



JPUN.ORG SEPTEMBER 2024

JEFFERSON PARK NEWS

A PUBLICATION OF JEFFERSON PARK UNITED NEIGHBORS A NON-PROFIT ORGANIZATION SERVING OUR NEIGHBORHOOD

JPUN GENERAL MEMBERSHIP MEETING Riverside Church Chapel 2401 Alcott St. - Northeast side of property All are welcome November Meeting TBD

LAND-USE COMMITTEE MEETING November Meeting TBD All are welcome

COUNCILWOMAN SANDOVAL VIRTUAL COMMUNITY OFFICE HOURS No Meeting in September 11:00am-1:00pm Reserve a spot at: bit.ly/CD1OFFICEHOURS


Reserve a spot at: bit.ly/CD1OFFICEHOURS CD1 Office 1810 Platte St.

MAKE A TAX DEDUCTIBLE GIFT TO SUPPORT JPUN As a non-profit 501(c)3 organization, your JPUN contribution is tax deductible. Send your contribution to: 2001 Eloit St. Denver, CO 80211

DID SOMEONE SEND YOU THIS E-NEWSLETTER? To subscribe please email newsletter@jpun.org and type "E-NEWS PLEASE" in the subject line.

WE'D LOVE TO HEAR FROM YOU Email any stories, comments or ideas to our Editor at: newsletter@jpun.org

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 Follow us on [twitter.com/@JeffParkNews](https://twitter.com/JeffParkNews)

BRONCOS STADIUM AT MILE HIGH

7th Annual JPUN Bronco Tailgate Party

Join friends and neighbors for our 7th Annual Tailgate Party as we help the Broncos beat Division rival the Pittsburgh Steelers. Enjoy one of the best reasons to live in our neighborhood!

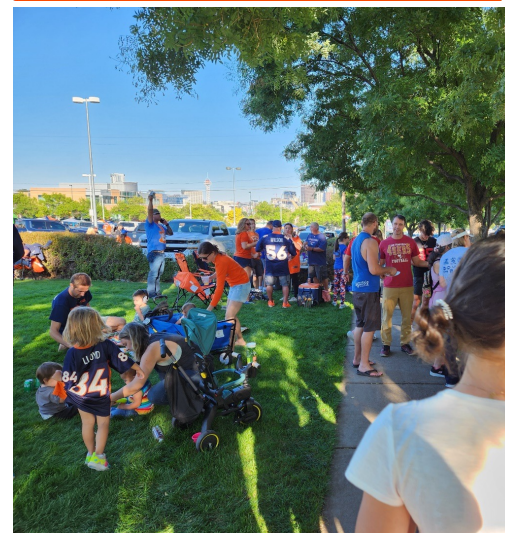

We'll have delicious Araujo's breakfast burritos, Sexy Pizza, Briar Common Brewery + Eatery and great food from other local restaurants. Please consider bringing your favorite entrée, side or dessert to share.

Tailgating wouldn't be complete without a little competition of corn hole and other lawn games.


Representatives from Ball Arena Development will be on hand to showcase plans and their vision for a new downtown, including a Sports Mile Promenade. Information on this project can be found on Page 4.

Additionally, representatives from CDOT will attend to discuss their proposed plans, to renovate the 23rd Avenue Bridge. See Page 8.

This is your opportunity to weigh in on how you want this vital connection piece to and from our neighborhood to look for the next several generations.

**SUNDAY, SEPT. 15TH
11 AM START TIME!**
Look for the JPUN banner near the cul-de-sac at 20th & Eliot | Free Event



"A Sticker" Parking Restrictions for All Bronco
Ticket and Towing for non-registered cars
<https://www.empowerfieldatmilehigh.com/events>







WE'D LOVE TO HEAR FROM YOU

Email any stories, comments or ideas to our Editor at:
newsletter@jpun.org

All copy/photos/advertisements submitted to our Jefferson Park United Neighbors Newsletter will be edited and reviewed by our volunteer staff for style, grammar and content. JPUN reserves the right to refuse publication of any submitted material that does not meet our standards for a positive, educational community newsletter.

BECOME INVOLVED

Joining the JPUN community is an excellent way to support the residents and businesses in your neighborhood. There is no cost for membership and all property owners, renters, businesses and business-owners within the boundaries of the Jefferson Park neighborhood are welcome to join.

