

East Central Area Plan Navigational Guide

Hello District 10 Constituents!

My office has prepared a version of the East Central Area Plan (ECAP) to serve as your navigational guide through the public feedback and commentary process. The East Central Area Plan is a 20-year plan covering 6 neighborhoods centered along Colfax Avenue. The 6 neighborhoods are North Capitol Hill (Uptown), Capitol Hill, City Park West, City Park, Cheesman Park, and Congress Park. The Plan provides data about each neighborhood and policy recommendations for land use, urban design, housing, mobility, parks, and the local economy.

Because these recommendations runs 270 pages in length, we've prepared some highlights from the recommendations for you to consult. Once you are comfortable with the comment submission process, you may choose to leave feedback on the highlights. You may also decide to read in greater depth certain sections of the Area Plan that are of particular interest to you. The guide is not comprehensive. It is designed to provide greater access to the plan and to produce a more inclusive feedback process.

How to Use the Guide:

1. Go to <https://colfaxareaplans.konveio.com/east-central-area-plan> on your laptop or smartphone. The link will take you to the full 270-page Area Plan.
2. Read pages 1 -17 of this navigational guide for an area-wide overview and recommendations. Don't worry! 6 of the pages are maps, and the rest is in short-sentence and bullet-point format. As you read the data and recommendations, you will notice that each entry is footnoted in parentheses. This is the page from the ECAP you can scroll to on your screen. Once you are on the page, click on the recommendation and a comment box will pop up. Leave your name and your thoughts and submit "add comment."
3. The following pages of the navigational guide are divided by neighborhood. We recommend you begin with the neighborhood you are most familiar with because you live, work, or visit the neighborhood frequently. Scroll online to your neighborhood chapter in the plan and leave comments. You may choose to read the recommendations for your neighborhood in greater depth, or you may choose to comment on highlights for additional neighborhoods. Your choice, of course.
4. Due to its unique infrastructure, construction, businesses, and future transit plans, Colfax Avenue recommendations comprise the final chapter of this guide and the Area Plan.

**Most importantly, grab some friends and neighbors.
Learn about plans for your neighborhoods!**

East Central Area Plan

The East Central Area Plan (ECAP) covers six neighborhoods: North Capitol Hill, Capitol Hill, City Park West, Cheesman Park, City Park, and Congress Park.

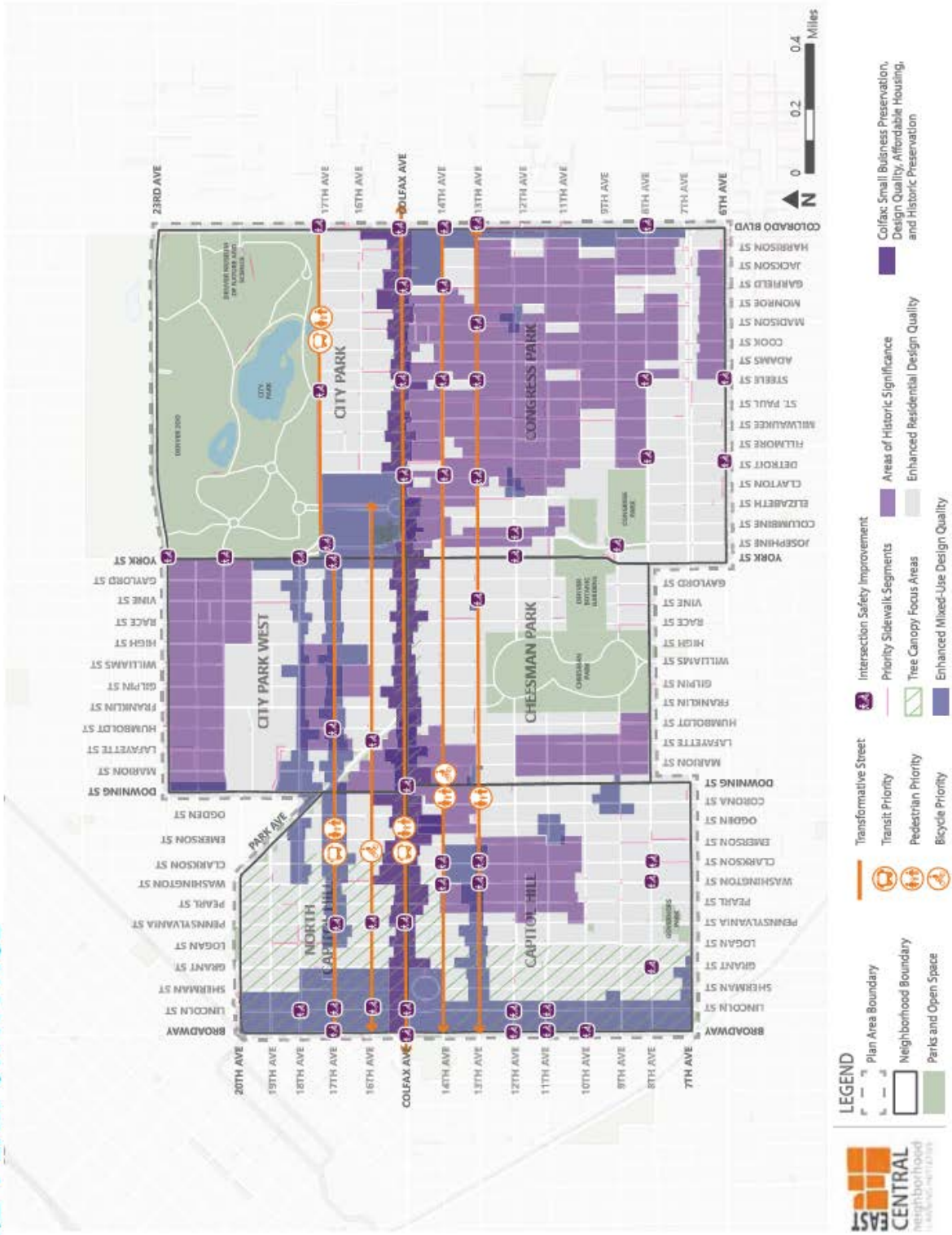
The population is 78.8 % White, 9.5% Hispanic/Latino, 5.7% Black/African American, and 2.5% Asian.(ECAP 2)

