the NNW industrial area. 3. Work with community partners to provide technical assistance, financial incentives, and other resources to help reduce the costs to construct an ADU. 4.Develop pre-approved ADU plans at no cost to residents.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	Community Planning and Development (CPD)		Denver Housing Authority (DHA)	
H1	Support wealth building and increase the development of new for rent and for sale affordable housing and housing diversity, particularly in areas near transit, services, and amenities to support households of different sizes, ages, and incomes in all neighborhoods.	I	Work with the Denver Housing Authority to apply for future funding, as well as other efforts, to maximize the number of affordable units in any future improvement plan for the Quigg Newton community.	Long Term - 6+ years	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H2	Preserve existing affordability and improve housing quality.	A	Preserve existing income-restricted affordable properties by: 1. Extend expiring affordability covenants through strategies and incentives such as working with potential purchasers to extend affordability through long-term commitments, and enhancing maintenance, and support for tenants. 2. Exploring partnerships (i.e., non-profits and foundations) to work with owners of existing income-restricted properties to encourage retention and extension of affordability covenants and, where needed, to encourage resale to qualified buyers. 3. Study and develop strategies to ensure no net loss of existing income-restricted housing through demolition, conversion, or renovation. 4. Ensure that any future improvement proposal for the Quigg Newton community replaces existing income-restricted homes and optimizes the opportunity to expand affordability within new development.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	Community Planning and Development (CPD)	Denver Human Services (DHS)	Denver Housing Authority (DHA)	

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
H2	Preserve existing affordability and improve housing quality.	B	Preserve naturally occurring affordable housing, particularly in areas close to transit and in areas vulnerable to displacement, through existing and new tools such as: 1. Incentive programs for owners and landlords that provide financing for rehabilitation of small multi-unit properties and single-unit homes in exchange for affordability commitments (i.e., long-term deed restrictions). 2. Create programs tailored to support small, local and "legacy" landlords, including business resources (financial, legal, tax counseling, management) as well as grants to maintain and modernize buildings without creating displacement. 3. Partnering with existing cooperatives and other community-based organizations to assist tenants with acquiring and transforming housing into cooperative housing. 4. Partnerships between the City, land trusts, non-profit organizations, and residents to develop new financial and/or regulatory tools. 5. Increased entitlement such as allowing additional units in exchange for affordability commitment and preservation of existing structures (See Policy L10).	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	Community Planning and Development (CPD)	Denver Human Services (DHS)	Denver Housing Authority (DHA)	
H2	Preserve existing affordability and improve housing quality.	C	Retain and improve the quality of older homes through programs that help with upgrades to improve accessibility, energy efficiency, comfort and safety.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	Climate Action, Sustainability, and Resiliency (CASR)	Denver Human Services (DHS)	Denver Housing Authority (DHA)	
H3	Stabilize residents at risk of involuntary displacement.	A	Support community relief programs and actively promote city rental assistance initiatives to help residents stay in their homes, including but not limited to temporary rental and utility assistance, property tax rebates/exemptions/waivers/caps on increases each year, homeowner preservation initiatives, ownership programs with down payment assistance to purchase homes, eviction legal defense, tenant rights counseling, financial empowerment training, energy and accessibility assistance, home rehabilitation assistance, foreclosure prevention, food access, on-going maintenance, and emergency relief funds. 1. Coordinate with local volunteer groups or non-profits to implement improvements and/or other support to assist with homeownership tasks.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	City Council (CC)	Mayor's Office (MO)	Denver Housing Authority (DHA)	
H3	Stabilize residents at risk of involuntary displacement.	B	Engage property owners in the area, both small/family-owned companies and larger, investor-owned companies, about developing a landlord incentive program that offers incentives for providing stable housing to vulnerable renters living in or relocating back to the NNW area (See policy H3.C). 1. Design the program based on feedback from property owners about preferred incentives, including, "displacement voucher" that goes with the renter, connected with an agreement to keep rents stabilized, loss mitigation beyond what security deposits cover, rehabilitation to housing unit or properties, and a "signing bonus" for renting to tenants perceived as higher risk. Market the units participating in the program to service providers in the area who serve low income and vulnerable residents.	Short Term - 0-5 years	Service/Program	Yes	Department of Housing Stability (HOST)	City Council (CC)	Mayor's Office (MO)	Denver Housing Authority (DHA)	
H3	Stabilize residents at risk of involuntary displacement.	C	Allow residents displaced from or at risk of being displaced from NNW planning area have priority application for newly developed affordable rental units, provided that a prioritization policy is approved by City Council. Pair with affirmative marketing to provide education, tools, and resources to existing residents.	Ongoing	Regulatory	Yes	Department of Housing Stability (HOST)	City Council (CC)	Mayor's Office (MO)	Denver Housing Authority (DHA)	
H3	Stabilize residents at risk of involuntary displacement.	D	Support Denver Housing Authority efforts to ensure that existing residents in the Quigg Newton community can be housed within any future redevelopment and/or within close proximity of the existing site.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)			Denver Housing Authority (DHA)	
H3	Stabilize residents at risk of involuntary displacement.	E	Integrate resources and strategies to address equity considerations and mitigate involuntary displacement of residents with the implementation of major city investments and projects, including regulatory changes, legislative rezonings, and transportation infrastructure improvements. Prioritize incentives or requirements for affordable housing and targeted engagement to connect vulnerable residents with resources.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	Community Planning and Development (CPD)		Denver Housing Authority (DHA)	
H3	Stabilize residents at risk of involuntary displacement.	F	Work with partners to increase access to programs that help residents stay in their homes, increase utilization of public housing programs (including City, State, Denver Housing Authority, and nonprofit programs), increase homeownership and explore housing land trust programs.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H3	Stabilize residents at risk of involuntary displacement.	G	Conduct outreach with hard-to-reach households and residents that are vulnerable to displacement, including senior citizens to explore additional assistance programs and options to mitigate displacement. This may include a door-to-door needs assessment of households living in areas of vulnerability to displacement. Build organizing efforts centered with people facing displacement to inform future efforts.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H3	Stabilize residents at risk of involuntary displacement.	H	Educate homeowners to both discourage predatory lending/purchasing practices and to provide information on market pricing and return expectations as well as benefits to staying in place.	Ongoing	Service/Program	Yes	Department of Housing Stability (HOST)			Denver Housing Authority (DHA)	
H4	Support long-term housing stability for residents experiencing homelessness.	A	Develop more permanent supportive housing, combining low-barrier affordable housing, health care, and other supportive services to help create stability for vulnerable residents.	Ongoing	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H4	Support long-term housing stability for residents experiencing homelessness.	B	Partner with Denver Housing Authority and Colorado Division of Housing to leverage federal and state resources to expand tenant-based long-term vouchers with the ability to layer on supportive services when needed.	Ongoing	Service/Program		Department of Housing Stability (HOST)			Denver Housing Authority (DHA)	
H4	Support long-term housing stability for residents experiencing homelessness.	C	Expand support for permanent supportive housing pipeline through continued partnership with Denver Housing Authority and Colorado Division of Housing, local services funding, and creation of locally funded voucher program.	Ongoing	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H4	Support long-term housing stability for residents experiencing homelessness.	D	Explore innovative opportunities and financing models to bring on additional housing, including hotel acquisition and rehabilitation and social impact bond financing based on health savings created by supportive housing, training and implementation of cross-sector teams to address needs of people experiencing homelessness, school children, immigrants, refugees or other vulnerable populations).	Ongoing	Service/Program		Department of Housing Stability (HOST)			Denver Housing Authority (DHA)	
H5	Increase access to basic resources and expand pool of service provider partners to address gaps in existing social service system.	A	Encourage stronger relationships between service providers and their neighbors: 1. Assist service providers with the creation of "good neighbor agreements" if desired. 2. Explore the development of a "toolkit" to engage and build support within the community. 3. Staff a dedicated community health organizer to serve as liaisons between the broader community, service providers, and community health workers. (Consider partnering with service providers to help hire/fund community health workers).	Ongoing	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H5	Increase access to basic resources and expand pool of service provider partners to address gaps in existing social service system.	B	Conduct gap analysis with homeless service partners, school and early childhood partners, and human services partners.	Short Term - 0-5 years	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
H5	Increase access to basic resources and expand pool of service provider partners to address gaps in existing social service system.	C	Create models to address gaps in services such as navigation centers, hygiene centers, rest, and resource centers, etc. (collectively referred to as Community Resource Centers).	Short Term - 0-5 years	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)	Denver Department of Public Health and Environment (DDPHE)	Denver Housing Authority (DHA)	
H5	Increase access to basic resources and expand pool of service provider partners to address gaps in existing social service system.	D	Identify locations to create safe places for parking or sleeping spaces, such as local places of worship.	Short Term - 0-5 years	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H5	Increase access to basic resources and expand pool of service provider partners to address gaps in existing social service system.	E	Identify sites for possible redevelopment as tiny home communities, inclement weather shelters, non-congregate shelters, and other community activities.	Short Term - 0-5 years	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H5	Increase access to basic resources and expand pool of service provider partners to address gaps in existing social service system.	F	Provide safe and reliable transportation options, including access to transit, to safely travel around the city and access resources.	Ongoing	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)		Regional Transportation District (RTD)	
H6	Provide a range of supportive services including mental/behavioral health and substance use treatment.	A	Increase collaboration around and funding for substance treatment services to address the needs of vulnerable populations. 1. Work with formal and informal (i.e., religious institutions) to identify existing drug and alcohol rehabilitation resources and promote collaboration. 2. Work with public safety and mental health providers to deliver more crisis intervention co-response, including partnerships with the STAR programs, which is designed to respond to residents having mental health distress. 3. Invest in new partnerships for service provision, such as mini-grants to fund innovative work from local community partners including "informal" social service providers.	Ongoing	Service/Program		Denver Human Services (DHS)	Denver Department of Public Health and Environment (DDPHE)			
H6	Provide a range of supportive services including mental/behavioral health and substance use treatment.	B	Increase awareness of existing mental and behavioral health resources, 1. Encourage collaboration on events and volunteer opportunities between service providers and neighborhood organizations. 2. Ensure that the Near Northwest has adequate connections with the Denver Human Service and DDPHE Behavioral Health Navigators program. 3. Promote partnerships and awareness of programs like Early Intervention Team and the Wellness Winnie.	Ongoing	Service/Program		Denver Human Services (DHS)	Denver Department of Public Health and Environment (DDPHE)			
H7	Expand the number of healthcare, childcare, and other public health facilities and resources in the neighborhoods.	A	Support increasing the number of healthcare facilities, clinics, and pharmacies. 1. Explore and support opportunities with Denver Health or other medical organizations (SCL, Centura, UCHHealth) to expand reach within NNW, including urgent care facilities and pop-up clinics. 2. Explore models that promote co-location of services (e.g. Northeast Park Hill's Dahlia Campus for Mental Health and Well-being). 3. Work with DPS to expand clinics with a variety of services for students and their families in schools. 4. Encourage and help recruit pharmacy services to the NNW area.	Ongoing	Service/Program		Denver Department of Public Health and Environment (DDPHE)	Denver Human Services (DHS)		Denver Public Schools (DPS)	
H7	Expand the number of healthcare, childcare, and other public health facilities and resources in the neighborhoods.	B	Support a local network of 'Friends, Family, and Neighbor Care' (FFN) to provide affordable childcare services for residents. 1. Review opportunities to establish additional childcare options as a new business, in a co-operative, in partnership with places of worship, or other other options that may be more affordable to residents. 2. Provide bi-lingual training opportunities for caregivers. 3. Support additional education and training to better care for children with disabilities.	Ongoing	Service/Program		Denver Department of Public Health and Environment (DDPHE)	Denver Human Services (DHS)			
H7	Expand the number of healthcare, childcare, and other public health facilities and resources in the neighborhoods.	C	Expand access to public restrooms. 1. Address barriers to accessibility of existing public restrooms, including adequate plumbing, sanitation, and access for all populations. 2. Consider partnerships with institutions to create more access to restrooms.	Ongoing	Service/Program		Denver Department of Public Health and Environment (DDPHE)	Denver Human Services (DHS)	Department of Public Safety (DOS)		
H7	Expand the number of healthcare, childcare, and other public health facilities and resources in the neighborhoods.	D	Encourage landlords to address exposed lead in residential buildings. 1. Provide landlords with financial support to make lead mitigation improvements to their properties, including DDPHE's HUD grant.	Ongoing	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H7	Expand the number of healthcare, childcare, and other public health facilities and resources in the neighborhoods.	E	Increase opportunities for children to be screened for elevated blood lead levels. 1. Coordinate with community health clinics to offer screenings.	Ongoing	Service/Program		Denver Department of Public Health and Environment (DDPHE)	Denver Human Services (DHS)			
H7	Expand the number of healthcare, childcare, and other public health facilities and resources in the neighborhoods.	F	Retain and expand senior housing and elder care services. 1. Work with the Denver Office of Aging to connect senior housing and care facilities with resources for facility upgrades, renovations, staff retention, and financial stability. 2. Partner to expand existing senior programming of recreation centers and senior centers. 3. Locate opportunities for more senior housing and assisted living facilities in areas close to services and transit.	Ongoing	Service/Program		Department of Housing Stability (HOST)	Denver Human Services (DHS)	Denver Parks and Recreation (DPR)	Denver Housing Authority (DHA)	
H7	Expand the number of healthcare, childcare, and other public health facilities and resources in the neighborhoods.	G	Ensure public laundry facilities remain accessible. 1. Connect laundromat owners to resources listed in Small Business and Retail section. 2. Coordinate with innovative services such as Laundry Love or Bayaud Enterprise's Mobile Laundry Truck.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)	Denver Department of Public Health and Environment (DDPHE)		Private sector development	
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	A	Create a proactive Near Northwest centric small business alliance that aims to build capacity among the areas' various commercial nodes and corridors within the plan area. A NNW business alliance, which could include a membership component, would aim to: 1. Provide information on issues of concern to small businesses. 2. Assist with marketing area goods and services to NNW residents and visitors. 3. Connect businesses to services offered by the City and County of Denver. 4. Build organizational capacity to help some to evolve into Business Improvement Districts (BID) or other formal districts. 5. Further equity by supporting historically marginalized business owners and entrepreneurs.	Short Term - 0-5 years	Service/Program	Yes	Department of Finance (DOF)	Denver Economic Development and Opportunity (DEDO)	City Council (CC)	Register Neighborhood Organizations	