Benefits of joining our community:

- meet your neighbors and better connect with your local businesses
- participate in neighborhood events
- opportunities to plan the future of the area including zoning changes and redevelopment
- engage with others to ensure safety and security within the neighborhood
- easily connect with city government and public safety officials

For more information, please, contact us or sign-up to **become a member.**

COMMUNITY RESOURCES

- Police, Fire or Medical—EMERGENCY.....Dial 9-1-1
- Gas Leak or Electrical Emergency—Xcel.....800-895-4999
select #1
- City of Denver 3-1-1 Help Center.....3-1-1 or
720-913-1311
- Police—City Non-Emergency Information.....720-913-2000
- Police—District 1 Station Information only.....720-913-0400
- Denver Public Library.....720-865-1111
- Regional Transportation District.....303-299-6000

CUT THIS OUT AND POST IT SOMEWHERE FOR QUICK REFERENCE!

*Editor
Wanted*

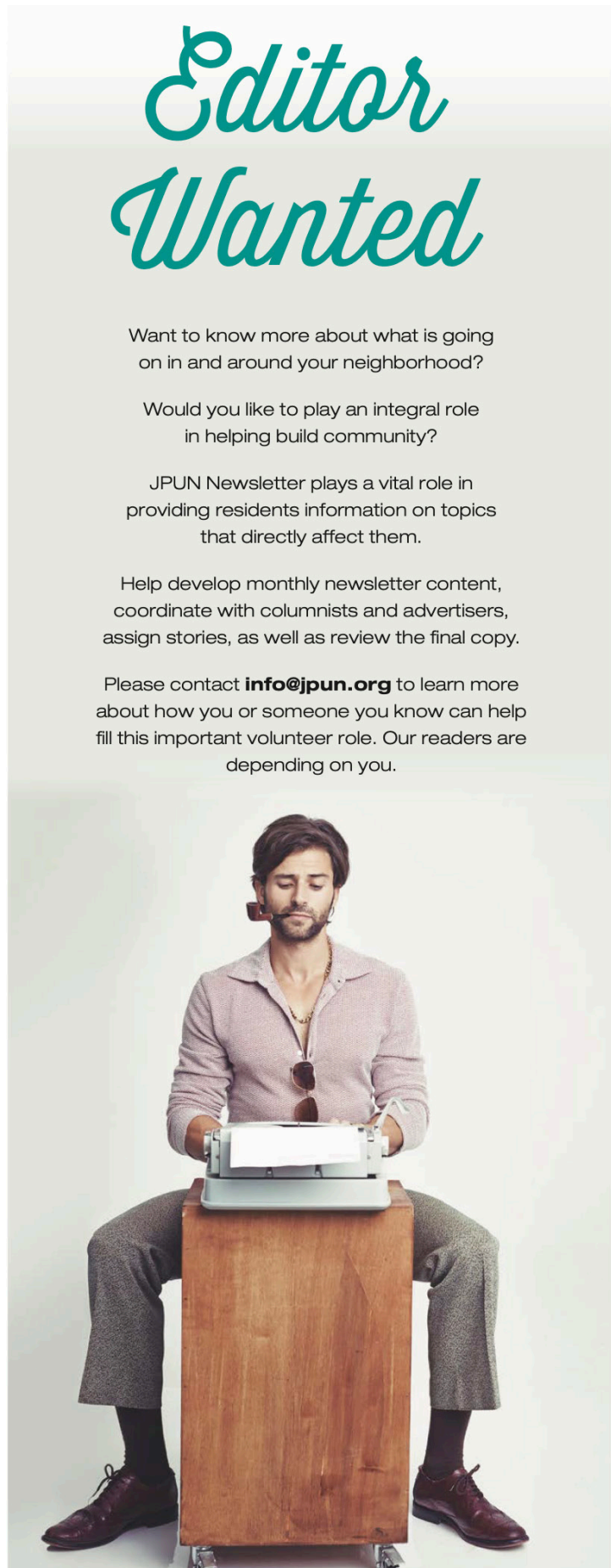
Want to know more about what is going on in and around your neighborhood?

Would you like to play an integral role in helping build community?

JPUN Newsletter plays a vital role in providing residents information on topics that directly affect them.

Help develop monthly newsletter content, coordinate with columnists and advertisers, assign stories, as well as review the final copy.

Please contact **info@jpun.org** to learn more about how you or someone you know can help fill this important volunteer role. Our readers are depending on you.