25-34 year-olds are the largest age bracket at 39.8%. The 25-34 year-old average citywide is 21.80%. 35-44 year-olds are the second largest age bracket at 14.98%. 55-64 year-olds are 11.02% of the population. 65+ year-olds are 9.05% of the population.(ECAP 2)

Introduction to Planning Goals and Methodology:

- Community input was analyzed by comparing the demographics of plan participants to East Central resident demographics. Gaps in participation were identified and additional outreach targeted underrepresented residents. These efforts included targeting 135 participants who were renters (as opposed to home owners) and focus groups with service providers for persons experiencing homelessness.(ECAP 5)
- Many of the zoning recommendations in this plan are intended to be implemented legislatively, either through citywide processes or area-specific text amendments, instead of through applicant-driven rezonings.(ECAP 8)
- A primary goal of *Blueprint Denver*, the citywide land use and transportation plan adopted in 2002 and updated in 2019, is to guide change to improve equity across the city. To advance this goal, the focused area plans evaluate equity through the lens of three core concepts: Access to Opportunity, Vulnerability to Displacement, and Housing & Jobs diversity.(ECAP 12)
- Access to opportunity reflects the *Blueprint Denver* goal for all neighborhoods to be complete with equitable access to a high quality of life. This measure includes the *Neighborhood Equity Index*, which is a measure of barriers to opportunity. North Capitol Hill is ranked 60 out of 78 statistical neighborhoods, according to the *Neighborhood Equity Index*. City Park West ranks 50 out of 78. Poverty, access to healthcare, and morbidity were key drivers of the lower scores in these two neighborhoods.(ECAP 14)
- Overall, East Central is considered diverse in measures of middle-density housing, income-restricted units, and housing costs. The area is less diverse in housing tenure and number of bedrooms, skewing heavily towards more rental units and units with two or fewer bedrooms. East Central has a lot of jobs, but many are concentrated in the retail sector.(ECAP 18)

1.2.2 PLAN ON A PAGE



Area Wide Recommendations: Land Use and Built Form

- Measurable goals for land use and built form include: (1) Increasing the amount of households within walking or rolling distance of jobs, retail, and quality transit to at least 50% in each neighborhood. 3 neighborhoods, North Capitol Hill, Capitol Hill, and City Park already meet this target. (2) Direct 75% of new jobs and households to centers and corridors. (3) Avoid full demolition of any historically significant structures. (ECAP 22)
- Future land use and built form guidance is proposed using two organizational systems: Neighborhood Contexts and Future Places. Residents were most concerned about the negative impacts of development and the resulting loss of neighborhood character. Participants supported reinvigorating and beautifying Colfax.(ECAP 22)
- Recommendations for “compatible development” in Future Places include: (1) Zoning code revisions to ensure compatible redevelopment of former institutional sites embedded in low and low-medium residential areas. (2) Mandating the preservation and reuse of vacant institutional buildings. (3) Requiring new development on large campuses to be compatible with residential areas. (4) Include pedestrian connections, open space, and activated building frontages on major corridors.(ECAP 29)
- Recommendations for open space include encouraging shared-use agreements between schools, churches, and hospitals and the city so that the public can use playgrounds, gymnasiums, open-space, parking, and sports facilities during off-peak hours. For example, use church parking to accommodate nearby parking needs for adjacent uses. Build community gardens on hospital grounds and underused school grounds. Increase recreational programming for all ages and interests, particularly children and youth.(ECAP 129)

LAND USE AND BUILT FORM OPPORTUNITY AREAS



Building Heights and Unit Types:

East Central Area Profile:

There are 11,314 cost-burdened households in East Central. 36% of all households pay more than 30% of their income towards housing costs. East Central has 3,000 existing income-restricted units, nearly half of which have covenants that may expire in the next 20 years. East Central currently needs 3,100 additional affordable units renting at less than \$625/month.(ECAP 58)

There are approximately 4,800 renter-occupied units that are considered severely cost-burdened (those who pay more than 50% of their income on housing costs) and 16% of households live below the poverty rate. These factors place many residents at-risk of homelessness.(ECAP 65)