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	B	Work with Near Northwest Area business and civic organizations to develop a marketing package to help attract neighborhood residents and customers to individual businesses, and to help locally-owned businesses locate and remain in the districts and provide living wages and benefits to staff such as transit passes or childcare.	Short Term - 0-5 years	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	C	Work with relevant organizations to provide technical and legal assistance with business planning, succession or transition planning, lease negotiations, maintenance fees, predatory lending, property taxes and other challenges faced by small business owners. Offer these services at a local, convenient location.	Ongoing	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	D	Offer financial support for upgrading or expanding retail space, storefront improvements, business signage upgrades, and building rehabilitation. Explore various forms of financial support such as fee waivers or deferral, low-interest loans, or small grants.	Ongoing	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	E	Incorporate streetscape improvements like adding trees, planting areas, and green infrastructure to create a more pedestrian-friendly environment within neighborhood commercial areas (See Policy L2).	Ongoing	Infrastructure	Yes	Denver Economic Development and Opportunity (DEDO)	Department of Transportation and Infrastructure (DOTI)			
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	F	Connect businesses with city resources which can be used to build capacity and support the City's most vulnerable small businesses, especially those that are neighborhood-serving, to better withstand economic shocks and other business disruptions which exacerbate operating challenges.	Ongoing	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H7	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	G	Promote creative industries, maker spaces, artists and small, local businesses to celebrate the heritage of Near Northwest.	Ongoing	Service/Program	Yes	Arts and Venues (AV)	Denver Economic Development and Opportunity (DEDO)			
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	H	Embed diversity, equity and inclusion best practices in all small business technical assistance programs and ensure resources are available to English-as-a-second-language business owners.	Ongoing	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	I	Establish an adaptive reuse program to make it easier to invest in and operate businesses within older structures: 1. Identify opportunities to provide flexibility in change-of-use requirements for small business to encourage preservation of existing buildings and analyze the cost of public realm improvements to be more proportional to private investment. 2. Develop a handbook for adaptive reuse projects to promote predictability and reduce variations in case-by-case decisions.	Short Term - 0-5 years	Service/Program	Yes	Community Planning and Development (CPD)				
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	J	Encourage businesses to implement sustainable practices such as but not limited to: 1. Adding solar panels, native landscaping, bike parking, or using eco-friendly building materials. 2. Implement Waste No More by collaborating in city recycling and composting programs. 3. Participate and join the "Certifiably Green Denver" Business Program.	Ongoing	Service/Program	Yes	Climate Action, Sustainability, and Resiliency (CASR)				
H8	Assist and provide resources to small businesses to help with advertising, promotion, beautification, maintenance, and other technical assistance.	K	Develop shared parking strategies in business nodes to better serve business owners and patrons while considering the potential impact to surrounding residential areas.	Ongoing	Service/Program	Yes	Department of Transportation and Infrastructure (DOTI)	Department of Transportation and Infrastructure (DOTI)			
H9	Prevent business displacement from within the neighborhood.	A	Broaden the range of financial incentives and assistance for small independent businesses and landlords to strengthen the area's tenant mix and help prevent displacement.	Ongoing	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H9	Prevent business displacement from within the neighborhood.	B	Assist small businesses in buying their building or condo space, by utilizing programs such as the Small Business Administration's 504 Loan Program, mobilizing community development organizations, such as Community Development Corporations (CDCs), to acquire commercial property through community land trusts, and exploring programs such as right of first refusal.	Ongoing	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H9	Prevent business displacement from within the neighborhood.	C	Offer financial incentives, such as funds for commercial rehabilitation, to landlords that are willing to sign long-term leases with small businesses or limit rent increases.	Ongoing	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H9	Prevent business displacement from within the neighborhood.	D	Offer matchmaking services to connect small independent businesses with landlords. Provide relocation assistance to displaced small businesses to help them remain as close to their prior location as possible.	Ongoing	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H9	Prevent business displacement from within the neighborhood.	E	Leverage the Business Impact Opportunity (BIO) Fund for the Federal corridor to help businesses before, during, and after Bus Rapid Transportation (BRT) construction. Connect other businesses along 38th and Speer Boulevard to the BIO fund as future transit investments are made.	Ongoing	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H10	Attract new businesses and retailers to help meet everyday household needs.	A	Work with property owners and business organizations to develop small business incubators and/or accelerators, particularly in existing vacant and/or underutilized structures, to test market new neighborhood serving retail and services. Successful incubator tenants should then be encouraged to move to permanent storefront locations within NNW with assistance from local organizations.	Short Term - 0-5 years	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H10	Attract new businesses and retailers to help meet everyday household needs.	B	Prioritize new projects that offer smaller retail spaces, provide below-market commercial space, and/or provide space for an existing business to remain on-site with incentives such as density bonuses, low-interest financing, and direct subsidies. 1. Consider adjustments in zoning to encourage the creation of smaller, more active storefronts that can accommodate neighborhood-serving businesses by requiring strong street-level active use standards such as an overlay district (See Policy L3).	Short Term - 0-5 years	Service/Program		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)			
H10	Attract new businesses and retailers to help meet everyday household needs.	C	Utilize small business loan programs, such as the Small Business Investment Fund and tax credit programs (e.g. business personal property and state Enterprise Zones). Increase awareness for this and other programs to support entrepreneurs.	Short Term - 0-5 years	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H10	Attract new businesses and retailers to help meet everyday household needs.	D	Evaluate permitting time and other barriers for small businesses, and assess the feasibility of application fee waivers or deferrals and expedited permitting to support new and existing small businesses.	Short Term - 0-5 years	Service/Program		Community Planning and Development (CPD)				

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
H10	Attract new businesses and retailers to help meet everyday household needs.	E	Focus business attraction efforts in areas that lack many retail and services such as Chaffee Park with an emphasis on more local restaurants (options such as healthy, family friendly, and outdoor seating), grocery stores, and other neighborhood serving retail. Perform surveys and/or other studies as needed to determine best locations or uses to fit neighborhood needs and compliment existing businesses.	Short Term - 0-5 years	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H10	Attract new businesses and retailers to help meet everyday household needs.	F	Encourage existing business to fill service gaps by expanding or adding additional products with limited availability in area.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)	City Council (CC)		Private sector development	
H11	Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses.	A	Identify culturally and/or historically relevant businesses that serve traditional niches in the neighborhoods (Latino/a/x, Italian, and other groups) to advance the City's Legacy Business Program. Provide support to preserve these collective businesses through business assistance, property ownership, and other innovative efforts.	Short Term - 0-5 years	Service/Program	Yes	Denver Economic Development and Opportunity (DEDO)				
H11	Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses.	B	Assist and grow the capacity of community organizations (community development corporations, business improvement districts, community land trusts) to support similar programs such as 1. Acquire ownership of small businesses through cooperatives, crowdfunding, or other creative approaches. 2. Providing additional support funding to organization types listed above to acquire property for affordable/below-market commercial ground floors for small businesses or non-profits. 3. Evaluate the need or interest to develop new community organizations or collaborations to support these efforts.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H11	Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses.	C	Provide cultural competency training for city staff for improved service to the culturally diverse business population.	Ongoing	Service/Program		Human Rights and Community Partnerships (HRCP)				
H11	Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses.	D	Facilitate access for small businesses to the City's procurement process (including its minority women disadvantaged business certification program) to enhance opportunities to bid on City contracts and provide goods and services (e.g., catering) for smaller City purchases such as expenditures.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H11	Support and develop new initiatives and community-minded ownership models that have a goal of maintaining NNW variety of local and culturally significant businesses.	E	Develop strategies and tools to help existing businesses stay in the area when the properties they occupy redevelop, including occupying space in the new development or relocating within the neighborhood.	Ongoing	Service/Program		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)			
H12	Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.	A	In collaboration with major employers within the industrial areas, create a vocational job training and/or apprenticeship program at North High School and other NNW schools to prepare and connect NNW youth to job opportunities available within the neighborhood's industrial areas. Anticipate opportunities that emphasize technology and advanced manufacturing innovations (See Policy H13).	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)			Denver Public Schools (DPS)	
H12	Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.	B	Explore opportunities to add additional uses at the western edge of the industrial areas that provide retail/craft manufacturing combinations beyond breweries and distilleries.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H12	Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.	C	Where the potential for involuntary displacement is identified, evaluate and implement methods to mitigate business displacement, such as incentives, property ownership and/or other assistance to existing businesses. See Policy H9.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H12	Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.	D	Identify industrial businesses through the City's Legacy Business Program that may be considered as being cultural and/or historic destinations and anchors, and develop incentives and/or marketing support to retain them.	Short Term - 0-5 years	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H12	Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.	E	Continue to support value manufacturing places as high-value manufacturing districts as additional needs are identified such as additional regulatory relief, and a mobility network that facilitates truck traffic and access to major highways.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H12	Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.	F	For northeast sunnyside, consider enacting a "net zero" policy to maintain 1,000 jobs that have similar skillsets and compensation in the surrounding Value Manufacturing and Innovation/Flex, and promote a gradual transition over time that integrates a broader mix of uses and mobility and quality-of-life infrastructure improvements (See Policy NES-1 in the Sunnyside Focus Area section).	Ongoing	Service/Program		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)	Denver Parks and Recreation (DPR)		
H12	Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.	G	Support new job growth in value manufacturing and innovation/flex places through new and existing economic development tools such as the Enterprise Zone program.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H12	Preserve existing industrial jobs and create new job opportunities that can benefit neighborhood residents.	H	As buildings, uses, and supporting technology evolve, consider utilizing special districts to help finance the modernization of needed infrastructure, addressing new investment that may be needed (e.g., roads, electrical, broadband, and other technological upgrades). Options for localized infrastructure upgrades include both general improvement and metropolitan districts. For broader district-wide improvements and marketing support, a business improvement district may also be considered.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H13	Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education.	A	Develop partnerships with Denver Public Schools (DPS) in identifying opportunities to support students and families from cradle to career. Consider joint use agreements and making school facilities open for community events and support and expand DPS' community hub model to NNW. 1. Work with DPS in identifying US Department of Education, foundation, and other grant opportunities to help identify areas of support needed by neighborhood schools to support a student throughout their educational path.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)			Denver Public Schools (DPS)	

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H13	Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education.	B	Explore the creation of an apprenticeship and other training programs with Denver Public Schools and other education institutions located in the NNW neighborhoods to maximize job options for local residents. Encourage local hiring of NNW residents and businesses, particularly for city-supportive projects that offer employment opportunities with good living wages and salaries.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)			Denver Public Schools (DPS)	
H13	Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education.	C	Consistent with HOST 5-Year Strategic Plan, help residents experiencing homelessness increase their income and housing stability by partnering with Denver Economic Development & Opportunity (DEDO) and Denver Human Services (DHS) to expand access to benefits, job training, and apprenticeships, and other resources.	Short Term - 0-5 years	Service/Program		Denver Economic Development and Opportunity (DEDO)	Denver Human Services (DHS)		Denver Housing Authority (DHA)	
H13	Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education.	D	Increase educational opportunities for adults in NNW through adult and higher education. Provide educational opportunities at community centers, libraries, and other public facilities by connecting residents to scholarships and other programs to improve access to learning.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)			Denver Public Schools (DPS)	Denver Public Library (DPL)
H13	Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education.	E	Collaborate with employers of all sizes and community groups to host job fairs.	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)				
H13	Partner with Denver Public Schools, community organizations, and other major area employers in connecting NNW residents to new opportunities through workforce training and continuing education.	F	Collaborate with major employers within the industrial areas, create a vocational job training and/or apprenticeship program. (See Policy H12.A).	Ongoing	Service/Program		Denver Economic Development and Opportunity (DEDO)			Denver Public Schools (DPS)	
Mobility											
M1	Create bold changes to the mobility system by repurposing, reimagining, and reprioritizing street space along arterial/high injury network streets to prioritize safe and accessible walking, biking, rolling, and transit.	A	All Arterial/High Injury Networks 1. Upgrade all corridors to adhere to the standards outlined in the Complete Streets Design Guidelines, including but not limited to sidewalks, amenity zones, and other design elements. 2. Increase tree coverage to eliminate canopy gaps and implement green infrastructure improvements where feasible. 3. Prioritize improving pedestrian safety and the quality and comfort of pedestrian facilities. 4. Construct accessible boarding areas at bus stops and add amenities where needed	Ongoing	Guidance/Other	Yes	Department of Transportation and Infrastructure (DOTI)				
M2	Federal Boulevard Recommendations	A	Transit: Study and advance the implementation of Federal Boulevard as a Regional Bus Rapid Transit (BRT) Corridor and implement mobility hubs.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)			Colorado Department of Transportation (CDOT)	Regional Transportation District (RTD)
M2	Federal Boulevard Recommendations	B	Pedestrian: Improve pedestrian facilities along and across Federal in order to enhance access to transit and to adjacent neighborhoods. 1. Install missing sidewalks along Federal and along intersecting East/West blocks following the prioritization and tiering system of Denver Moves: Pedestrians and Trails. 2. Widen sidewalks on publicly-owned property to bring them up to standard in width and physical separation: a. McDonough Park b. Columbian Elementary School c. Highland Park 3. Widen the sidewalks of the bridge and include protective barriers over I-70 and improve the safety of the intersections on either side. a. Study the feasibility of creating connections between planned and existing bicycle routes by designating and designing the sidewalks of the bridge as shared use paths. b. Incorporate additional safety interventions to protect pedestrians near on and off ramps.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)				
M2	Federal Boulevard Recommendations	C	Green: Increase tree canopy along corridor with priority in mixed-use areas.	Ongoing	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)				
M2	Federal Boulevard Recommendations	D	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 1. 23rd, 29th, Speer, 32nd, 38th, 44th, 46th, the I-70 ramps, 50th, and 52nd	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)				
M3	38th Avenue Recommendations	A	Transit: Study and advance the implementation of 38th Avenue as a Local BRT Corridor and implement mobility hubs. 1. Short-term improvements could include a service buy up from RTD to go from 30-minute to 15-minute level of service and implementing speed and reliability improvements such as bus bulbs and transit signal priority. 2. Work with neighboring business owners, property owners, and developers to improve the comfort of bus stops.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)			Colorado Department of Transportation (CDOT)	Regional Transportation District (RTD)

