

19 October 2001

Ms. Ellen Ittelson
Director of Planning Services
Community Planning and Development Agency
200 West 14th Avenue
Denver, CO 80204

Dear Ms. Ittelson:

The Sunnyside Steering Committee for Long Range Planning strongly supports the approach to growth and transportation issues embodied by *Blueprint Denver*. We hope that by providing our comments and proposals on the part of the *Blueprint* that applies to the east side of our neighborhood we can participate usefully in the planning process.

The “area of change” which is shown in the vicinity of a future Gold Line station near W. 38th and Inca is the focus of the recommendations in this letter. Judging from the colors in the map supplement, the Plan views this area as similar to the Jefferson Park/Highland area of change, a mixed-use neighborhood (page 133 of the *Blueprint*). The Steering Committee believes that the area in question should be recognized as suitable, instead, for Transit-Oriented Development. Such a change of thinking suggests several corollaries:

(a) The Light Rail Station should be placed adjacent to Inca Street north of W. 38th Avenue. The station would be near the center of the biggest chunk of underutilized land in the area of change. It would be accessible from W. 38th Avenue and from Pecos, both arterial streets, and from Lipan, a neighborhood collector; West 38th and Lipan already have established bus lines. Existing and new bicycle routes can connect to the new station, to Lower Downtown, and to the Platte River.

(b) Higher density development associated with a TOD can take advantage of unobstructed views of the city skyline to the east and south. As a balance to increased density the area can already offer considerable nearby green space -- Columbus Park, Ciancio Park, the Horace Mann campus, City of Cuernavaca Park, Commons Park -- to which could be added park or other public common area near the Station and on the rising land a few blocks north along Inca Street. The kinds of neighborhood amenity businesses likely to find homes in the setting of a TOD will be welcomed by residents from all of Sunnyside, a comparatively underserved district.

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(c) The industrial area in the northeast corner of Sunnyside may also be suitable for increased use of the kind permitted by CMU-20 or CMU-30. The size of the industrial facilities now located within this area is no longer conducive to the current economic environment. Industries continually focus on larger sites with more suitable highway access. The existing industrial area is surrounded by residential use to the south and west. This increases incompatible truck traffic through residential areas, promoting instability in these areas. Locating a mix of office, residential, parks and (possibly) light industry within this area would increase the opportunity to develop a complete live, work and play neighborhood. The extreme southwestern part of Globeville, across the rail yard, also has potential for redevelopment. A pedestrian bridge across the yard would make the new station a short walk from this entire area.

The enclosed map gives a picture of some of these ideas. The Sunnyside Steering Committee would be happy to participate in further discussions about the future of this part of our neighborhood, and we hope that Land Use and Community Planning will continue to afford us such a forum.

Very sincerely yours,

(Members of the Steering Committee: Tom Atwood, David R. Boyle, Keith Howard, Jake Jakubowski, Mark Keller, Chris Moore, Matt Mroz, Jim Schneck, Nancy Steinfurth)

CC: Rick Garcia; Doug Wheeler