70% of East Central residents are renters, higher than the city-wide average of 51%. 59% of homes in East Central are Studios or 1- Bedrooms, up from the city-wide average of 28%. 65% of East Central residents, including 72% of renters, live in areas considered vulnerable to displacement.(ECAP 58)

Recommendations:

- Building heights in East Central vary, with the tallest buildings concentrated in the neighborhoods within the western portion of the plan area. Taller buildings are also located adjacent to Cheesman and City Parks, in the hospital campuses, and along some of the major streets. A mix of heights is envisioned along Colfax Avenue. Less variation occurs in the eastern portion of the plan area.(ECAP 31)
- Allow taller buildings close to Downtown and along major transit corridors when significant community benefits are provided. These benefits include affordable housing along transit corridors. An incentive system should promote a range of housing unit sizes that support low-income to workforce salaries and provide permanent affordability.(ECAP 32)
- Additional community benefits include: (1) Publicly accessible open space, especially in centers, along corridors, and near Bus Rapid Transit stations. (2) Affordable commercial space. (3) Community-serving uses. (4) Preserving the existing commercial character of a building. (5) Providing transportation amenities and infrastructure.(ECAP 32)
- Direct new growth to Colfax where residents could benefit from future Bus Rapid Transit (BRT). In low residential areas, those surveyed supported “gentle infill” such as Additional Dwelling Units (ADUs) and creating more “missing middle” townhomes, two, three, and fourplexes. They also suggested growth be directed to surface parking lots and abandoned or poorly maintained structures.(ECAP 35)

- For low residential areas, reduce the appearance of building scale and promote compatible roof forms. Modify the bulk plane standard to maintain a 1 – 1.5 story height in the front portion of lots. In exchange, taller building heights in the rear portion of the lot would allow additions while helping to preserve the established scale of the neighborhood at the street.(ECAP 37, 40)
- Encourage more family-friendly development, including larger unit sizes and family-supportive amenities. Expand housing options for non-traditional households, aging-in-place, cooperatives, and group living. Encourage subletting of extra rooms in large homes.(ECAP 62)
- Create an incentive for maintaining existing houses by allowing ADUs in single- and two-unit zone districts. Home ownership should be encouraged, and short-term rentals discouraged in ADUs.(ECAP 38) Provide technical assistance and financial incentives to help existing home owners build ADUs, including funding in exchange for an affordability commitment, pre-approved prototype designs (with universal design features), and streamlined access to lenders and builders.(ECAP 63)
- Stabilizing residents at risk of involuntary displacement. One example to explore is a reverse mortgage program administered through a local community development financial institution, coupled with home improvement grants for seniors aging in place.(ECAP 60)

Job Recommendations:

Forecasts point to an additional 10,000 to 15,000 jobs in East Central by 2040. The most growth will be in the healthcare, professional services, and government sectors.(ECAP 49)

- Bolster the healthcare and wellness sector as the foundation for economic growth. Convene a working group of the Uptown Medical District, National Jewish, Rose Medical Center, Denver Health, and appropriate City staff. Formalize the Uptown District hospitals into a legal nonprofit entity. Work with National Jewish on their long-term plans for the remaining undeveloped properties in and adjacent to East Central.(ECAP 50)
- Strengthen the professional services market by promoting the development of small office space, especially along Colfax.(ECAP 51)

Areawide Mobility:

East Central Area Profile:

East Central contains a disproportionately large number of Denver's High Injury Network (HIN) street segments. The High Injury Network was identified in Denver's *Vision Zero* Action Plan as 5% of Denver's total roadways, but the location of 50% of crashes.(ECAP 68, 73) The area's HIN streets account for a higher percentage of crashes with people walking and biking than HIN streets citywide. This highlights a need to increase the number of high comfort bikeways and dedicated transit lanes. Survey responders supported the idea of retrofitting parkways and creating new contemporary parkways.(ECAP 78)

The Killed and Serious Injuries (KSI) average for East Central is 59 people who die or are seriously injured every 3 years.(ECAP 70) Capitol Hill has the highest KSI average of 17. Congress Park has the second highest KSI average of 13.