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
M3	38th Avenue Recommendations	B	Street Redesign: Study and advance the implementation of 38th as a "Transformative Complete Street." 1. Conduct a feasibility study and develop a preferred alternative for a street redesign, with the goal of installing amenity zones (for improved tree canopy and green infrastructure); wider, separated sidewalks; bicycle facilities; and enhanced transit amenities. 2. Include in the study an analysis of 39th and/or 37th Avenues to serve as a low-stress parallel bicycle route. As part of these routes, frequent, and high-quality wayfinding should be included to direct bicyclists to mobility hubs, transit stops, businesses, and other local destinations located along 38th Avenue. 3. Improve the comfort, visibility, and appeal of the 38th Avenue railroads underpass.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)				
M3	38th Avenue Recommendations	C	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 1. Quivas and Zuni Streets to provide safe routes to schools for students. 2. Federal, Clay, Zuni, Tejon, Quivas, Pecos, Navajo, and Lipan Streets for high-traffic pedestrian and bicycle crossings at signalized intersections. 3. Consider new crossings between Federal Boulevard and Tejon Street, beyond the signalized intersections.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)				
M4	Speer Boulevard Recommendations	A	Transit: Study and advance the implementation of Speer Boulevard as a Bus Priority Corridor and implement mobility hubs. 1. Study the feasibility of a service buy-up to provide service on Speer Boulevard.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)			Colorado Department of Transportation (CDOT)	Regional Transportation District (RTD)
M4	Speer Boulevard Recommendations	B	Street Redesign: Study and advance the implementation of Speer Boulevard as a "Transformative Complete Street." 1. Conduct a feasibility study and develop a preferred alternative for a street redesign, with the goal of installing amenity zones (for improved tree canopy and green infrastructure); wider, separated sidewalks; enhanced transit amenities; and separated bicycle facilities. a. Include the option of a shared use path in the feasibility study. b. Consider decreasing number of travel lanes and/or increasing required building setbacks to provide ample space for parkway design. c. Study the option of realigning Speer Boulevard with 29th Avenue to better activate and connect Viking Park with North High School. d. Consider removal of the cloverleaf at the intersection of I-25 to prioritize ped-bike safety.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)				
M4	Speer Boulevard Recommendations	C	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 1. Federal Boulevard, pedestrian signal at North High, Zuni Street, 29th Avenue, and Bryant Street. a. To simplify the intersection of Speer and 29th, consider closing the right turn slip lane from southbound Speer to westbound 29th (banning this right turn) and closing the segment of Clay between 29th and Speer altogether.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)				
M5	West 50th Avenue Recommendations	A	Bike/Ped: Study the feasibility of implementing a higher comfort bike facility. 1. Install recommended 50th Street bike lane between Zuni and Shoshone Streets along with the recommended neighborhood bikeway between Shoshone St. and Osage/48th. a. Between Zuni and Osage Streets review intersections for additional safe crossing measures and implement traffic calming and other methods to reduce through traffic. 2. Study the feasibility of upgrading the bicycle facilities between Federal Boulevard and Shoshone Street to shared use paths to provide both widened pedestrian facilities to access a park, school, and transit – and to provide a higher comfort bicycle facility. a. A higher comfort bike facility would be especially critical within the NNW Connectivity Loop route (from Zuni to Pecos). b. Widen sidewalk to comply with Complete Streets Design Guidelines preferred width of 6 feet if shared use path is not feasible	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M5	West 50th Avenue Recommendations	B	Green: Increase tree canopy coverage and implement green infrastructure improvement (designated Green Water Quality Street, see Quality of Life).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M5	West 50th Avenue Recommendations	C	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: Federal, and Tejon, Pecos, and Shoshone Streets. a. Study the feasibility of additional traffic control at the intersection of Pecos Street and 50th Avenue.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M6	West 46th Avenue Recommendations	A	Bike/Ped: Study the feasibility of implementing higher comfort bike facilities, such as a protected bike lane, to maintain comfort throughout the corridor as a contemporary parkway. 1. Between Navajo and Lipan Streets to match the existing facility type between Pecos Street and Navajo Street. Extend the bicycle facility to Jason Street, should bicycle facilities be installed on Jason Street. 2. Install missing sidewalks and upgrade deficient width sidewalks to meet the Complete Streets Guidelines.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M6	West 46th Avenue Recommendations	B	Green: Consider improvements to 46th Avenue to create a contemporary parkway that serves as an extension of the existing 46th Avenue Historic Parkway (See Policy QS.D).	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
M6	West 46th Avenue Recommendations	C	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 1. Federal Boulevard, and Zuni, Tejon, Pecos, Navajo Streets	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M7	West 44th Avenue Recommendations	A	Transit: Implement mobility hubs	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M7	West 44th Avenue Recommendations	B	Pedestrian: Install missing sidewalks and upgrade others to city standard. 1. Install missing links between Chaffee Park/ Shoshone Street and Inca Street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M7	West 44th Avenue Recommendations	C	Green: Increase tree canopy coverage and implement green infrastructure improvements (designated Tree Priority Street, see Quality of Life 5.4). 1. Priorities for increased tree canopy coverage are in mixed use areas.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M7	West 44th Avenue Recommendations	D	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 1. Zuni, Tejon, Pecos, and Navajo Streets	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				

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M8	West 32nd Avenue Recommendations	A	Transit: Implement mobility hubs.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M8	West 32nd Avenue Recommendations	B	Bike/Ped: Study the feasibility of a high comfort bicycle facility between Federal Boulevard and Pecos Streets along 32nd Avenue or 33rd Avenue.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M8	West 32nd Avenue Recommendations	C	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 1. Federal Boulevard 2. Boulder Street: Study the feasibility of implementing simplified intersection designs and removing excess space to increase bicyclist and pedestrian safety.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M9	29th Avenue Recommendations	A	Bike: Study the feasibility of upgrading the segment of 29th Avenue between Zuni and 15th Streets to a protected bike lane. 1. Study the feasibility of including ramped bus bulbs in bikeway design.2. Study how to better connect bicyclists from the Highland Bridge to the 29th Ave bike facility.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M9	29th Avenue Recommendations	B	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: Federal, Eliot, Speer, Bryant, Zuni, and Umatilla. 1. Study the feasibility of adding bicycle pavement markings and other design treatments to the following intersections to improve bicyclist comfort and right of way through these intersections: a. Umatilla, 15th, and Boulder Streets b. Zuni Street c. Federal Boulevard 2. Improve connectivity between Highland and Jefferson Park by implementing safe/ designated crossings at the intersection with Bryant Street (to connect to the shared use path through Valdez Elementary) and the intersection of Eliot Street (to access Viking Park).	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M10	26th Avenue Recommendations	A	Transit: Advance the implementation of 26th Avenue as a Bus Priority Corridor with 15 minute service, as recommended by Denver Moves: Transit, and Implement mobility hubs.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M10	26th Avenue Recommendations	B	Bike/Ped: Study the feasibility of a high comfort bicycle facility on West 26th Avenue from Zuni to Sheridan in order to provide a connection to Sloans Lake.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M11	Zuni Street Recommendations	A	Street Redesign: Implement art and lighting to improve the comfort, visibility, and appeal of the I-70 underpass. Study the feasibility of additional separation between sidewalks and vehicle travel lanes.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M11	Zuni Street Recommendations	B	Green: Implement green infrastructure improvements (designated Green Water Quality Street, see Quality of Life 5.4).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M11	Zuni Street Recommendations	C	Bike:1. Study the feasibility of installing a one-way protected bike lane on Zuni Street heading south between 46th and 32nd Avenues (north one-way would be provided on Pecos Street). 2. Install the previously recommended bicycle facility between Speer and 32nd. Study the feasibility of upgrading the recommended facility from a bike lane to a buffered or protected bike lane. 3. Improve sightlines and safety at the southern end of Zuni Street where it turns west into 26th Avenue.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M11	Zuni Street Recommendations	D	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 29th, 38th, 41st, 44th, 46th Avenues, and Speer Boulevard. 1. Consider implementing additional stop control to ensure regular spacing of safe crossings for pedestrians and cyclists. Consider where gaps between protected crossings are three blocks or greater: a. Between 38th and 41st Avenues b. Between 41st and 44th Avenues c. Between 44th and 46th Avenues	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M12	Tejon Street Recommendations	A	Transit: Study Tejon Street for service investment suitability as proposed in Denver Moves: Transit, and implement mobility hubs.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M12	Tejon Street Recommendations	B	Bike/Ped: Complete study of optimal bicycle facility on corridor between West 32nd and West 46th Avenues.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M12	Tejon Street Recommendations	C	Green: Increase tree canopy coverage and implement green infrastructure improvements (designated Green Water Quality Street, see Quality of Life 5.4).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M12	Tejon Street Recommendations	D	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 31st/Erie, 38th, 41st, 44th, 46th, and 50th Avenues. 1. Consider implementing additional stop control to ensure regular spacing of safe crossings for pedestrians and cyclists. Consider where gaps between protected crossings are three blocks or greater. a. Between 38th and 41st Avenues b. Between 33rd and 36th Avenues	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M13	Pecos Street Recommendations	A	Green: Increase tree canopy coverage and implement green infrastructure improvements (designated Tree Priority Street ,see Quality of Life 5.4).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M13	Pecos Street Recommendations	B	Bike 1. Study the feasibility of implementing a protected bike lane between 50th and 48th, as part of the Near Northwest Loop, and heading north between 32nd and 46th Avenues (south one-way would be provided on Zuni Street). 2. Partner with STRIVE PREP Sunnyside to consider the feasibility of a shared use path on the west side of Pecos Street between 46th Avenue and Elk Place.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M13	Pecos Street Recommendations	C	Pedestrian: Separate sidewalks from vehicle travel with amenity zone and bring up to city standards. 1. North of 44th Avenue is a priority. 2. Partner with Denver Public Schools and STRIVE Prep – Sunnyside Campus to study the feasibility of installing a shared use path on the west side of Pecos between West Elk Place and 46th Avenue to provide a more direct connection between the bike/ped bridge over I-70 and the bicycle facility on 46th Avenue.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				

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M13	Pecos Street Recommendations	D	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the following intersections: 38th, 41st, 44th, 46th, 47th, and 50th Avenues. 1. Provide an enhanced bicycle and pedestrian crossing at Pecos Street and 50th Avenue to facilitate a safe route between the bicycle and pedestrian bridge over I-70 and the upcoming bicycle and pedestrian bridge over the railroad at 47th Avenue. 2. Study possible interventions to further improve pedestrian safety and access to the bike/ped bridge from the north in the area of the roundabout. 3. Consider implementing additional stop control to ensure regular spacing of safe crossings for pedestrians and cyclists. Consider where gaps between protected crossings are three blocks or greater: a. Between 38th and 42nd Avenues and 48th and 52nd Avenues. 4. Consider implementing additional stop control to assist users of the future neighborhood bikeway on 50th Avenue in crossing Pecos Street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M14	Clay Street Recommendations	A	Green: Increase tree canopy coverage and implement green infrastructure improvements (designated Tree Priority Street and Water Quality Green Street, see Quality of Life 5.4).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M14	Clay Street Recommendations	B	Bike/Ped: Evaluate the effectiveness of the Clay Street neighborhood bikeway project between 46th and 32nd Avenues. 1. As corridor implementation progresses, aim to have a high comfort bike facility that explores different design options for lowering street volumes. Include in the analysis a consideration of traffic diversion. » Consider between 44th and 41st Avenues » Consider between 34th and 38th Avenues 2. Study the feasibility of implementing a higher comfort bicycle facility, particularly between 32nd and 38th Avenues where the street has greater width, as a way to implement the Near Northwest Connectivity Loop. 3. Should a bicycle and pedestrian bridge be installed over I-70 (See Policy M22-A), continue the bicycle facility further north to connect to the facility on 50th Avenue.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M14	Clay Street Recommendations	C	Intersection Safety: Improve the safety of bicyclists and pedestrians by upgrading the intersections with 38th Avenue.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M15	Inca Street Recommendations	A	Green: Increase tree canopy coverage and other green planting to reduce heat island effects and buffer the neighborhood from the railroad (designated Tree Priority Street and Water Quality Green Street, see Quality of Life 5.4).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M15	Inca Street Recommendations	B	Transit: Implement mobility hub at 41st Ave. and Inca St.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M15	Inca Street Recommendations	C	Bike/Ped: Upgrade existing shared use path. 1. Ensure curb cuts to access the shared use path are present at all intersections. a. Use bicycle conflict marking across Inca Street to guide bicyclists to curb cuts at intersections that contain a perpendicular bicycle facility. 2. Increase clarity of designation as a shared use path through paint and signage. 3. Install lighting, art, and signage to improve the comfort, visibility, and appeal of the I-70 underpass.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M15	Inca Street Recommendations	D	Street Design: 1. Install pedestrian scale lighting along the street to increase visibility and safety, especially around the 41st and Fox station.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M16	Study measures to slow and reduce traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers.	A	Evaluate and implement necessary reductions to speed limits and installation of traffic calming per Vision Zero plan guidance.	Ongoing	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)				
M16	Study measures to slow and reduce traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers.	B	Priority corridors include, but are not limited to: 1. 48th, 46th, 44th, 41st, 35th, 32nd, Eliot, Clay, Zuni, Tejon, Pecos, and Navajo. 2. Evaluate intersections and implement crossing safety improvements on 38th Avenue as part of Safe Routes to School Action Plan.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M16	Study measures to slow and reduce traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers.	C	Consistent with Safe Routes to School Action Plan, ensure future traffic calming interventions are closely coordinated with local schools to be most relevant and helpful to each school.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)			Denver Public Schools (DPS)	
M16	Study measures to slow and reduce traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers.	D	Consider improvements that achieve multiple goals: lowering speeds, stormwater management/green infrastructure improvements, public artwork, signage, lighting, etc.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M16	Study measures to slow and reduce traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers.	E	Evaluate the distances between controlled crossings along the following corridors to ensure pedestrian permeability across busier streets: 1. Zuni, Tejon, Pecos, and Navajo	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M16	Study measures to slow and reduce traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers.	F	Study methods to reduce vehicular traffic on neighborhood bikeways and shared roadway bicycle routes – including the use of traffic diversion. Consider the use of green infrastructure in designs.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M16	Study measures to slow and reduce traffic along neighborhood streets directly surrounding senior living facilities, schools, parks, hospitals, libraries, commercial areas, and recreational centers.	G	After initial pilot period, transition traffic calming interventions away from temporary plastic materials/ interventions and install designs in permanent/durable materials. 1. Include green infrastructure in permanent infrastructure designs. Along streets where the sidewalk is attached, consider the implementation of intermittent bump outs into the parking lane to create space for additional tree planting.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				