It's Still Farmers Market Time

Sundays, May 19 – October 13
9:00am-1:00pm

32nd Avenue between
Julian and Mead Street

Live Music

- Sept 8: Eric Martinez
- Sept 15: Garret Alexander
- Sept 22: Lee & Company
- Sept 29: StrumTherapy



**RIVERSIDE
CHURCH**

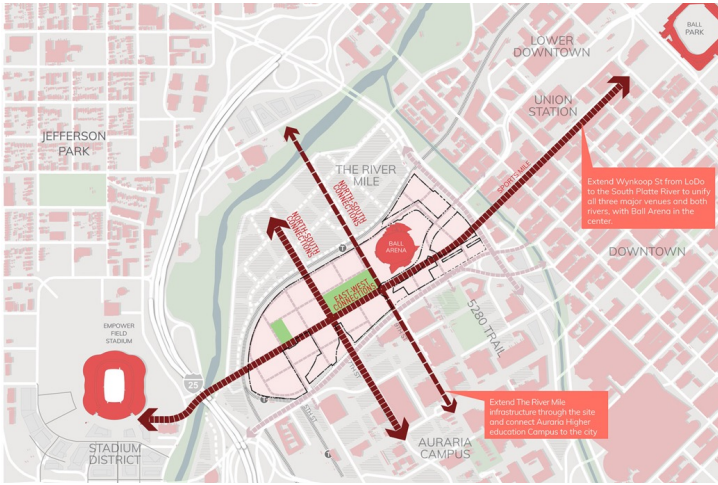
Riverside Church JPUN Fall Festival

October 26th | 4-6pm

Riverside Church Parking Lot
2401 Alcott Street

Join us for our first Fall Festival celebration right here in our own neighborhood! We're thrilled to offer hayrides, pumpkin carving, Trunk or Treat, carnival games, crafts, delicious food, and more. It's a wonderful way to celebrate the season with family, friends, and neighbors. Don't miss out on this fantastic community event—come for the fun, stay for the memories! See you there!





BALL ARENA REDEVELOPMENT

Representatives from Ball Arena Redevelopment will be attending our JPUN Tailgate on Sept 15 showcasing plans and taking questions and feedback.

Residents should be concerned about the reallocation of parking since Empower Field events use Ball Arena for overflow parking, what type of zoning will be applied and how long is the Nuggets/Avs contract to play at Ball Arena.

Information regarding the redevelopment can be found here [KSE-Ball Arena Redevelopment](#).

CONCEPT

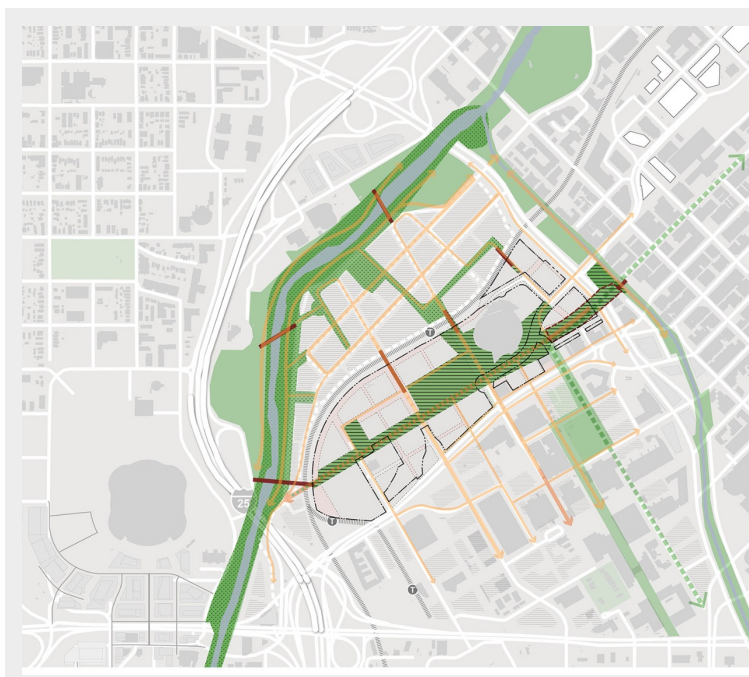
The KSE-Ball Arena Redevelopment site is positioned at the nexus of local, district, city, and regional elements with the potential to make and complete extraordinary connections.

With all three stadiums in the Downtown area, serving the diverse communities around it, this site is the integral stitch to what could be an exciting and defining “Sports Mile” in Denver. Imagine connecting all three venues with urban vibrancy, retail activity, and new public amenities.

CONNECTED NEIGHBORHOOD

From the Auraria Campus to Jefferson Park, from Union Station to Sun Valley, from LoDo to Lincoln Park; this property will be a connector for currently disparate downtown neighborhoods through extensive public realm and mixed mobility infrastructure.

The KSE-Ball Arena Redevelopment must acknowledge the needs of the nearby neighborhoods - notably affordable housing - and complement them, not compete with them. Offering amazing connections across Speer Boulevard, Auraria Parkway and the CML/Light Rail line will inspire, promote innovation and solidify our amazing downtown community.