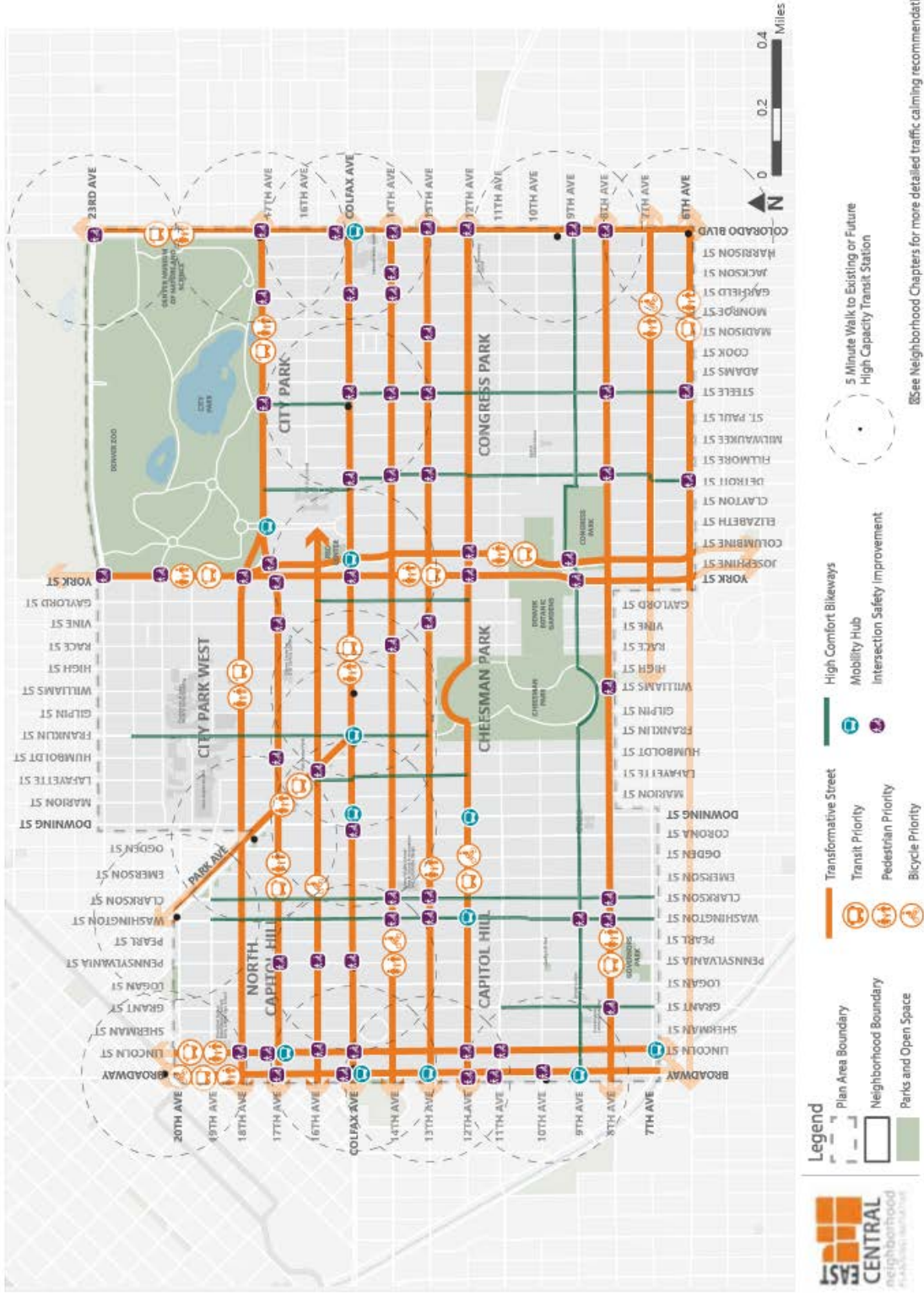
Denver's current road network prioritizes single occupancy vehicles (SOVs). Denver expects 50% of work trips to be made by single occupancy vehicles (SOVs) in 2030 and a representative portion of the road network will remain focused on moving automobiles. Currently, 60% of commuters in East Central drive SOV, 10% below the citywide average of 70%.(ECAP 77)

Most trips in East Central were found to be local, with an average of 37.5% trips beginning in East Central neighborhoods staying in East Central neighborhoods. Other major destinations include downtown, Cherry Creek, and Lincoln Park Baker.(ECAP 73)

- The transit network emphasizes connections to the Central Business District and does not provide as many connections to other key local and regional destinations. Gaps in the network include connections to the southeast rail corridor and the Cherry Creek area. Of the 21 Transit Capital Investment Corridors identified in *Denver Moves*, 11 lie within the East Central area and present an opportunity for significant transit improvements.(ECAP 106)

At times, it may be necessary to decrease the on-street-parking supply to accommodate multimodal improvements or to expand the sidewalk. Community members overall expressed a preference to preserve street parking compared to driving lanes when making necessary safety improvements.(ECAP 78)