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M17	Implement and upgrade planned Denver Moves: Bicycles bikeway infrastructure recommendations. Consider upgrades to higher-comfort facilities where possible.	A	Continue to evaluate the effectiveness of the Northwest Community Transportation Network system facilities and upgrade facilities as requested in this plan based on feasibility.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M17	Implement and upgrade planned Denver Moves: Bicycles bikeway infrastructure recommendations. Consider upgrades to higher-comfort facilities where possible.	B	Ensure neighborhood bikeways are high comfort bike facilities. Explore different design options for lowering street volumes. Include in consideration design alternatives that close street segments to vehicles while maintaining "last block" household access.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M17	Implement and upgrade planned Denver Moves: Bicycles bikeway infrastructure recommendations. Consider upgrades to higher-comfort facilities where possible.	C	Study neighborhood corridors for opportunities to implement additional protected/separated bicycle facilities.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M17	Implement and upgrade planned Denver Moves: Bicycles bikeway infrastructure recommendations. Consider upgrades to higher-comfort facilities where possible.	D	To improve bicyclist comfort and reduce heat impacts, improve tree canopy and implement green infrastructure improvements where feasible per the GIS utilizing the guidelines detailed in the Ultra- Urban Green Infrastructure Guidelines and Denver Green Continuum Streets Guidelines	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M18	Install new bikeways not previously identified in Denver Moves: Bicycles.	A	Study and install new high-comfort bikeway connections (see Balanced Corridor and Neighborhood recommendations): 1. Speer Boulevard 2. 39th and/or 37th Avenues as a parallel alternative to 38th Avenue 3. Chaffee Park: Wyandot Street and West 48th Avenue 4. Sunnyside: 47th Avenue (Jason to Pecos), Jason Street (47th to 45th) 5. Highland: 32nd or 33rd Avenues and North High shared use path 6. Jefferson Park: Bryant Street, 26th Avenue, and Mile High Stadium Circle	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M18	Install new bikeways not previously identified in Denver Moves: Bicycles.	B	Study the feasibility of repurposing roadway space from vehicles to bicycles. Consider converting some low Average Daily Traffic (ADT) local roads from two-way to one-way. Study and work with the community on the most appropriate facility type including biked lanes, and whether the optimal bicycle facility configuration is one-way or two-way. Evaluate roadways in pairs to ensure two-directional vehicle travel access is maintained. 1. Alcott and Beach/Bryant Streets between 32nd/33rd and 48th Avenues 2. Wyandot and Vallejo Streets between 32nd/33rd and 48th Avenues 3. Shoshone and Quivas Streets between 32nd/33rd and 44th Avenues 4. 39th/37th Avenues (Creates alternative to bicycle facilities directly on 38th Avenue)	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M19	Study the implementation of safety improvements at the intersections along bicycle routes and to community destinations.	A	Conduct a study of intersection safety along bicycle routes. 1. Consider the increased use of pavement markings through intersections demonstrating the bicycle right of way. 2. Complete a review of the intersections where two bicycle routes cross for the implementation of additional stop control (where lacking) and bicycle boxes in order to increase the ease, comfort, and safety of left turns for cyclists.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M19	Study the implementation of safety improvements at the intersections along bicycle routes and to community destinations.	B	At intersections along bicycle routes, study additional stop control for the collector and arterial streets that intersect the bicycle route.	Ongoing	Guidance/Other	Yes	Department of Transportation and Infrastructure (DOTI)				
M20	Implement a complete, connected, functional, and safe pedestrian network.	A	Prioritize improving pedestrian safety and the quality and comfort of pedestrian facilities.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M20	Implement a complete, connected, functional, and safe pedestrian network.	B	Install new sidewalks where they are missing. 1. Follow the citywide prioritization for sidewalks. After the citywide prioritization, consider prioritizing sidewalks along transit routes, libraries, recreation centers, and schools.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M20	Implement a complete, connected, functional, and safe pedestrian network.	C	Upgrade existing sidewalks where deficient in width to meet city street design standards where feasible. 1. Prioritize transit corridors. 2. Coordinate with Denver's Neighborhood Sidewalk Repair Program to determine implementation and funding for sidewalk installation and widening. 3. Consider impacts to existing trees when considering sidewalk upgrades.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M20	Implement a complete, connected, functional, and safe pedestrian network.	D	Following citywide prioritization for sidewalk improvements, prioritize areas with concentrated sidewalk deficiency and gaps (labeled as "Priority Areas" on the Pedestrian recommendation map).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M20	Implement a complete, connected, functional, and safe pedestrian network.	E	Coordinate with Denver's Low-cost Walkway program to install walkways, protected and dedicated space for pedestrians, as an interim measure in areas of expected change (such as the far northeast of Sunnyside). Consider the implementation of walkways where sidewalks are less than three feet wide in order to provide safe routes to school or transit stops.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M21	Increase safety and comfort for pedestrians and cyclists at existing intersections.	A	Study the implementation of safety improvements at the intersections on High Injury Network streets (See Policies M1-M3).	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M21	Increase safety and comfort for pedestrians and cyclists at existing intersections.	B	Consider implementing additional stop control along collector and arterial streets within the neighborhoods to ensure regular spacing of safe crossings for pedestrians and cyclists. For specific locations, refer to the balanced corridor and neighborhood sections.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M21	Increase safety and comfort for pedestrians and cyclists at existing intersections.	C	Study the implementation of safety improvements and intersection simplification at complicated, off-axis intersections that lie at the border of the Lower Highlands street grid (see Highland neighborhood recommendations for more detail)	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M21	Increase safety and comfort for pedestrians and cyclists at existing intersections.	D	Increase safety and comfort for pedestrians and cyclists at intersections along bicycle routes and areas of high pedestrian need and demand. For specific locations, refer to the balanced corridor and neighborhood sections.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M22	Explore the feasibility of additional bicycle and pedestrian crossings over or under major community barriers like highways, rivers, or railroads.	A	Study the feasibility of a bicycle and pedestrian grade separated crossing across I-70 at Clay or Tejon Streets.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				

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M22	Explore the feasibility of additional bicycle and pedestrian crossings over or under major community barriers like highways, rivers, or railroads.	B	Study the feasibility of a trail connection from Inca Street to Chaffee Park underneath I-70.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M22	Explore the feasibility of additional bicycle and pedestrian crossings over or under major community barriers like highways, rivers, or railroads.	C	Implement art, signage, and lighting to improve the comfort, visibility, and appeal of the I-70 underpass on Zuni Street, I-25 underpass along the Inca Street trail, and railroad underpass along 38th Avenue.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M22	Explore the feasibility of additional bicycle and pedestrian crossings over or under major community barriers like highways, rivers, or railroads.	D	Implement the bridge over the railroad tracks at 47th Avenue identified in the Northern Connection Feasibility Study and Denver Moves: Pedestrians and Trails.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M22	Explore the feasibility of additional bicycle and pedestrian crossings over or under major community barriers like highways, rivers, or railroads.	E	Implement the bicycle/pedestrian bridge over the railroad tracks between 44th and 46th Avenues identified in the 41st and Fox Station Area Plan.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M22	Explore the feasibility of additional bicycle and pedestrian crossings over or under major community barriers like highways, rivers, or railroads.	F	Implement the bicycle/pedestrian bridges over the South Platte River at Gates Crescent Park and Fishback Park that have been identified in the Downtown Area Plan Amendment and the River Mile Master Plan.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M22	Explore the feasibility of additional bicycle and pedestrian crossings over or under major community barriers like highways, rivers, or railroads.	G	Study the feasibility of a bicycle/pedestrian bridge over I-25 for the area between Speer Boulevard and Mile High Stadium Circle. Evaluate the suitability multiple connection points, including at 26th Avenue (connects to the ped/bike bridge over the Platte River at Fishback Park) and Mile High Stadium Circle.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M22	Explore the feasibility of additional bicycle and pedestrian crossings over or under major community barriers like highways, rivers, or railroads.	H	Coordinate with CDOT on bike/ped improvements as part of the Speer Boulevard/I-25 bridge re-design and the 23rd Avenue/I-25 bridge re-design.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M23	Improve access through local parks and to regional trails through connectivity and visibilityenhancements.	A	Install additional wayfinding signage at trail access points, exits, and junctures.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M23	Improve access through local parks and to regional trails through connectivity and visibilityenhancements.	B	Using a combination of signage and stencils, clearly label all sidewalk segments that lead to the South Platte River Trail. Trail access points that necessitate clear signage and improved connector paths: 1. 23rd Avenue connection to Gates Crescent Park/S Platte River Trail. 2. Water Street/Fishback Park to S. Platte River Trail connection (High Priority proposed/ reconfigured trail connection per Denver Moves: Pedestrians and Trails) a. An improved connection across Water Street is needed between the ramp at Speer Boulevard/Water Street and the S. Platte River Trail. The improved connection would necessitate such improvements as wayfinding, curb cuts, and a crosswalk. 3. 15th Street and S. Platte River Trail crossing (High priority street crossing upgrade per Denver Moves: Pedestrians and Trails). 4. Trail access points that require only signage and stencils: a. At Platte Street and the 19th Street bridge b. On Speer Boulevard c. Rockmont Drive (multiple) d. Inca Street underpass (north of I-25)	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M23	Improve access through local parks and to regional trails through connectivity and visibilityenhancements.	C	Where sidewalks are designated as multi-use trails/side paths (Inca, Kalamath, 20th), use a colored stencil at regular intervals to clarify their use. 1. Ensure the presence of curb cuts to facilitate the transition for cyclists and those with mobility difficulties from street to sidewalk level. Examples of missing curb cuts: shared use path connection to Eliot Street from Mile High Stadium Circle; Kalamath Street shared use path access from Navajo Street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M23	Improve access through local parks and to regional trails through connectivity and visibilityenhancements.	D	Consider widening the bridge over the Platte River at Confluence Park (north of Speer Boulevard) and the Highland Cable Bridge (at Commons Park) to better accommodate high volumes of multimodal users.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M23	Improve access through local parks and to regional trails through connectivity and visibilityenhancements.	E	Consistent with Denver Moves: Pedestrians and Trails, consider widening the S. Platte River Trail.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M23	Improve access through local parks and to regional trails through connectivity and visibilityenhancements.	F	Work with Adams County to provide accessible and safe connections to Clear Creek Trail located north of plan area.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M23	Improve access through local parks and to regional trails through connectivity and visibilityenhancements.	G	Develop branded signage for the Near Northwest Connectivity Loop, including a wayfinding and signage package to help pedestrians and cyclists navigate to important area destinations.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M24	Use undeveloped and publicly owned space to install connector trail segments between key community corridors and destinations.	A	Implement trail segments identified in Denver Moves: Bicycles: 1. Kalamath Street from 33rd to 36th Avenues 2. Speer clover parallel from 16th Street/Central Street to Zuni Street	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M24	Use undeveloped and publicly owned space to install connector trail segments between key community corridors and destinations.	B	Consider the installation of additional trail segments not previously identified in Denver Moves: Bicycles or Denver Moves: Pedestrians and Trails. 1. Study the feasibility for a connection of Inca Street Trail to Chaffee Park underneath I-70. 2. Study the feasibility of creating a continuous, direct shared use path along Kalamath Street from the Inca Street underpass to the intersection of 20th and Osage Streets.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M24	Use undeveloped and publicly owned space to install connector trail segments between key community corridors and destinations.	C	Consider directness and connectedness in park trail design to ensure that trails networks provide clear, direct, multi-use paths between destinations or streets.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				