THE CONFLUENCE RIBBON

The KSE-Ball Arena Redevelopment will include over twenty percent of the land area dedicated to parks and open spaces.

The plan will create a rich diversity of parks for the downtown area and make critical bicycle and pedestrian connections across and over current physical barriers that have previously landlocked the site (the CML, Speer Boulevard, and Auraria Parkway).



**1 THE STARTING LINE:
THE WYNKOOP CROSSING**

The pedestrian and bike crossing over Speer Blvd will be the spark that ignites the development at the north end of the site. This crossing connects the site to downtown, creates a safe crossing for event guests and creates a new destination in downtown Denver.



**2 BUILDING MOMENTUM:
ACTIONABLE SITES**

The Arena addition and the Wynkoop Crossing will jump start the development at the north end creating exciting partnerships and unique venue opportunities. The Empower Field at Mile High Station will trigger transit oriented development that could support student housing and other mixed uses.



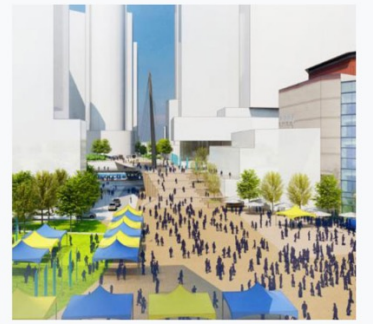
**3 LET'S PLAY:
SIGNATURE PARK**

There is no park in Downtown Denver like the Signature park located in the middle of the development. This park will support programmed events and be a community asset that will generate amazing development opportunities.



**4 CONNECT TO
THE RIVER MILE**

The CML creates an enormous barrier for both The River Mile and the Ball Arena site. The creation of multiple crossings over the rail lines will not only connect the two most exciting new neighborhoods in Denver but will complete downtown Denver.

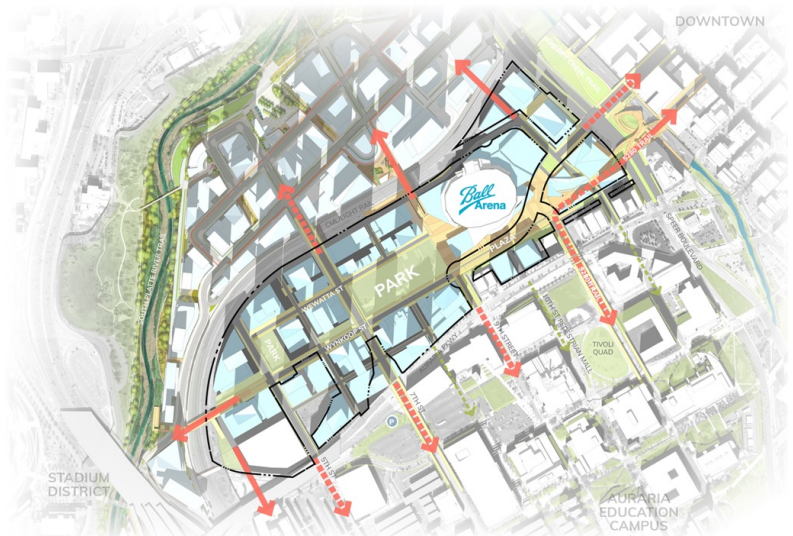


ILLUSTRATIVE CONCEPT PLAN

The KSE-Ball Arena Redevelopment at full buildout will serve as a connector of neighborhoods by stitching together isolated areas of the City and healing physical barriers by emphasizing connectivity, inclusivity, and access for all.

With enhanced connections including the Speer Bridge Crossing, Pedestrian Bridges, and a variety of open spaces, a mixed-use neighborhood is positioned to flourish and resemble the best practices and thinking by the City and the broader community.

Approximately 10-acres are dedicated towards open spaces around Ball Arena, with an additional 2.8-acres of improvements off-site, specifically along the Cherry Creek Trail. These assumptions do not include alleys or mews, nor do they include bridges.





BRONCOS TEAM AND TRAINING CENTER LOOK TO BUILD FROM THE GROUND UP

The Walton-Penner Family Ownership group has started to break ground on a \$175 million Bronco's team headquarters and training center in Englewood.

Construction will take place on the grass berm and parking lot of the current facility and will increase the footprint by 30% to 205,000 square feet. The 34-year-old facility that houses a locker room, weight room, rehab area and cafeteria in three separate buildings across Broncos Park will be consolidated with enclosed walkways.