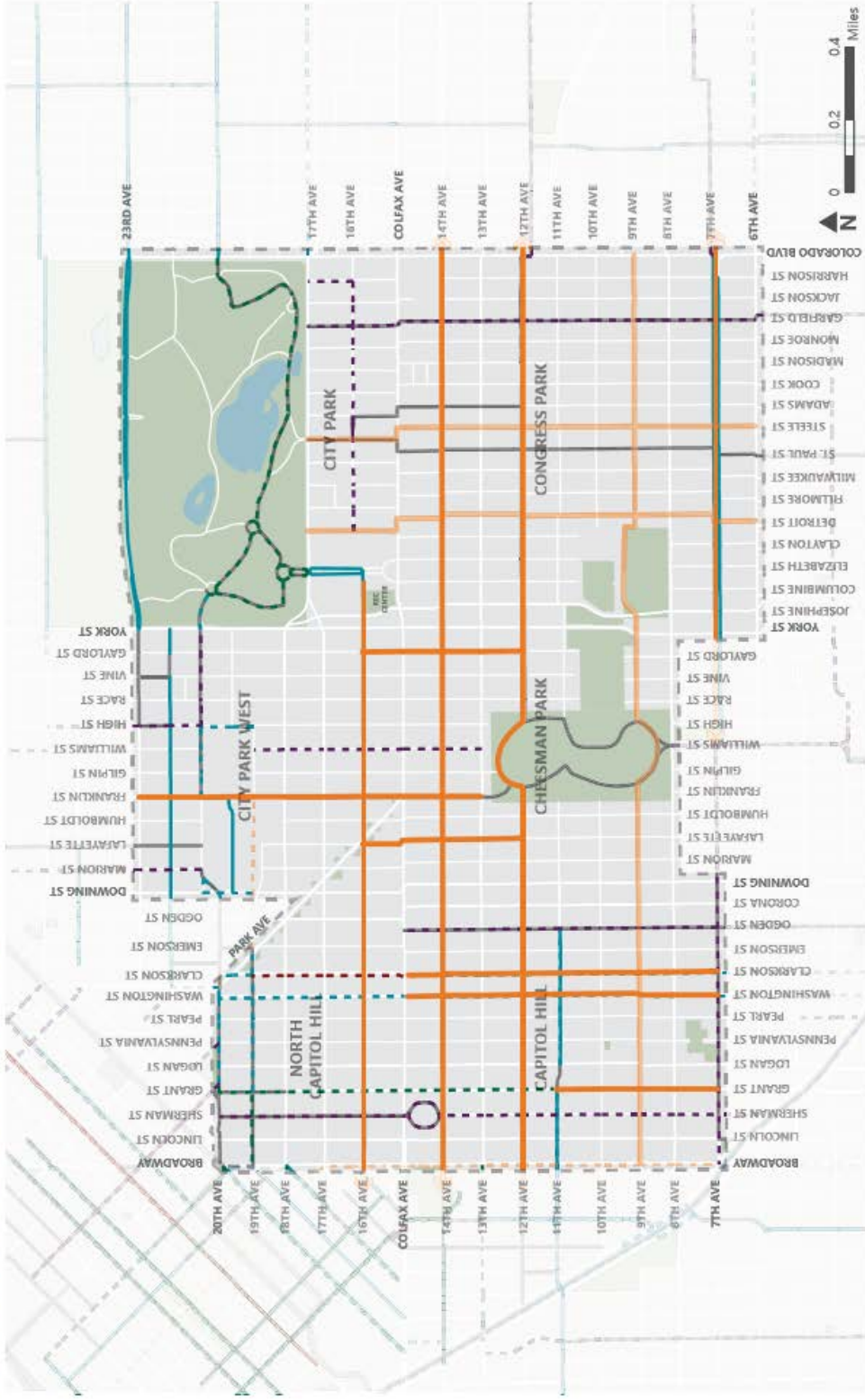
MOBILITY OPPORTUNITIES



Recommendations for Bike Safety Improvements:

- **5280 Loop:** The East Central Area contains part of an exciting project called the 5280 currently being planned by the Downtown Denver Partnership Business Improvement District (BID)/ Transportation Management Association (TMA) with coordination from other public and private entities. The 5280 will link neighborhoods and connect people along a 5.280 mile urban trail that weaves through communities and key landmarks. The Loop will facilitate unique character zones for each neighborhood by showcasing local culture, iconic features, architecture and history with elements of a linear park providing community gathering and green spaces.(ECAP 89)
- East Central currently has eight miles of bike lanes with plans to add over eight miles of additional separated bikeways and over three miles of protected bikeways. Current north-south bike routes are limited and should be expanded especially when streets have segments without signals greater than ¼ mile.(ECAP 90)
- Add Neighborhood Bikeways. A Neighborhood Bikeway is not a designated lane. It is a low-volume, low-speed, and shared street use. Design treatments include signage, pavement markings, speed and/or volume reduction features, and intersection safety improvements.(ECAP 92)
- Add Buffered Bike Lanes. A Buffered Bike Lane is a traditional bike lane separated by painted buffer from vehicle traffic lanes and/or parking. Intersections are designed for safety.(ECAP 92)
- **Please refer to Neighborhood Plans below for individual bike transit recommendations. The included map demonstrates how the entire bike network areawide will be designed.**

BIKE NETWORK: EXISTING, PLANNED, AND OPPORTUNITIES



Legend

- Parks and Open Space
- Plan Area Boundary
- Existing / Planned
- Bike Lane
- Buffered Bike Lane
- Protected Bike Lane
- Neighborhood Bikeway
- Trail
- Shared Roadway
- Study
- Recommended High Comfort Bikeway
- Recommended Neighborhood Bikeway
- Type of high comfort bikeway



Future study and outreach will determine and confirm bikeway ty

Walking and Rolling in East Central Today:

Denver requires sidewalks to be a minimum of 4 feet as required by American Disabilities Act accessibility standards, though the City strives to meet even higher standards. Denver's Transportation Standards and Details for Engineering Division requires a 5-foot sidewalk and 8-foot tree lawn on local and collector streets, and an 8-foot sidewalk and 12-foot tree lawn or amenity zone on arterial streets; infill arterials which are typically more constrained require at least 8-foot sidewalk and 8-foot tree lawn or amenity zone.(ECAP 97)

The sidewalk network in the East Central Area is nearly complete. Sidewalks are missing on fewer than 2% of streets in City Park and Congress Park and all of the other neighborhoods have complete sidewalk networks. 85% of sidewalks are detached across the East Central Area neighborhoods. However, not all sidewalks in the East Central Area meet Denver's standards or best practices. Narrow sidewalks, or sidewalks less than 4 feet wide, range from 3% in North Capitol Hill and Capitol Hill to 12% in Congress Park. (ECAP 98)