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M24	Use undeveloped and publicly owned space to install connector trail segments between key community corridors and destinations.	D	Evaluate the creation of multi-use connector trails through parks. 1. Study the feasibility of a shared use path through Jefferson Park connecting to Decatur Street to the north and south. 2. Study the feasibility of an additional shared use path connection within 51st and Zuni Park that connect Wyandot Street with the intersection of 52nd Avenue/Zuni Street. 3. Study the designation of a clear bicycle route through Highland Gateway Park from 32nd Avenue to Osage Street - to assist cyclists in avoiding the high crash intersection of Central, 20th, and Osage Streets. 4. Study the feasibility of a shared use trail connecting 44th Avenue through Chaffee Park. 5. Study the feasibility of a shared use trail connecting 41st Avenue through Ciancio Park. 6. Evaluate the paths through Viking Park that connect 29th Avenue and Speer Boulevard for suitability for bicyclist and scooter use to ensure they can function as a connection between the recommended shared use path through North High School and the bicycle facilities on Eliot Street. Update the design of the path(s) if it is deemed they are unsuitable for use by cyclists in their current configuration.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M25	Prioritize the implementation of improvements to support the Frequent Transit Network and invest in Capital Investment corridors.	A	Coordinate with the Regional Transportation District (RTD) and CDOT in relation to Federal Boulevard for advancement of efforts related to service frequency and lane management.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)			Colorado Department of Transportation (CDOT)	Regional Transportation District (RTD)
M25	Prioritize the implementation of improvements to support the Frequent Transit Network and invest in Capital Investment corridors.	B	Advance implementation of Local BRT and Bus Priority Corridors on Speer Boulevard, 38th Avenue, and 26th Avenue (See Policies M1-M3).	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M25	Prioritize the implementation of improvements to support the Frequent Transit Network and invest in Capital Investment corridors.	C	Study the feasibility of a service buy-up to provide service on Speer Boulevard by DOTI.	Short Term - 0-5 years	Service/Program		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M25	Prioritize the implementation of improvements to support the Frequent Transit Network and invest in Capital Investment corridors.	D	Study the feasibility of improving transit service to provide residents with higher-frequency service to better meet their mobility needs and facilitate increased transit use. Coordinate efforts with service providers, including the Regional Transportation District (RTD).	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M25	Prioritize the implementation of improvements to support the Frequent Transit Network and invest in Capital Investment corridors.	E	Study the feasibility of increasing the target frequency of transit service on 38th Avenue, Federal Boulevard, and Speer Boulevard within the Near Northwest area from "Frequent - 15 minutes" to "Very frequent - 5 to 10 minutes" as part of Denver's Frequent Transit Network vision in Denver Moves: Transit.	Short Term - 0-5 years	Service/Program		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M26	Advance planning, consolidation, and implementation of enhanced transit services and station/stop amenities along key travel corridors throughout the Near Northwest Area. Coordinate with regional partners such as the Regional Transportation District (RTD) for advancement of efforts.	A	Denver Moves: Transit identifies Tejon Street for future frequent transit service.	Short Term - 0-5 years	Service/Program		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M26	Advance planning, consolidation, and implementation of enhanced transit services and station/stop amenities along key travel corridors throughout the Near Northwest Area. Coordinate with regional partners such as the Regional Transportation District (RTD) for advancement of efforts.	B	Consider increasing the transit focus and priority on Lipan Street as development evolves in far northeast Sunnyside.	Long Term - 6+ years	Service/Program		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M26	Advance planning, consolidation, and implementation of enhanced transit services and station/stop amenities along key travel corridors throughout the Near Northwest Area. Coordinate with regional partners such as the Regional Transportation District (RTD) for advancement of efforts.	C	Partner with RTD to evaluate the spacing of bus stops in the Near Northwest with an aim towards consolidation and increased speed.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M26	Advance planning, consolidation, and implementation of enhanced transit services and station/stop amenities along key travel corridors throughout the Near Northwest Area. Coordinate with regional partners such as the Regional Transportation District (RTD) for advancement of efforts.	D	Implement bus priority improvements from 32nd to 38th Avenues on Navajo Street.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M26	Advance planning, consolidation, and implementation of enhanced transit services and station/stop amenities along key travel corridors throughout the Near Northwest Area. Coordinate with regional partners such as the Regional Transportation District (RTD) for advancement of efforts.	E	Consider new transit service that connects Chaffee Park and Globeville over the 47th Avenue bridge.	Long Term - 6+ years	Infrastructure						
M27	Advance the implementation of mobility hubs and enhanced transit stops.	A	Coordinate with the Regional Transportation District (RTD), and CDOT where necessary, on transit stop and station efforts.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M27	Advance the implementation of mobility hubs and enhanced transit stops.	B	Elevate all stops to the aspirational type standards established by the Department of Transportation and Infrastructure (DOTI) Passenger Amenity Program guidelines to provide adequate and safe waiting areas with shade. 1. Prioritize high ridership stops 2. Construct accessible boarding areas at all bus stops 3. Evaluate ramped bus bulbs at stops	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
M27	Advance the implementation of mobility hubs and enhanced transit stops.	C	Partner with RTD to implement desired amenities at proposed mobility hubs. 1. Local Mobility Hubs: Federal Boulevard: 50th, 44th, and 26th Avenues; Speer Boulevard and Zuni Street; 38th Avenue: Tejon and Lipan Streets; 32nd Avenue and Tejon Street; 15th and Boulder Streets. 2. Regional Mobility Hubs: 41st Avenue and Inca Street, Speer and Federal Boulevards, and 38th Avenue and Federal Boulevard.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)			Regional Transportation District (RTD)	
M27	Advance the implementation of mobility hubs and enhanced transit stops.	D	Provide designated micromobility parking/drop-off areas at high shared micromobility origin or destination locations adjacent to transit stops.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M27	Advance the implementation of mobility hubs and enhanced transit stops.	E	Partner with neighboring businesses to increase the permeability and shade of the areas immediately surrounding bus stops to reduce heat island effects	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M27	Advance the implementation of mobility hubs and enhanced transit stops.	F	Study the feasibility of a shuttle service from the 41st and Fox light rail station as a first/last mile connector for senior/special needs members or as a connector to nearby commercial areas.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M28	Consider the implementation of additional curbside management to tailor the amount of parking and loading zones needed.	A	Study parking utilization rates along identified bicycle and pedestrian priority corridors. As a rule of thumb, consider repurposing parking from one side of the street along continuous segments where parking is utilized at rates below 50%.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M28	Consider the implementation of additional curbside management to tailor the amount of parking and loading zones needed.	B	At Near Northwest community destinations and future mobility hubs, consider converting on-street parking spaces in key locations to alternative curbside uses such as public parklets (i.e., curbside parking repurposed to provide more public space and amenities), bicycle and micromobility (e.g., scooters) parking, and mobility hub/transit stop infrastructure.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M28	Consider the implementation of additional curbside management to tailor the amount of parking and loading zones needed.	C	Develop additional Curbside Access Plans (CAP) to address neighborhood parking and curbside challenges. 1. Study the necessity of a CAP for the area surrounding the 41st and Fox light rail station and along Inca Street. 2. Evaluate parking restrictions in Jefferson Park and conduct a CAP to address event, commuter, and Mile High Stadium patron parking demand. The CAP should address neighborhood parking during stadium events.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M28	Consider the implementation of additional curbside management to tailor the amount of parking and loading zones needed.	D	Emphasize the use of alleys for business loading needs.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
M28	Consider the implementation of additional curbside management to tailor the amount of parking and loading zones needed.	E	Provide designated micromobility parking areas near commercial blocks. Use signage and paint to display parking location.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M29	Prepare, encourage, and incentivize development in the Near Northwest neighborhoods to transition to green mobility.	A	Incentivize private developments to include vehicle charging infrastructure in support of low-emission electric vehicles to be more inclusive with innovative transportation options. Continue to advance multimodal pedestrian, bike, and transit systems.	Short Term - 0-5 years	Service/Program		Climate Action, Sustainability, and Resiliency (CASR)	Department of Transportation and Infrastructure (DOTI)	Community Planning and Development (CPD)		
M29	Prepare, encourage, and incentivize development in the Near Northwest neighborhoods to transition to green mobility.	B	Incentivize all new multi-unit, mixed use and commercial development projects to provide publicly accessible electric vehicle charging stations and infrastructure. Power these systems with renewable energy systems (e.g., solar photovoltaic and wind generation systems). 1. Consider different ways to improve access to electric vehicle charging stations where off-street parking (e.g., garages) are limited in the neighborhood such as Scottish Highlands.	Short Term - 0-5 years	Service/Program		Climate Action, Sustainability, and Resiliency (CASR)	Department of Transportation and Infrastructure (DOTI)	Community Planning and Development (CPD)		
M29	Prepare, encourage, and incentivize development in the Near Northwest neighborhoods to transition to green mobility.	C	Promote renewable energy multimodal transportation options (e.g., car and bikeshare programs) which are quieter and help mitigate noise and air pollution.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)				
M29	Prepare, encourage, and incentivize development in the Near Northwest neighborhoods to transition to green mobility.	D	Install bicycle parking at neighborhood commercial destinations by working with and connecting business and property owners to city-funded opportunities.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M30	Adopt Transportation Demand Management strategies and policies to shift people's travel behavior and meet City goals.	A	Require new development strategies in coordination with Denver's TDM Plan guidance such as parking maximums, shared car services and allocated parking, private bike share programs, secure bike parking, car/bike share memberships for tenants, transit passes for tenants, ride hailing/taxi drop of parking or pull out, deliveries scheduled during non-rush hours, and potential on/off site mobility infrastructure improvements.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)				
M30	Adopt Transportation Demand Management strategies and policies to shift people's travel behavior and meet City goals.	B	Encourage the Mile High Stadium District and other entertainment providers in the area to provide transit passes or other transit incentives for ticket holders to local entertainment and cultural destinations, and/or new fare options such as multi-day and weekend passes.	Short Term - 0-5 years	Service/Program		Department of Transportation and Infrastructure (DOTI)				
M30	Adopt Transportation Demand Management strategies and policies to shift people's travel behavior and meet City goals.	C	Encourage businesses and business improvement districts to join a regional TMA (Transportation Management Association) to have access to services and funds to administer, promote, and implement TDM programs. Consider creating a new TMA specific to the Near Northwest area.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)				
M30	Adopt Transportation Demand Management strategies and policies to shift people's travel behavior and meet City goals.	D	Provide a one-time bus pass or other transit incentive to ticket holders to local entertainment and cultural destinations, and/or new fare options such as weekend passes.	Short Term - 0-5 years	Service/Program		Department of Transportation and Infrastructure (DOTI)				
M30	Adopt Transportation Demand Management strategies and policies to shift people's travel behavior and meet City goals.	E	Work with TMAs, employers, residences, RNOs, local organizations, and BIDs to provide reduced or free RTD fares for residents and employees.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)				
M31	Foster partnerships with neighborhood and city-wide organizations to support the installation of more high-quality streetscape improvements.	A	Partner with Denver Digs Trees, The Park People, and similar organizations to target tree planting outreach and free tree giveaways along newly designated Tree Priority Streets to improve the tree canopy along the street (See Policy Q8).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Climate Action, Sustainability, and Resiliency (CASR)			
M31	Foster partnerships with neighborhood and city-wide organizations to support the installation of more high-quality streetscape improvements.	B	Meet with neighborhood organizations to promote and encourage tree planting and maintenance activities.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Climate Action, Sustainability, and Resiliency (CASR)			
M31	Foster partnerships with neighborhood and city-wide organizations to support the installation of more high-quality streetscape improvements.	C	Consider assisting business owners with the formation of additional business or maintenance improvement districts in order to elevate streetscapes in commercial areas. Potential districts include: 1. Platte Street 2. LoHi 3. West 38th Avenue 4. Former Streetcar Nodes (e.g., 44th Avenue, 32nd Avenue)	Ongoing	Service/Program		Department of Finance (DOF)	Department of Transportation and Infrastructure (DOTI)			

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
M32	Study and identify streets within the neighborhood for regularly scheduled or permanent street closures.	A	Identify street closures along the proposed Near Northwest Loop (or other roadways) for a weekend Ciclovía.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
M32	Study and identify streets within the neighborhood for regularly scheduled or permanent street closures.	B	Promote local festivals, such as craft fairs and farmers' markets within shared streets, such as Platte Street.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)	City Council (CC)			
M32	Study and identify streets within the neighborhood for regularly scheduled or permanent street closures.	C	Promote the block party permit with neighborhood organizations to encourage the use of street space for people.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)	City Council (CC)			
C-M1	Upgrade sidewalks from deficient width rollover curb style to comply with the Complete Streets Design Guidelines.	A	Consider the low-cost walkways program as a way to provide interim pedestrian facilities on corridors to key community destinations.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M2	Partner with CDOT to implement the recommendations of the Federal Boulevard Corridor Plan, especially:	A	North of I-70, improve pedestrian safety and comfort by installing lighting and landscaped buffers between the sidewalk and the roadway. 1. Coordinate with adjacent businesses to study enhancements to pedestrian and parkway features and develop design plans.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M3	Study the implementation of safety improvements at the intersections along bicycle routes and to community destinations. (See Policies M20 and M21).	B	Incorporate additional bikeway signage throughout Chaffee Park.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M5.A	West 48th Avenue	1	Confer with CDOT to discuss the potential utilization of their undeveloped right of way that lies along the north side of the corridor between Eliot and Vallejo Streets for multi-modal improvements and other community improvements such as community gardens and affordable housing (See Policy C-L7).	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Community Planning and Development (CPD)	City Council (CC)		
C-M5.A	West 48th Avenue	2	Widen sidewalk to comply with Complete Streets Design Guidelines preferred width of 6 feet. » Consider installing a low-cost walkway to provide safe space for pedestrians as an interim step. » Consider the construction of the sidewalk to a width that it may function as a shared use path or constructing a grade separated bicycle facility.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M5.A	West 48th Avenue	3	Increase tree coverage and implement green infrastructure improvements to buffer Chaffee Park from the noise and air impacts of I-70.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M5.A	West 48th Avenue	4	For the benefit of bicyclists travelling east, use paint and signage to better indicate the preferred route to access the crosswalks across the I-70 on ramps at Pecos St that lead to the bicycle and pedestrian bridge. Add additional safety improvements as needed to increase cyclist safety at this location.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M5.A	West 48th Avenue	5	Study the feasibility of constructing a shared use path between Pecos St. and Federal Boulevard, in order to provide a low stress connection to the bridge over I-70. Include a consideration of a shared use path between Federal Boulevard and 48th Avenue S Drive as well. East of Pecos should consider a grade-separated facility or protected bike lane.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M5.B	Wyandot Street	1	Study the feasibility of installing a shared street between 48th Avenue and 51st & Zuni Park to act as an extension of, and entrance to, 51st and Zuni Park. » Consider the use of low-cost walkways as an interim measure. » Pilot a shared street between 48th Ave and 51st and Zuni Park utilizing art and green infrastructure to create a "park-like" atmosphere to the street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M5.B	Wyandot Street	2	Increase tree coverage and implement green infrastructure improvements.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M5.B	Wyandot Street	3	Study the feasibility of implementing traffic diversion while maintaining "last-block" access to households.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M5.C	Pecos Street	1	Improve pedestrian access to the bus stop north of Dixie Place.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M5.D	52nd Avenue	1	In partnership with Adams County, improve pedestrian safety, access, and crossings at key locations, such as near the Aria neighborhood and 51st and Zuni Park.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
C-M7	Clear Creek Trail	A	Coordinate with Adams County for bicycle and pedestrian improvements to access Clear Creek Trail and Clear Creek - Federal RTD light rail station.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
S-M1	Study the feasibility of a high comfort bicycle route between Jason Street/47th Avenue and 45th Avenue/Inca Street to provide a connection between the identified bridge over the railroad tracks at 47th Avenue and the shared use path along Inca Street, which begins at 45th Avenue.	A	Consider implementing bike lanes on 45th Street between Lipan and Inca Streets to provide a connection between the existing bike lane on Lipan Street and the future bicycle/pedestrian bridge to be installed at or near 45th Street over the railroad tracks. This segment would also provide a high comfort connection to the beginning of the shared use path on Inca Street.r.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
S-M2	Consider the creation of additional segments to the street grid should redevelopment occur.	A	A. Navajo Street between 46th and 47th Avenues B. 45th Avenue between Lipan and Pecos Streets C. Osage Street between 44th and 46th Avenues	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)	Community Planning and Development (CPD)			
S-M6.A	38th Avenue	1	Widen and detach the sidewalk through La Raza Park, along 38th Ave, to meet Complete Streets Design Guidelines' sidewalk standards and provide space for increased tree cover along 38th Ave.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
S-M6.B	47th Avenue	1	Study this corridor with the community to determine appropriate design following the design of the future 47th Avenue bridge. » Study how to provide a multimodal connection between the identified bridge over the railroad tracks at 47th Avenue and the existing Pecos Street multimodal bridge over I-70.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				