Team owner Greg Penner stated one of the reasons they decided not to build at Empower Field like other NFL teams was that they are still evaluating options for a new stadium.

The project is scheduled to be completed by the summer of 2026.



POTENTIAL FATE OF ZUNI STEAM PLANT IS IN DENVER'S HANDS

Two years after Xcel Energy agreed to temporarily hold off on demolishing the [Zuni Power Plant](#), the utility company has now given the City of Denver a chance to buy the vacant steam plant on the east bank of the South Platte River before it is put on the open market or destroyed. The City and Xcel have a partnership where the city gets the first opportunity to purchase property from the utility, or first right of refusal.

The land was formerly used for fuel storage and currently has transmission lines buried underground, the cost to make it usable again would be extensive. Xcel wanted to see if the city had any interest in the property before moving ahead with an appraisal. If Denver decides not to buy the property, Xcel wants the city to waive its first-refusal rights so the company can look for another buyer. If it can't find a buyer, Xcel wants the city to expedite permits for the demolition of the steam plant, a route that has been opposed for years by surrounding neighborhoods.

In early 2023, Historic Denver partnered with several registered neighborhood organizations (JPUN being one of them) and sent a letter to Mayor Johnston's office requesting the city preserve the property.

The letter states "the plant can serve local neighborhoods with uses that support adjacent communities through the creation of amenities and employment opportunities, pushing back on displacement and gentrification and creating the walkable 15-minute neighborhoods Denver aspires to. The buzz of electricity will be replaced by the buzz of activity as the Zuni Station becomes a community heart at the intersection of established and new neighborhoods in this rapidly developing area either side of the South Platte River."

"This building is 123 years old in a city which is 160 years old," says John Deffenbaugh, CEO of nonprofit Historic Denver. "It's a hugely important building for the city. It's powered Denver's growth for almost a century, and without Zuni, Denver could be a very different city than it is today."

Denver is nearing the end of the sixty days it has to respond to Xcel; if it opts for an appraisal, that timeline could be extended to ninety days. Should Denver decide not to buy the property, Zuni will hit the market for thirty days. If a buyer doesn't emerge, Xcel will move forward with demolition.



23RD AVENUE BRIDGE REPLACEMENT

Speer & 23rd Bridge & Interchange Project Representatives from Colorado Department of Transportation are attending the JPUN Tailgate event on Sept 15. They are currently proposing 3 options to the interchange. All options require replacing the structurally-deficient low-clearance bridge with one promoting the removal of highway on and off ramps.

A coalition of businesses along Water Street and West of the Highway feel the removal of these ramps not only pose a concern to their business but to the safety of their customers by not allowing emergency vehicles convenient access.

For over 15 years JPUN has advocated for the replacement of the bridge and safe multimodal transportation to local attractions and Downtown Denver. Some have expressed concern CDOT has not engaged with residents and businesses prior to this stage of the process and ask that CDOT do a thorough study of the short term and long-term effects associated with each option.

Some questions posed are:

- Can a new bridge design incorporate bike/ped traffic accessing Water Street and South Platte River trail without intersecting with vehicular traffic?
- With removal of highway ramps on 23rd, vehicles would exit at Speer and Colfax to attend stadium events and attractions such as the Denver Aquarium and Children's Museum. What kind of traffic impact would that have on the Jefferson Park neighborhood and surrounding areas?
- What can be done in the short term to assist with traffic congestion on 23rd?



I-25: Speer & 23rd Bridge & Interchange Project | Study Phase [Web Link](#)

About the Study

This project will replace the bridges at Speer Boulevard and 23rd Avenue over Interstate 25 in Denver. Beyond this core focus of the project, CDOT is assessing the needs and opportunities to include additional improvements to the interchange system and how to support broader goals for the I-25 mainline and those of the surrounding community.

This is the first project resulting from the I-25 Central Planning and Environmental Linkages (PEL) study, which was completed in 2019. This project is using details from existing conditions and proposed alternatives from the I-25 Central PEL study to develop an effective solution that not only remedies current problems, but will align with a future vision for the I-25 corridor and the surrounding area and community.

Note: The crossings do not provide adequate vertical clearance over I-25 and have experienced multiple vehicular impacts resulting in damaged girders and exposed primary reinforcing.

Project Area

This study area map shows the bridges over I-25 at 23rd Ave. and at Speer Boulevard and the interchange ramps at both locations are the roadway elements being studied for improvements.