People walking and biking were involved in only 8% of crashes in East Central but people walking disproportionately represent 31% of all injury crashes. A higher than average number of pedestrian and bicycle related crashes occur on streets that are part of the High Injury Network. The East Central Area has a higher proportion of HIN streets, there are 19 sections of streets that have segments where the distance between signals is greater than a quarter mile, thus encouraging unsafe crossings.(ECAP 98)

- Install new sidewalks where they are missing in City Park and Congress Park.(ECAP 102)

EXISTING PEDESTRIAN CHALLENGES



Source: 2019 City and County of Denver data

Traffic Calming Recommendations:

Denver's community amenities are frequented by vulnerable populations, such as children or people with disabilities. Conversely, the East Central Area has many one-way couplets, which are favored by travelers who are passing through the neighborhoods. In the East Central Area, 8th, 13th, and 14th are streets where high-speed traffic is a community concern.(ECAP 109)

- A zone-based approach to neighborhood traffic calming along local residential streets can add safety measures in select areas to alert drivers to sensitive land uses (such as parks, schools, and hospitals). Neighborhood slow zones could reduce cut-through traffic, reduce traffic speeds, and improve safety in neighborhoods. Priority zones are determined based on the local street network but in general are bounded by arterials and/or collector streets.(ECAP 113)
- Pilot converting on-street parking spaces in key locations to alternative curbside uses such as public parklets, bicycle and micromobility parking, shared parking, and mobility hub/transit stop infrastructure.(ECAP 117)
- Improve on-street parking strategies. Explore additional opportunities for paid parking and time-limited parking. Explore increasing paid parking rates in high-demand areas.(ECAP 117)
- Encourage shared parking arrangements and provide guidance to businesses and residents.(ECAP 117)

Transportation Demand Management (TDM) is the practice of applying various strategies, programs and policies to shift the how, when, and where of people's travel behavior to use the transportation network more efficiently. The desired outcome of TDM is improved quality of life, reduced traffic congestion, vehicle emissions, and fuel consumption. Denver is developing a TDM Program.(ECAP 118)

- 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 off parking or pull out, deliveries scheduled during non-rush hours, and potential on/offsite mobility infrastructure improvements.(ECAP 120)
- Work with TMAs, employers, residences, RNOs, and BIDs to provide reduced or free RTD fares for residents and employees.(ECAP 120)

Environmentally Resilient Measurable Goals:

Impervious Surface: East Central today has a 68% impervious surface, higher than Denver’s average of 44%. The goal and target of this metric is to improve this percentage to the level of the best scoring neighborhood in the city.(ECAP 123)

- Remove and replace impervious areas between the sidewalk and street with 4” – 6” depressed lawn or streetscape that improves infiltration and reduces runoff.(ECAP 138)

Tree Canopy: The citywide goal for this metric is for each Denver neighborhood to have a tree canopy coverage of at least 20%. The East Central area has an 18% tree canopy coverage, which is consistent with the Denver average of 19%.(ECAP 123)

Tree canopy is missing along major transportation and commercial corridors such as Colorado and Colfax and residential streets within Capitol Hill and North Capitol Hill. These areas are areas where the development pattern includes larger building footprints and more surface parking lots. The North Capitol Hill neighborhood has a high level of redevelopment. Current city codes and practices allow for the removal of significant existing, mature canopy.(ECAP 133)

Trees/landscaping comprised 47% of the comments in the East Central area and was the most common subtopic under the Environmentally Resilient category in the 2017 Kick-Off Survey.(ECAP 136)

Access to Care: One indicator to represent whether residents have access to the care they need is the percent of women receiving prenatal care during the first trimester of pregnancy. The target for this metric is to have at least 82% of women who are pregnant receiving prenatal care during the first trimester, which was the rate for the neighborhood receiving the highest rate of care.(ECAP 123)

Children at a Healthy Weight: The target for children at a healthy weight is to meet a target of at least 86% of children at a healthy weight in every neighborhood.(ECAP 123)

Access to Food: This plan measures food access by the percent of households within a half mile (approximately a ten-minute walk) of a grocery store. The target for this metric is a goal to have at least 76% of residents in each neighborhood within a 10-minute walk of a grocery store.(ECAP 124)

Fewer than 60% of East Central households reside within a half mile (ten-minute walk) of a full-service grocery store. City Park West, northern Cheesman Park, and sections of North Capitol Hill are considered low food access areas, where a lack of physical access is compounded by limited incomes and lower rates of vehicle ownership.(ECAP 143)

- Encourage and incentivize more corner and convenience stores to sell a greater variety of healthy food items, including removing barriers faced by smaller stores to carry fresh produce. Retain existing grocery store and small food retail businesses where commercial rents or property costs have become burdensome. Install missing sidewalks and make crosswalk safety upgrades near food providers, prioritizing improvements near major grocery stores.(ECAP 144)
- Work with Denver Urban Gardens to provide funding and identify locations to develop new community gardens.(ECAP 145)
- Provide fast-track permitting, increased translation/interpretation services and fee/fine waivers for grocery stores, small markets, mobile markets, and other fresh food retailers that choose to locate in or serve under-served areas.(ECAP 146)
- Consider incentives such as density bonuses or subsidies for housing developments that incorporate food growing, production, or other food access amenities. Support innovative grocery models, like grocery on wheels.(ECAP 147)