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S-M6.B	47th Avenue	2	47th Avenue is a priority corridor for installing missing sidewalks.	Ongoing	Guidance/Other		Department of Transportation and Infrastructure (DOTI)				
S-M6.B	47th Avenue	3	Study the intersection of 47th Avenue and Pecos Street to design a safe crossing of Pecos Street, and how to connect the identified bridge over the railroad tracks at 47th Ave and the existing bicycle facilities on 46th Avenue.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
S-M6.C	41st Avenue	1	Study the feasibility of implementing higher comfort bike facilities and install missing sidewalks or upgrade where feasible.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
S-M6.C	41st Avenue	2	Consider the implementation of a pedestrian hybrid beacon across Pecos Street at 41st Avenue.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
S-M6.C	41st Avenue	3	Increase tree coverage and implement green infrastructure improvements	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
S-M6.C	41st Avenue	4	Between Lipan and Inca Streets, study the feasibility of implementing a high-quality shared street to provide a high comfort pedestrian experience between the 41st and Fox Station and Ciancio Park. » Consider the use of low-cost walkways as an interim measure. » Pilot the shared street utilizing art and green infrastructure to create a "park-like" atmosphere to the street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
S-M6.C	41st Avenue	5	Improve the safety of bicyclists and pedestrians by upgrading the following intersections: Zuni, Pecos, and Tejon Streets.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M1	Improve the safety and comfort of the streets and intersections surrounding Viking Park in order to improve access and connectivity to the park.	A	In coordination with Safe Routes to School program, evaluate interventions and designs to improve the connectivity, safety, and park-like atmosphere of Speer Boulevard, between North High School and Viking Park. 1. Among other alternatives, consider installing a pedestrian refuge island and/or colored crosswalk on Speer Boulevard, between North High School and Viking Park, where the existing pedestrian signal is located to improve pedestrian safety and comfort for students.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)				
H-M1	Improve the safety and comfort of the streets and intersections surrounding Viking Park in order to improve access and connectivity to the park.	B	Partner with Denver Public Schools to bring sidewalks at North High up to city standard and plant additional trees.	Ongoing							
H-M1	Improve the safety and comfort of the streets and intersections surrounding Viking Park in order to improve access and connectivity to the park.	C	Study the feasibility of installing a shared use path between Speer Boulevard and W Dunkeld Place through the North High School campus. This path can be part of the Near Northwest loop, and would lie between the track and the baseball field or along the western edge of the school. Study can be included in the North High Travel Plan Study led by the City in partnership with Denver Public Schools.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M1	Improve the safety and comfort of the streets and intersections surrounding Viking Park in order to improve access and connectivity to the park.	D	Improve the intersection of Speer and Federal Boulevards for increased pedestrian safety through curb extensions, median refuge islands, and Leading Pedestrian Intervals that give pedestrians a head start (among other measures).	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M2	Study the implementation of safety improvements and intersection simplification at complicated, off-axis intersections that lie at the border of the Lower Highlands street grid.	A	29th Avenue and Boulder, 15th, and Umatilla Streets	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M2	Study the implementation of safety improvements and intersection simplification at complicated, off-axis intersections that lie at the border of the Lower Highlands street grid.	B	Tejon Street and 31st Avenue and Erie Street	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M2	Study the implementation of safety improvements and intersection simplification at complicated, off-axis intersections that lie at the border of the Lower Highlands street grid.	C	Tejon and 17th Streets	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M2	Study the implementation of safety improvements and intersection simplification at complicated, off-axis intersections that lie at the border of the Lower Highlands street grid.	D	Boulder Street and 32nd Avenue	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M3	Study the implementation of safety improvements at the intersections along bicycle routes and to community destinations.	A	15th Street at Central and Platte Streets	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M3	Study the implementation of safety improvements at the intersections along bicycle routes and to community destinations.	B	29th Avenue at Zuni, Bryant, and Eliot Streets	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M4	Study and advance the implementation of safety improvements at the intersections proximate to the 20th Street bridge over I-25 and Inca Street under I-25.	A	Study an improved intersection design to increase the safety of pedestrians and cyclists at the intersection of 20th, Central, and Osage Streets and better accommodate the transition from Central Street to Navajo Street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M4	Study and advance the implementation of safety improvements at the intersections proximate to the 20th Street bridge over I-25 and Inca Street under I-25.	B	At the intersections of 20th Street and the north and southbound I-25 ramps, partner with CDOT to pursue the implementation of the recommendations of the 20th Street Denver Vision Zero RSA report.: » Repainting pedestrian markings » An Rectangular Rapid-Flashing Beacon at the northbound on ramp » Yield to bike/pedestrian signage » Add protected left to southbound on ramp	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M4	Study and advance the implementation of safety improvements at the intersections proximate to the 20th Street bridge over I-25 and Inca Street under I-25.	C	Implement art, signage, and lighting to improve the comfort, visibility, and appeal of the I-25 underpass along the Inca Street trail.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				

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H-M5	Study additional bicycle and pedestrian connections between Highland and Downtown.	A	Include in the study an analysis of the Central Platte Valley Gondola proposed in Denver Moves: Downtown from Union Station to approximately Erie Street and 31st Avenue. 1. Should the proposed Gondola move forward with implementation, work with the community to conduct additional planning around the Gondola landing to identify additional improvements needed to support this new mobility investment.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.A	35th Avenue	1	Use the Neighborhood Bikeway evaluation study to evaluate the current conditions of W 35th Avenue to determine if additional vehicular volume mitigations are needed, such as traffic diversion.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.A	35th Avenue	2	Study the feasibility of implementing additional traffic control of intersecting streets: Tejon, Pecos, Navajo.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.A	35th Avenue	3	Study the feasibility of implementing bicycle improvements at the intersection with Kalamath Street and improving connections (visibility-wise and physical) to the trail on the east side of the street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.A	35th Avenue	4	Increase tree coverage and implement green infrastructure improvements	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.B	Navajo Street	1	Implement bus priority improvements from 32nd to 38th Avenues.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.B	Navajo Street	2	Study an improved intersection design at Osage, Central, and 20th Streets to better accommodate the transition from Central Street to Navajo Street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.C	Central Street	1	Study the feasibility of a higher comfort bicycle facility as part of the Near Northwest Connectivity Loop.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.C	Central Street	2	Implement trail segments parallel to the Speer clover – from Central Street and 15th Street to 27th Avenue/Vallejo Street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.C	Central Street	3	Near term: Explore the feasibility of enhancing the existing sidewalk to function as a shared use path for both bicyclists and pedestrians.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.C	Central Street	4	Long term: Consider transitioning the street design to a shared street with green infrastructure to act as a buffer from the highway.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.D	Boulder Street	1	Study the implementation of an additional buffered bike lane heading southwest from 16th Street to 29th Avenue.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.D	Boulder Street	2	Study the feasibility of building a shared bus/bike facility such as a bus island on Boulder Street between 15th and 16th to allow for the implementation of an additional bike facility heading south.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.E	15th Street	1	Implement the protected bike lanes from Central Street to Downtown, as proposed by Denver Moves: Bicycles and Denver Moves: Downtown.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.E	15th Street	2	Study the feasibility of upgrading the recommended facility between Central Street and 29th Avenue to a protected bike lane to provide a continuous level of comfort/protection on the corridor and between bicycle routes. » Bikeway design should consider bus operations on 15th Street.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.E	15th Street	3	Support transit speed and reliability such as lanes and signals for transit to be able to get ahead of vehicular traffic.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
H-M6.F	Platte Street	1	Study the feasibility of implementing a shared street between 19th and 15th Streets.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
J-M2.A	Eliot Street	1	Study the implementation of the proposed Near Northwest Connectivity Loop. Consider upgrading the neighborhood bikeway segments to a protected bike lane to maintain continuity of the facility.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
J-M2.A	Eliot Street	2	Increase tree canopy coverage and implement green infrastructure improvements.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
J-M2.B	25th Avenue	1	Increase tree canopy coverage and implement green infrastructure improvements.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
J-M2.B	25th Avenue	2	Improve mobility safety, including traffic calming and intersection improvements, to serve as a connection between the centers at Eliot Street and Diamond Hill.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
J-M2.C	24th Avenue	1	Increase tree canopy coverage and implement green infrastructure improvements.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
J-M2.D	23rd Avenue	1	Increase tree canopy coverage and implement green infrastructure improvements.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
J-M2.E	Bryant Street	1	Study the feasibility of a high comfort bicycle facility between 23rd Avenue and 29th Avenue to provide a connection between the shared use path through Valdez Elementary and the protected bike lane on 23rd Avenue.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
J-M2.F	Mile High Stadium Circle	1	Study the feasibility of implementing a shared use path between Federal Boulevard and Bryant Street.	Short Term - 0-5 years	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
J-M3	Strengthen east-west multi-modal connections, including bicycle and pedestrian on Diamond Hill and Riverside Church if redevelopment occurs.	A	Complete the street grid to the best extent possible given the constraints of existing topography to provide visual and physical connections. Consider extending: 1. 24th Avenue continuing east to Alcott Street 2. 25th Avenue continuing east to Zuni Street	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Community Planning and Development (CPD)			
Quality of Life Infrastructure											
Q1	Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.	A	Explore creative ideas, like working with local college history programs, that help celebrate culture and tell the history of the neighborhoods, such as self-guided tours supported by historic markers. 1. Identify funding for a pilot program that would create small kiosk signs to put at each location identified in the Nuestras Historias report in the NNW to celebrate the Latino/x history and other culturally significant sites that have ties to different cultures	Short Term - 0-5 years	Service/Program		Community Planning and Development (CPD)	Arts and Venues (AV)		Historic Denver	
Q1	Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.	B	Continue partnership opportunities and ongoing collaboration with "I Am Denver" – a program within the City and County of Denver – to engage and capture the histories and stories of the four NNW neighborhoods through video, audio, and photography. 1. Work with community partners to host showings, exhibits, or screenings such as a film "Que Viva La Raza" in public spaces or parks.	Ongoing	Service/Program		Arts and Venues (AV)	Community Planning and Development (CPD)		Historic Denver	
Q1	Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.	C	Work with community partners to connect and help fund local artist to create murals in commonly vandalized public areas, such as: Zuni Street I-70 underpass, 38th Avenue railroads underpass, and Inca Street bike path I-25 underpass. 1. Utilize the Urban Arts Fund to facilitate partnerships and creation of new art projects that focuses on community-building and social change. 2. Work with area schools to promote project-based learning about the histories and cultures of the Northside such as North High's Latinos in Action project "Our Sacred Community" completed in 2021.	Ongoing	Service/Program		Arts and Venues (AV)	City Council (CC)	Department of Transportation and Infrastructure (DOTI)	Denver Public Schools (DPS)	
Q1	Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.	D	Recognize culture and history through city improvements, public art and park design and provide identification for unnamed spaces to create a sense of place for the community members. 1. Name the parks located at 51st & Zuni and Pecos & 46th. 2. Incorporate culturally relevant art within large capital improvements through the Public Art Program.	Short Term - 0-5 years	Infrastructure		Denver Parks and Recreation (DPR)	Department of Transportation and Infrastructure (DOTI)			
Q1	Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.	E	Conduct additional historic context studies for various ethnic, racial, or cultural groups that have lived in the neighborhoods, including the indigenous populations. Leverage and build off existing research documented by local historians in the neighborhoods.	Short Term - 0-5 years	Guidance/Other		Community Planning and Development (CPD)			Historic Denver	
Q1	Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.	F	In areas identified and mapped as "culturally-relevant sites/districts," explore funding opportunities and development incentives or requirements to include public art that celebrates past history and culture within existing and new development.	Long Term - 6+ years	Service/Program		Community Planning and Development (CPD)	Arts and Venues (AV)		Historic Denver	
Q1	Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.	G	Work with businesses and private property owners, especially new ones, to identify, increase awareness of, and protect culturally important visual assets including signage and murals.	Ongoing	Guidance/Other		Arts and Venues (AV)	Community Planning and Development (CPD)			
Q1	Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.	H	Increase awareness of existing arts-specific funding opportunities, such as the "P.S. You Are Here" which can be used to honor community identity and heritage by beautifying and activating city-owned, outdoor public spaces.	Ongoing	Guidance/Other		Arts and Venues (AV)	City Council (CC)	Community Planning and Development (CPD)		
Q1	Celebrate the history of the neighborhoods in unique ways that bring together the community while educating people about the past.	I	Preserve cultural and ethnic diversity through housing and economic policies that support the construction of affordable housing, and preservation of long-standing businesses and culturally significant sites in the area (See Policies H1-H3, H8-H11, and L4).	Ongoing	Guidance/Other		Community Planning and Development (CPD)	Denver Economic Development and Opportunity (DEDO)	Department of Housing Stability (HOST)		
Q2	Support community building initiatives by creating more opportunities to connect with neighborhoods.	A	Promote existing and create new civic engagement programs and events. 1. Work with RNOs (and other community-oriented organizations) to create more opportunities for new residents to build connections with long-standing residents (e.g., "meet and greets") 2. Encourage collaboration on events and volunteer opportunities between service providers and neighborhood organizations.	Ongoing	Guidance/Other		City Council (CC)	Denver Parks and Recreation (DPR)	Human Rights and Community Partnerships (HRCP)		
Q2	Support community building initiatives by creating more opportunities to connect with neighborhoods.	B	Focus civic engagement opportunities around community activism that directly supports marginalized populations (e.g., connections and support services for senior citizens, food access, mentorship).	Ongoing	Guidance/Other		City Council (CC)	Human Rights and Community Partnerships (HRCP)			
Q2	Support community building initiatives by creating more opportunities to connect with neighborhoods.	C	Encourage the Council District, Registered Neighborhood Organizations (RNO's), places-of-worship, schools, and other local organizations to work together to host community events that celebrate the history and cultures of the area.	Ongoing	Guidance/Other		Arts and Venues (AV)	City Council (CC)	Department of Transportation and Infrastructure (DOTI)	Denver Public Schools (DPS)	
Q3	Create and sustain more temporary and permanent community gathering places.	A	Organize neighborhood improvement projects for temporary or permanent activation. 1. Create activity on sidewalks and public places through expanded seating options, creative lighting, public art installations, and other interactive streetscaping elements. Consider adding elements of relevant history or culture. 2. Spur more "pop-up" events by utilizing the City of Denver's Community Streets Program.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Arts and Venues (AV)	City Council (CC)		
Q3	Create and sustain more temporary and permanent community gathering places.	B	Utilize existing public facilities, such as schools and recreation centers, to serve as community hubs for children and family. 1. Work with Denver Public Schools and nonprofit organizations to establish youth and children community centers that provide programs and informal gathering spaces for various age groups, while connecting families to supportive services ranging from food access, workforce development, vocational and entrepreneurial training, education, mental health, and recreational activities.	Ongoing	Service/Program		Denver Human Services (DHS)	Denver Department of Public Health and Environment (DDPHE)		Denver Public Schools (DPS)	