Study Schedule

- 2023: Data collection and preliminary alternatives development
- Early 2024: Purpose and need developed, and initial screening
- Mid-2024: Alternative refinement and secondary screening
- Late 2024 to 2025: NEPA analysis and documentation, start of preliminary design
- 2026 and Beyond: Identify construction delivery method, identify construction funds, and finish preliminary design

I-25: Speer & 23rd Bridge & Interchange Project lodo.org

Urban Forest Strategic Plan



GAME PLAN
for a Healthy City

Trees are critical to Denver's environmental health. They improve air quality, assist in stormwater management and help combat climate change. For over a year, Denver Parks and Recreation and the Office of the City Forester have been on a mission to hear from Denver residents about what matters most to them when it comes to trees and the city's urban forest.

This included conducting:

- 2 community surveys in 3 languages with 4,800 respondents
- 3 open houses in 2 languages with over 390 attendees
- 10 external focus groups with key stakeholders

As a result of community feedback, in addition to robust research and planning, the city is excited to share that its first-ever Urban Forest Strategic Plan is now complete! The plan refines existing tree canopy goals, identifies new goals and provides a common and equitable vision for the future of the urban forest in Denver.

DENVER'S FIRST EVER URBAN FOREST PLAN

Read the plan here: https://www.denvergov.org/files/assets/public/v/3/parks-and-recreation/documents/forestry/final-ufsp-20240814-web_ada.pdf

To stay up to date on the Urban Forest Strategic Plan and tree canopy information, be sure to sign up for their [email list](#).

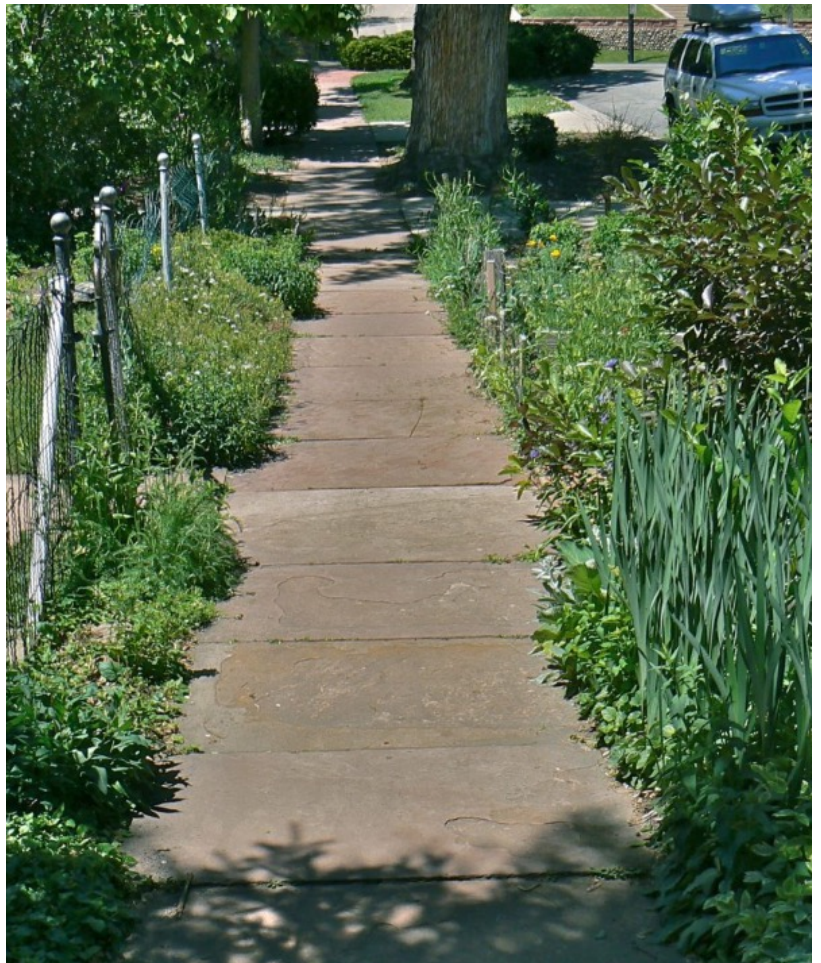
\$150 FEE FOR SIDEWALK IMPROVEMENTS EXPECTED TO GO INTO EFFECT FIRST HALF OF 2025

Billing for the sidewalk program will be linked to the city's existing wastewater billing system, so property owners can expect to be charged in two installments each year. Impact fees would add up to a combined \$12.1 million next year, or 30% of the program's total \$40.1 million in projected first-year revenue.

Some owners with large properties could face significantly higher bills if they have more than 230 linear feet of sidewalk running along their lots.