Access to Parks: This plan measures park access by the percent of households within a half mile (approximately a ten-minute walk) of a park according to walkshed analysis. The target for this metric is to reinforce the goal of 100% of residents within a 10-minute walk of a park.(ECAP 124)

Approximately 86% of the households in East Central are within a 10-minute walk of a park. Because East Central has lower need for additional park space than many parts of Denver, the community’s primary focus is ensuring safe and comfortable access to existing parks.(ECAP 126)

Life Expectancy: Life expectancy ranges from 70 years in North Capitol Hill to 79 years in Congress Park... The target for this metric is 79 years, which was the average for the neighborhood with the highest life expectancy.(ECAP 124)

Water Quality: The study of water quality refers to the understanding of the pollutants within a drainage basin that can be collected, conveyed, and discharged into urban waterways. Portions of four water quality basins fall within the East Central area: the Central Platte Valley Water Quality Basin, the City Park/Park Hill Water Quality Basin, the Cherry Creek Mall Water Quality Basin, and the Five-Points/Capitol Hill Water Quality Basin.(ECAP 134)

Surface Temperature: Surface temperature is directly correlated to the amount of impervious surface and lack of tree canopy. Based on data from 2004-2013, Denver has the third most intense heat island effect in the United States, with a 4.9-degree Fahrenheit increase in average urban temperatures.(ECAP 135)

Existing Stormwater Infrastructure: Many pipes within the system are undersized and reach their capacity quickly during water events resulting in flooding in specific areas of the study area.(ECAP 135)

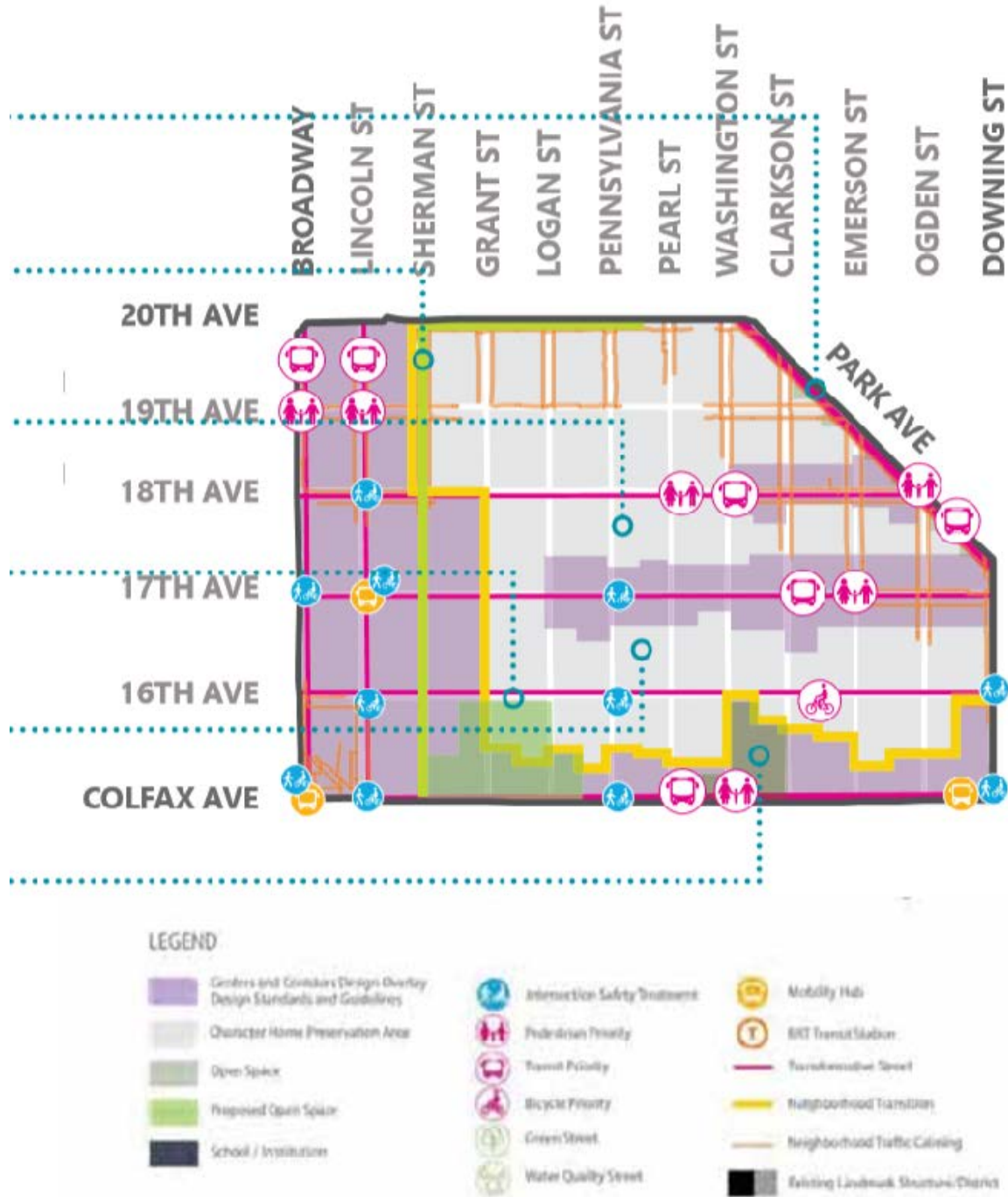
Green Alleys: Alleys with increased pervious surface coverage and vegetation to aid in infiltration and water quality treatment. As a result of the increased vegetation and pervious surfaces, these alleys become comfortable places for pedestrians to walk and function as key multimodal mobility corridors. A local example is the Westwood Via Verde which includes enhanced alleys and green infrastructure as part of its network. Priority areas include alleys within 50 feet of a storm drain.(ECAP 142)