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
Q3	Create and sustain more temporary and permanent community gathering places.	C	Consistent with the Denver Public Library Annual Action Plan and Facilities Master Plan, explore opportunities to add new locations to provide better service and access to Chaffee Park and Sunnyside residents. In the interim, explore shared-use agreements with local schools and innovate service models such as "bookmobiles."	Long Term - 6+ years	Infrastructure	Yes	Denver Parks and Recreation (DPR)	Community Planning and Development (CPD)		Denver Public Library (DPL)	
Q4	Encourage safe and inclusive environments in public and privately owned spaces.	A	Encourage better caretaking of neglected property and vacant land (both private and public) to help mitigate real and perceived safety and nuisance issues. 1. Increase caretaking of city-owned property, public right of way, and other small, neglected sites. Work with the community to envision creative uses for vacant land/carriage lots, such as community gardens. 2. Proactively establish contact and share resources with property owners and tenants regarding resources for rehabilitation and other wrap-around services to address health and safety issues on properties. 3. Educate developers about safety issues such as dumping, squatting and theft on unsecured construction sites. Require/enforce public posting of project contact at project sites. 4. Encourage better communication and coordination in new development regarding street closures and other public impacts. Minimize route disruptions for pedestrians, cyclists, transit.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)	Community Planning and Development (CPD)	Denver Department of Public Health and Environment (DDPHE)		
Q4	Encourage safe and inclusive environments in public and privately owned spaces.	B	Work with community members and businesses to identify existing "dead space" and areas that could benefit from redesign to reduce unsafe activities and increase perception of safety.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q4	Encourage safe and inclusive environments in public and privately owned spaces.	C	Analyze public lighting data to identify gaps and inadequate lighting. Priority areas for lighting improvements may include around public gathering spaces, parks, trails, transit facilities, senior housing, mixed-use areas, and streets prioritized for pedestrians and bicycles.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
Q5	Expand the parks system through the creation of new park space.	A	Consistent with adopted citywide policies in Game Plan for a Healthy City and Strategic Acquisitions Plan, identify opportunities to integrate publicly accessible parks, plazas and open space. Key areas include: 1. Work with industrial property owners in Chaffee Park to explore improving their existing, privately-owned open spaces. This could include adding trees, planting areas, and recreation amenities, such as picnic areas, for employees. 2. Explore the addition of publicly-accessible open space in northeast Sunnyside, including: I. Future redevelopment of Quigg Newton homes. II. Stormwater detention facility/park space with integrated green infrastructure generally in the area around W. 46th Avenue and Jason Street. III. Potential to repurpose rail spurs in the industrial areas as linear parks in the future. 3. Incorporate publicly-accessible park space within the Diamond Hill redevelopment in Jefferson Park (See Policy J-Q1).	Ongoing	Infrastructure		Denver Parks and Recreation (DPR)	Community Planning and Development (CPD)			
Q5	Expand the parks system through the creation of new park space.	B	Explore partnership opportunities for funding of new parks, complementing city funds with partners such as developers, non-profits and state and federal funds. Identify underutilized properties for potential opportunities to create new parks and open space.	Ongoing	Infrastructure		Denver Parks and Recreation (DPR)	Community Planning and Development (CPD)			
Q5	Expand the parks system through the creation of new park space.	C	Integrate new parks into localized trail systems such as integrating linear park facilities along Central Street at the elevated CDOT I-25 right-of-way.	Ongoing	Infrastructure		Denver Parks and Recreation (DPR)	Department of Transportation and Infrastructure (DOTI)			
Q5	Expand the parks system through the creation of new park space.	D	Enhance existing parkways and explore extending 46th Avenue Parkway. 1. Fill in the gaps along the existing historic Federal Boulevard Parkway by exploring partnerships with existing landowners such as Regis University, Highlands Masonic Temple, and other property owners to add trees and create accessible, usable and permeable open space. 2. Consider improvements to 46th Avenue to create a contemporary parkway that serves as an extension of the existing 46th Avenue Historic Parkway (west of Federal Boulevard). Improvements should explore removing on street parking to create a low-water tree planting and landscape area between the new curb and the sidewalk, and a protected bike lane. Where sufficient detached planting areas exist, replant appropriate trees at regular intervals, and preserve existing trees. 3. Consider improvements to Speer Boulevard to enhance its parkway design and mobility options (See Policy M4: Speer Boulevard).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q5	Expand the parks system through the creation of new park space.	E	Partner with Denver Public Schools to formalize use of school facilities as parks for the surrounding neighborhoods and raise awareness of opportunities for shared use.	Ongoing	Infrastructure		Denver Parks and Recreation (DPR)			Denver Public Schools (DPS)	
Q6	Improve local and regional park access.	A	Create a network of Tree Priority Streets with adequate soil volume to support healthy trees that connect the existing and future elements of the park system with increased mobility options and park-like conditions (See Policies M1-M15, and Q5).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)	Climate Action, Sustainability, and Resiliency (CASR)		
Q6	Improve local and regional park access.	B	Create the Near Northwest Connectivity Loop through existing and planned mobility improvements, parkway extensions, and partnerships. The Connectivity Loop will include a mix of on-street bike facilities and share-use paths that are supported by additional tree canopy and water quality improvements to provide for more comfort and shade. This loop also includes improvements to key intersections and underpasses to provide convenient and safe crossings across major barriers as well as its own branded signage and wayfinding.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q6	Improve local and regional park access.	C	Incorporate directional signage and wayfinding to parks along the identified tree priority and water quality green streets, trails (See Policy M23), and along the Near Northwest Connectivity Loop.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q6	Improve local and regional park access.	D	Add perimeter multi-use paths to existing parks. Where current perimeter sidewalks exist, consider adding a soft-surface adjacent to the sidewalk to promote multi-use.	Short Term - 0-5 years	Infrastructure		Denver Parks and Recreation (DPR)	Department of Transportation and Infrastructure (DOTI)			

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Q7	Enhance and expand existing parks and recreation facilities.	A	Prioritize visioning efforts for the following parks to identify improvements that can better meet the needs of community members: 51st and Zuni Park, 46th and Pecos Park, Ciancio Park, Viking Park, Hirshorn Park, and Jefferson Park. Specific ideas and feedback from community members included: 1. 46th & Pecos and Ciancio Park: Making the parks more accessible by removing the perimeter fence and exploring partnerships with DPS to provide programming. 2. Jefferson Park: Exploring the possibility for a permanent stage for concerts and events.	Short Term - 0-5 years	Infrastructure		Denver Parks and Recreation (DPR)				
Q7	Enhance and expand existing parks and recreation facilities.	B	Provide additional park amenities desired by the neighborhoods in Near Northwest. 1. Priorities include adding to the urban tree canopy, year-round walking paths, picnic areas with bbq grills, shade structures, and improved playgrounds that are accessible for children with various abilities. 2. Implement the recommendations of the Outdoor Adventure Master Plan to provide more opportunities for action and adventure amenities, such as archery, bike challenge courses, and rock climbing. 3. During future park visioning processes, explore integrating new aquatic amenities like splashpads and water-based play features in parks. 4. Using the guidance in DPR's Dog Park Master Plan, explore adding a dog park in Near Northwest by gauging community support for a pilot project. This would require a community interest group to work with the city to identify a potential location and establish continuing support for management and upkeep.	Ongoing	Infrastructure		Denver Parks and Recreation (DPR)				
Q7	Enhance and expand existing parks and recreation facilities.	C	Explore ways to increase safety and maintenance in parks by working with park rangers and key partners like Xcel to create holistic solutions. These solutions should consider community desires for additional lighting in parks along walking paths, while addressing challenges related to vandalism and maintenance.	Short Term - 0-5 years	Infrastructure		Denver Parks and Recreation (DPR)				
Q7	Enhance and expand existing parks and recreation facilities.	D	Improve the Aztlan Recreation Center to better serve Near Northwest Neighborhoods. Explore opportunities to create a Recreation Campus that includes a new or renovated recreation center. 1. Explore improving and expanding amenities and programming at the Aztlan Recreation Center. Potential improvements could include pool renovations and expanded programming. 2. Integrate site-scale green infrastructure improvements on the Aztlan Recreation Campus to manage water quality and quantity. 3. Coordinate development of the Aztlan Recreation Campus with future DHA redevelopment of Quigg Newton to ensure that park amenities are integrated and not duplicated.	Long Term - 6+ years	Infrastructure	Yes	Denver Parks and Recreation (DPR)			Denver Housing Authority (DHA)	
Q7	Enhance and expand existing parks and recreation facilities.	E	Consider a new recreation center at 51st and Zuni Park to better serve surrounding residents and opportunity to integrate other services, such as a library, to provide a place for the community to gather indoors. See Policy Q3.	Long Term - 6+ years	Infrastructure	Yes	Denver Parks and Recreation (DPR)			Denver Public Library (DPL)	
Q7	Enhance and expand existing parks and recreation facilities.	F	Evaluate and consider expanding offerings of services, events, classes, and leagues at Near Northwest parks and recreation centers in response to community demand. 1. Include more options for bilingual programming for all ages, sports leagues, and community events. 2. Expand hours to increase accessibility and opportunities for working families.	Ongoing	Service/Program		Denver Parks and Recreation (DPR)				
Q8	Create a network of tree priority and water quality green streets to connect parks and open spaces, manage stormwater, beautify neighborhoods, and reduce urban heat island effects.	A	Create a network of streets in two categories: Tree Priority Streets and Water Quality Green Streets. Some streets may be priorities in both categories (see Green Infrastructure Framework Map on p. 154).	Ongoing	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q8	Create a network of tree priority and water quality green streets to connect parks and open spaces, manage stormwater, beautify neighborhoods, and reduce urban heat island effects.	B	Priority water quality green streets include: 1. 46th Avenue - As part of improving 46th Avenue as a contemporary parkway (See Policy Q5-D), explore removing on street parking to create a water quality area with tree planting and landscape between the new curb and the sidewalk. 2. 38th Avenue – Incorporate green infrastructure strategies into the upcoming 38th Avenue Corridor Study and implement the Truncated Project “L” pipe improvement, identified by the Globeville Stormwater Systems Study, along Jason Street to drain stormwater and address flooding. 3. 35th Avenue and Tejon Street – Consider water quality treatments at intersections due to limited right-of-way that tie into bike facilities. 4. Clay and Inca Streets - Prioritize improvements to kick-start the NNW Connectivity Loop by installing improved bike facilities, water quality treatments, and increased tree canopy. 5. NNW Connectivity Loop Trail that abuts I-25 – Consider water quality treatments around stormwater intercept drains along the following segments: Kalamath Street, Central Street, W. 28th Avenue (Stoneman's Row), and Zuni Street to Diamond Hill Trail.	Short Term - 0-5 years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q8	Create a network of tree priority and water quality green streets to connect parks and open spaces, manage stormwater, beautify neighborhoods, and reduce urban heat island effects.	C	Other opportunity Water Quality Green Streets include: 50th, 44th, 41st, 25th, and 23rd Avenues; and Eliot, Zuni, Pecos, Navajo, and Lipan Streets.	Long Term - 6+ years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q8	Create a network of tree priority and water quality green streets to connect parks and open spaces, manage stormwater, beautify neighborhoods, and reduce urban heat island effects.	D	Tree Priority Streets include Federal and Speer Boulevards, 50th, 46th, 44th, 41st, 38th, 32nd, 29th, and 26th Avenues; streets along the NNW Loop; and Tejon, Pecos, Jason, 16th, Water, and Platte Streets. Prioritize improvements around neighborhood commercial areas where future maintenance may be taken on by the business community.	Ongoing	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q9	Expand green infrastructure improvements on city-owned property, rights-of-way and support reducing impervious surfaces on privately owned property.	A	Incorporate a stormwater quality and detention facility at the 51st Avenue and Zuni Street Park.	Long Term - 6+ years	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			