Impact fees of \$3.50 per additional foot over 230 would be applied to those properties under the proposed changes. That means the owners of a property with 300 feet of sidewalk running along it would pay \$395 annually beginning next year.

The new plan is expected to go to the full City Council on Sept. 9 with a final vote set a week later on Sept. 16.



SLOAN'S LAKE BUSINESS OWNERS DECRY POTENTIAL LOSS OF PARKING DUE TO BIKE LANE

There's already an unprotected bike lane in both directions on 29th Avenue through the Sloan's Lake neighborhood.

Article from Matt Geiger, BusinessDen

Some businesses and residents on a road near Sloan's Lake are hoping the city takes a U-turn on a proposed protected bike lane that would eliminate street parking for the entire corridor.

"I want to make it very clear that if you guys do not omit our corridor, you will very likely ... kill my business," Sarah Green said in a meeting with city officials last Friday.

Green has run Leroy's Bagels at 4432 W. 29th Ave. since 2017. By all metrics, her shop is doing great, selling over a thousand bagels a day with plans to expand to a second location. But Denver's Department of Transportation and Infrastructure, DOTI, could soon take away what Green sees as a vital lifeline for her business: parking.

"The majority of my sales come from people driving into town," Green said. "The reality is I have people who bike and I have people who walk on the weekends. But bear in mind that we live in Colorado, we have inclement weather six months of the year ... I know I won't be able to be profitable in the way I have been."

DOTI is considering two options for 29th Avenue between Sheridan and Zuni, which already has an existing unprotected bike lane in both directions and no street parking on the north side of the street.

The first option is to implement "traffic-calming" measures such as speed bumps, improved signage and a narrowed roadway. The second option would do the same but also beef up the bike lane with protections, eliminating street parking on the south side of the road.

In a meeting with Councilwoman Amanda Sandoval, Green and Seth Rubin, another business owner on the street, DOTI officials told them to expect a decision by the end of this week.

"The only thing we can promise is we will be transparent in the process," Molly Lanphier, a DOTI staffer, told them, according to a recording of the meeting obtained by BusinessDen.

But not all residents and nearby businesses have been satisfied with the process.

"This whole process has been very rushed and concerning. I feel like they're making these decisions in a vacuum and are purposely leaving businesses out of it," said Christina Trostel, owner of Salon Ostara and the building it occupies at 5020 W. 29th Ave.

Trostel said she first heard of the bike lane proposal earlier this month via a mailed flier. She received it on Tuesday, and it advertised a meeting the next day. Trostel said she scanned it quickly and ignored the notice, figuring it had to do with construction on the street.

The same thing happened on the following Thursday, when she received an email for a meeting the next day, Trostel said. In both instances, she said that the late notices made it impossible for her to attend anyway, since her appointments those days had been on the books for months, as is typical for a salon.

"Women do not ride their bikes to get their hair done ... They're not gonna put a helmet over a \$200 cut and color," Trostel said.

DOTI has done two rounds of outreach, department spokeswoman Nancy Kuhn told BusinessDen in an email.

The first was in April, a community event at SloHi Bike Co., 4434 W. 29th Ave., "to discuss current conditions along W 29th Avenue," DOTI's website reads. An owner of the business told BusinessDen Tuesday he was not informed enough to have an opinion on the potential changes.

Feedback from the meeting included concerns from bikers about drivers running red lights, garbage cans and cars being parked in the bike lanes. Speeding along the entire corridor was noted as a concern. The current speed limit on the road is 30 miles per hour; both DOTI proposals would reduce the limit to 25 MPH.

"DOTI distributed approximately 7,000 mailers and flyers to addresses on and surrounding the corridor ahead of this event, as well as sent an email blast to over 1,300 people. The project team met with Councilwoman Sandoval and notified stakeholders ahead of the pop-up event. 50+ members of the public showed up to the event," the department's website states.

One resident on the street, Alicia Wilkinson, recalls getting that first notice. She lives near Leroy's and said a protected bike would not only eliminate parking at her home, but would impede trash collection as well.

"It feels like everyone thought we were in this discussion of what we can do to make this a safer street, to there was a plan and a project that nobody knew what was happening," she said.

Wilkinson's husband works remotely, as do her neighbors. They have two cars, so one sits in the driveway while the other remains on the street. She's not sure where she will be able to park. Her trash, compost and recycling are all picked up in the parking lane.

Earlier this month, DOTI began circulating a survey on the two proposals for residents and business owners to weigh in on the two proposals, and the department "will move forward in implementing the community's preference," Kuhn said.

The corridor is under special attention because Kuhn said the street was on the city's "high-injury network," which are roads where "the majority of traffic fatalities and serious injuries are occurring."