Policy #	Policy Text	Strategy #	Strategy Text	Estimated Implementation Timeframe	Implementation Category	Priority Recommendation	City Department Lead 1	City Department Lead 2	City Department Lead 3	Partner 1	Partner 2
Q9	Expand green infrastructure improvements on city-owned property, rights-of-way and support reducing impervious surfaces on privately owned property.	B	Explore site-scale green infrastructure opportunities along the perimeter of parks and adjacent rights-of-way, including permeable pavers, streetside stormwater planters, and rain gardens.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q9	Expand green infrastructure improvements on city-owned property, rights-of-way and support reducing impervious surfaces on privately owned property.	C	Explore opportunities to create a detention facility/park generally in the area around W. 46th Avenue and Jason Street. This will result in improved storm management in the Globeville Stormwater System Mid Basin, while providing a community-oriented park space with recreational opportunities and water quality improvements. 1. Examine the potential for utilizing abandoned railroad spurs in the area to create new greenways and linear open spaces that include green infrastructure improvements.	Long Term - 6+ years	Infrastructure	Yes	Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q9	Expand green infrastructure improvements on city-owned property, rights-of-way and support reducing impervious surfaces on privately owned property.	D	Encourage the reduction of impervious surfaces on publicly owned property and rights-of-way, where feasible.	Ongoing	Regulatory		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q9	Expand green infrastructure improvements on city-owned property, rights-of-way and support reducing impervious surfaces on privately owned property.	E	Reduce or mitigate impervious surfaces and improve water quality on private property: 1. Connect existing property owners with resources to create rain gardens and low water landscapes that include trees. Resources may include residential rebates and community education and information about environmentally friendly practices. 2. Create incentives to encourage retrofitting paved surfaces on private property to permeable paving, including surface parking. 3. Increase the requirements for pervious acreage, water conservation in landscaping and inclusion of natural vegetation for redevelopment and new development, including smaller multi-family residential projects.	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)	Denver Parks and Recreation (DPR)	Department of Transportation and Infrastructure (DOTI)		
Q10	Protect, maintain, and expand the urban forest on public and private property.	A	Prioritize planting trees in NNW areas with a low tree canopy cover that are not meeting the citywide goals such as the industrial areas of Chaffee Park and Sunnyside, major corridors such as Federal Boulevard and around commercial nodes and identified tree priority streets.	Ongoing	Service/Program		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q10	Protect, maintain, and expand the urban forest on public and private property.	B	In conjunction with the Forestry Strategic Plan and consistent with Blueprint Denver Policy Q2 strategy D, explore regulatory tools like amending the Denver Zoning Code to create requirements to plant trees and protect existing trees on private property for new development to increase and protect the tree canopy in the NNW area.	Short Term - 0-5 years	Regulatory		Denver Parks and Recreation (DPR)	Department of Transportation and Infrastructure (DOTI)			
Q10	Protect, maintain, and expand the urban forest on public and private property.	C	Engage CDOT in discussions to plant trees in their rights-of-way (i.e. I-70 and I-25) acknowledging challenges like Federal transportation standards and may make planting, watering and maintaining trees difficult.	Short Term - 0-5 years	Regulatory		Department of Transportation and Infrastructure (DOTI)	Denver Parks and Recreation (DPR)			
Q10	Protect, maintain, and expand the urban forest on public and private property.	D	Help property owners plant and maintain trees on privately owned property through existing and new partnerships like the Park People's Denver Digs Trees program.	Ongoing	Service/Program		Climate Action, Sustainability, and Resiliency (CASR)			Colorado Department of Transportation (CDOT)	
Q10	Protect, maintain, and expand the urban forest on public and private property.	E	Support programs to increase resilient tree canopy on private property in heat vulnerable neighborhoods like Jefferson Park and Sunnyside which provide volunteer coordination, tree planting and support for ongoing tree care.	Ongoing	Service/Program		Climate Action, Sustainability, and Resiliency (CASR)				
Q11	Implement a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River's environmental, ecological, and recreational need.	A	Continue to advance the Waterway Resiliency Program to restore and reconnect important river habitats and ecological health, and provide flood protection for homes and structures near the South Platte River.	Ongoing	Service/Program		Denver Parks and Recreation (DPR)	Department of Transportation and Infrastructure (DOTI)		Mile High Flood District (MHFD)	Urban Drainage and Flood Control District (UDFCD)
Q11	Implement a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River's environmental, ecological, and recreational need.	B	Prioritize opportunities to continue partnering with organizations regionally, such as the River Sisters Circle and Partnership, to further preserve and sustain waterway connections. 1. Secure sustainable funding for community anchors to deliver community-led, shared projects, programs, exchanges that advance resiliency and regeneration through the celebration and empowerment of the historically denied contributions of Indigenous and Mexican/Chicano knowledge and culture. 2. Identify technical support and funding to develop a proof of concept based on indigenous-based community engagement and open space design, planning, and construction. 3. Continue inter-generational organizing around community health and environmental stewardship through dynamic conversations and place-making programs. 4. Develop and celebrate relationships between Sun Valley Park, City of Cuernavaca Park, and others along South Platte River.	Ongoing	Service/Program		Denver Parks and Recreation (DPR)				
Q11	Implement a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River's environmental, ecological, and recreational need.	C	Minimize impervious surfaces and promote vegetated open spaces and/or pervious surfaces to mitigate the impacts of urban heat, to filter and treat stormwater run-off before it reaches the South Platte River (see Policy Q9.D-E).	Short Term - 0-5 years	Regulatory		Community Planning and Development (CPD)	Denver Parks and Recreation (DPR)			
Q11	Implement a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River's environmental, ecological, and recreational need.	D	Improve access and mobility by improving trail access points through clear signage and improved connector paths, and widening of trails (See Policy M23).	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
Q11	Implement a cohesive approach to development and infrastructure improvements that prioritizes the protection and enhancement of the South Platte River's environmental, ecological, and recreational need.	E	Encourage development to be of high-quality design that promotes activation, and respects the river and its public amenities as a natural resource (See Policy L2-D).	Ongoing	Regulatory		Community Planning and Development (CPD)				
Q12	Recruit an affordable, healthy, full-service grocery retailer.	A	Use different tools, programs, and partnerships to attract a grocery store in the NNW neighborhoods. 1. Consider seeking out an established affordable retail chain with demonstrated success in other cities/markets to recruit to the study area. 2. Aggregate a variety of loan and grant funding to help subsidize an affordable retailer, leveraging statewide programs that offer loan and grant funds. 3. Pursue solutions to provide fast-track permitting for grocery stores located in underserved areas.	Short Term - 0-5 years	Service/Program	Yes	Denver Department of Public Health and Environment (DDPHE)	Denver Economic Development and Opportunity (DEDO)			

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Q12	Recruit an affordable, healthy, full-service grocery retailer.	B	Partner with community organizations on additional programming and initiatives to facilitate better access within the community.	Short Term - 0-5 years	Service/Program	Yes	Denver Department of Public Health and Environment (DDPHE)				
Q13	Retain and recruit more neighborhood-scale (e.g., healthy corner stores), affordable food retail and restaurant outlets.	A	Recruit small-scale healthy food and grocery retailers to neighborhoods, such as Chaffee Park and Sunnyside, with the most significant healthy food retail gaps. 1. Work with property owners and developers to increase food access outlets in new mixed-use developments. 2. Partner with local business organizations to gauge interest among existing business owners or residents with relevant experience/interest to operate new retail food stores.	Short Term - 0-5 years	Service/Program	Yes	Denver Department of Public Health and Environment (DDPHE)	Denver Economic Development and Opportunity (DEDO)			
Q13	Retain and recruit more neighborhood-scale (e.g., healthy corner stores), affordable food retail and restaurant outlets.	B	Retain small food retail businesses. 1. Support the preservation of culturally-relevant businesses through business support and real estate ownership assistance. 2. Work in alignment with existing regional and statewide efforts, such as the Colorado Blueprint to End Hunger, to provide more hands-on technical assistance for small food retailers (to expand healthy food offerings, accept Supplemental Nutrition Assistance Program benefits, etc.).	Short Term - 0-5 years	Service/Program	Yes	Denver Department of Public Health and Environment (DDPHE)	Denver Economic Development and Opportunity (DEDO)			
Q13	Retain and recruit more neighborhood-scale (e.g., healthy corner stores), affordable food retail and restaurant outlets.	C	Promote healthier food offerings at existing convenience stores and restaurants. 1. Provide business assistance, including increased translation services, streamlined permitting, and connections to resources and grant funding. 2. Expand business support services for bodegas and corner stores to meet community food access needs.	Short Term - 0-5 years	Service/Program	Yes	Denver Department of Public Health and Environment (DDPHE)	Denver Economic Development and Opportunity (DEDO)			
Q13	Retain and recruit more neighborhood-scale (e.g., healthy corner stores), affordable food retail and restaurant outlets.	D	Recruit healthy, fast-casual restaurants. 1. Work with property owners to increase food access outlets in new developments. 2. Prioritize funding or programs for projects that offer additional community benefits, such as community ownership structures or local hiring opportunities.	Short Term - 0-5 years	Service/Program	Yes	Denver Department of Public Health and Environment (DDPHE)				
Q14	Reduce physical barriers to accessing healthy food.	A	Improve the physical connections to grocery stores and other healthy food access points. 1. Prioritize sidewalk improvements within 1/4 mile grocery stores, in coordination with NNW mobility recommendations.	Ongoing	Infrastructure		Department of Transportation and Infrastructure (DOTI)				
Q15	Support innovative, community-based food access models to reduce food insecurity.	A	Promote innovative efforts to bring healthy food to households. 1. Partner with existing affordable food delivery organizations and identify existing businesses and nonprofit models such as produce box delivery or pickup. 2. Support Bienvenidos Food Bank's pop-up market initiatives, including operations of Bienvenidos Food Bank's storefront pantry (38th & Pecos), mobile pantry locations and grocery delivery programs. 3. Leverage funds such as CHFAs Healthy Housing Loan Program and/or Denver Housing Authority's Healthy Living Initiative to incorporate pop-up food pantries and cooking classes into affordable housing developments. 4. Partner with Denver Public Schools and their community hubs to provide fresh food.	Short Term - 0-5 years	Service/Program	Yes	Denver Department of Public Health and Environment (DDPHE)				
Q15	Support innovative, community-based food access models to reduce food insecurity.	B	Expand the capacity and public awareness of area food banks and food rescue networks. 1. Work with schools, healthcare providers, churches, and other community organizations, including DDPHE Community Health Navigators, to promote existing emergency food access sites and to make them more publicly known and universally accessible. 2. Strengthen the capacity of local food pantries through additional funding, efficiencies such as shared infrastructure, and drop-off locations for donations. 3. Employ innovative solutions to preserve/retain Bienvenidos Food Bank and other charitable food system providers serving the neighborhood. 4. Expand the public's awareness of resources and programs like SNAP to increase enrollment. Identify any appropriate sites in the Near Northwest for a new community-based enrollment center. Ensure NNW knows about and is utilizing the Healthy Food for Denver Kids program through community grantees.	Short Term - 0-5 years	Service/Program	Yes	Denver Department of Public Health and Environment (DDPHE)				
Q15	Support innovative, community-based food access models to reduce food insecurity.	C	Expand opportunities for more residents to grow their own food and to access food grown in public places. 1. Work with schools, parks & recreation centers, churches, hospitals, and other institutions to utilize land for community gardens. 1. Develop future intergovernmental agreements (IGAs) with schools, institutions and hospitals to create shared open spaces within the community. 2. Identify and address regulatory barriers to community agriculture (in all neighborhoods and zones). 3. Promote more widespread installation of edible landscaping on public and private properties. 1. Coordinate with Denver Urban Gardens to plant more fruit-bearing trees.	Ongoing	Service/Program	Yes	Denver Department of Public Health and Environment (DDPHE)	Denver Parks and Recreation (DPR)			
Q16	Encourage food production and food-related business incubation.	A	Build a food "hub" in the industrial area of Chaffee Park by attracting other food production and aggregation businesses. 1. In coordination with NNW economic development recommendations, identify opportunities to recruit food-related businesses and incubators.	Long Term - 6+ years	Service/Program		Denver Department of Public Health and Environment (DDPHE)	Denver Economic Development and Opportunity (DEDO)			
Q16	Encourage food production and food-related business incubation.	B	Align jobs and job training priorities with fresh food businesses and other economic opportunities	Long Term - 6+ years	Service/Program		Denver Department of Public Health and Environment (DDPHE)	Denver Economic Development and Opportunity (DEDO)			
Q16	Encourage food production and food-related business incubation.	C	Develop programs that fund local food entrepreneurs seeking to open innovative businesses that offer healthy food options.	Long Term - 6+ years	Service/Program		Denver Department of Public Health and Environment (DDPHE)	Denver Economic Development and Opportunity (DEDO)			
Q16	Encourage food production and food-related business incubation.	D	Consider developing a shared commissary kitchen facility, or a shared commercial kitchen, that provides affordable space to incubate new food businesses. 1. Identify a location, funding, and an operator for a commissary kitchen.	Long Term - 6+ years	Service/Program		Denver Department of Public Health and Environment (DDPHE)	Denver Economic Development and Opportunity (DEDO)			
Q16	Encourage food production and food-related business incubation.	E	Work with neighborhood groups to facilitate the development of a seasonal or year-round farmers market	Ongoing	Service/Program		Denver Department of Public Health and Environment (DDPHE)				