Since 2018, there have been 296 accidents in the corridor, there was one fatal crash in 2020 and seven crashes involving bicycles, two of which involved serious bodily injuries, said Kuhn, citing "DPD reports."

However, some business owners questioned the methodology for selecting this road for improvement.

"The installation of a bike lane in 2015 between Sheridan and Federal seems to have done its job," said Seth Rubin, who owns Rise & Shine biscuit shop on 29th.

"The only two crash data points that involved bicycles, one, were not within the business corridor from Sheridan to Tennyson, but, two, also predate the bike lane."

Rubin is referring to city data which shows two bicycle fatalities on the street, both dating back a decade. "It would strike me that this would be an opportunity to use the resources elsewhere," he said.

Rubin, who also has Rise & Shine locations near Wash Park and in Lakewood, is an avid cyclist. And like Green and Trostel, most of his business comes from people parking outside and grabbing a bite to eat.

All the business owners stressed one thing in particular: They are not anti-bike, but are simply opposed to the removal of their parking.

"My degree is urban and environmental planning with a focus on transportation ... I worked for an entity that focused on transportation options in the Cherry Creek area in the Colorado Boulevard corridor. So I know the importance of providing transportation options and moving the needle when it comes to how people get around in Denver," Rubin said.

Another consideration, particularly for Rubin and Green, is how they will receive inventory from delivery trucks if a protected bike lane is implemented.

"I actually do my deliveries for the restaurant and I cannot imagine what it's going to be like if I'm in a situation of having to park, minimum 200 feet away, and move 450 pounds of flour, 14 cases of 15 dozen eggs, gallons and gallons of milk and buttermilk and everything else that goes into this little biscuit shop," he said.

JEFFERSON PARK 1955 REDEVELOPMENT PLAN

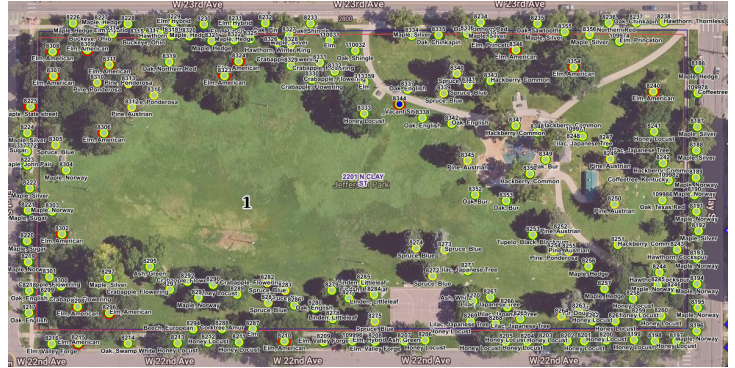
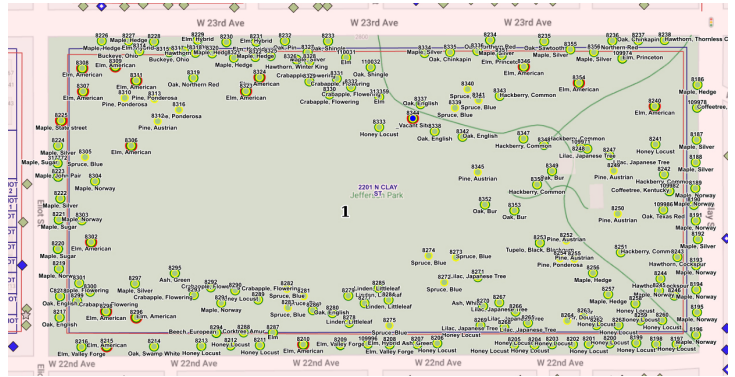
In the archives of the Denver Parks and Recreation, Christopher Schooler, a Project Manager Landscape Architecture for Denver, discovered a plan from 1955 for Jefferson Park.

Not much has changed since 1955 except for the inside gravel path along the top edge of the park bowl. Today you can still see a distinctive shelf around the park where the path and retaining wall once stood. The path was 1/3 of a mile around with a additional benches, gathering spots, a water fountain and plans for a basketball / vollyball multi-use are where the basketball court is now. Flagstone was removed in the last 25 years and replaced with concrete on the current loop of the park.

GOLD STATUS TREES

Jefferson Park has other history - there's more than 100 trees at the park and as many as 25 that are 'gold medal' status.

The big elms in the south east corner are American Elms; some of the biggest and oldest in the City.



Interested in the trees in Jefferson Park or across the city? Check out this [link](#) for an interactive mapping for all trees in the City.