Medical Care: East Central contains several large-scale medical campus facilities, however, income and other factors impact whether residents have access to medical care. City Park West has the highest concentration of medical facilities, but residents have been unable to see a medical professional due to cost. Almost a quarter of pregnant women in North Capitol Hill, Capitol Hill, and City Park West do not receive prenatal care during their first trimester. Rates of youth emergency asthma are more than 50 visits per 1,000 residents in both City Park West and North Capitol Hill, compared to an average of approximately 18 visits per 1,000 residents in Denver.(ECAP 151)

- Partner with Denver Health to deploy more free or reduced cost mobile clinics to East Central area neighborhoods with higher rates of Delayed Medical Care Due to Cost.(ECAP 152)

Introduction to Each Neighborhood:

North Capitol Hill Profile and Recommendations:



Era of Construction: North Capitol Hill is the East Central area's most diverse neighborhood in terms of building construction dates. 21% of the neighborhood is still vacant or parking lots, with lots of opportunity for new construction. 22% of all buildings were built prior to 1900 and 22% were built since 1966.(ECAP 162) The neighborhood has a diverse range of housing costs and high percentage of middle and high-density housing (98% of units are attached or multi-unit). It is lacking in large unit sizes (70% of units are studios and one-bedrooms) and home ownership opportunities (14% of households are owner occupied).(ECAP 168)

- Update Capitol Hill/Uptown and Uptown Design Standards and Guidelines. Improve materials, calibrate setbacks, provide variation in massing, encourage more larger units (2+ bedrooms) to accommodate variety of household types.(ECAP 38)

North Capitol Hill has higher poverty rates (27% in the western portion, 15% in the eastern portion) and higher unemployment rates (7.5% in the western portion) than the averages for the East Central Area and citywide. 40% of renter households and 13% of owner households are cost-burdened, meaning they are paying more than 30% of their income towards housing costs. 86% of households are renters. The western portion of North Capitol Hill is considered vulnerable to displacement due to the high percentage of renters and median income below Denver's median.(ECAP 167)

- Ensure affordable housing is provided when large city-owned property, particularly the District 6 police station, is redeveloped in order to achieve community goals. Also include social services and publicly accessible open space. Support acquisition of land by the city and/or its partners, such as Denver Housing Authority and community land trust entities, for future affordable housing, particularly along major transit corridors.(ECAP 61)

Land Use: North Capitol Hill is one of the most diverse mixes in terms of land use. 17% is parking, 25% is residential, 25% is mixed-use and commercial retail, and 25% is office.(ECAP 162)

- Replace vacant/parking lots with new buildings. Provide more trees and shade. Make crossing the street easier. Slow down vehicular traffic.(ECAP 164)

Zoning: Most of the neighborhood (63%) is zoned mixed-use, and 23% is zoned residential (multi-unit).(ECAP 162)

- The Design Guidelines for Capitol Hill/Uptown – R-4/OD-1 and for Uptown – R-4-X were adopted before the Denver Zoning Code and need modernization to meet the community's goals for urban design.(ECAP 165)

Street Pattern: Of the 15 north-south streets, eight are one-way streets (over 50%), many of them on the High Injury Network (HIN). Less than 10% of North Capitol Hill survey respondents noted the area as being very easy for biking. There is a concentration of crashes with cyclists.(ECAP 169) North Capitol Hill has the highest concentration of vehicular crashes; the

area as a whole has nearly double the citywide rate of crashes per resident. Crashes involving bikes and pedestrians are similarly concentrated in the neighborhood. This neighborhood has some of the highest volume arterial streets in the area, with Broadway, Lincoln, Colfax, and Park all carrying over 20,000 vehicles per day.(ECAP 172)

Consequently, there are fewer quiet streets in North Capitol Hill. The less trafficked streets like 16th, 19th, Sherman, Pennsylvania, Pearl, Emerson, Marion and Lafayette are more valuable as streets to live on and walk along.(ECAP 163) An average of 49% of commuters in North Capitol Hill drive alone to work, representing one of the best opportunities to further the City goal of 50% or less Single Occupancy Vehicle (SOV) trips citywide by 2030.(ECAP 169) An average of 27% of households do not have a vehicle, more than double the citywide average of 11%. However, curb space is in high demand in this area and many residents are concerned about on-street parking availability.(ECAP 172)

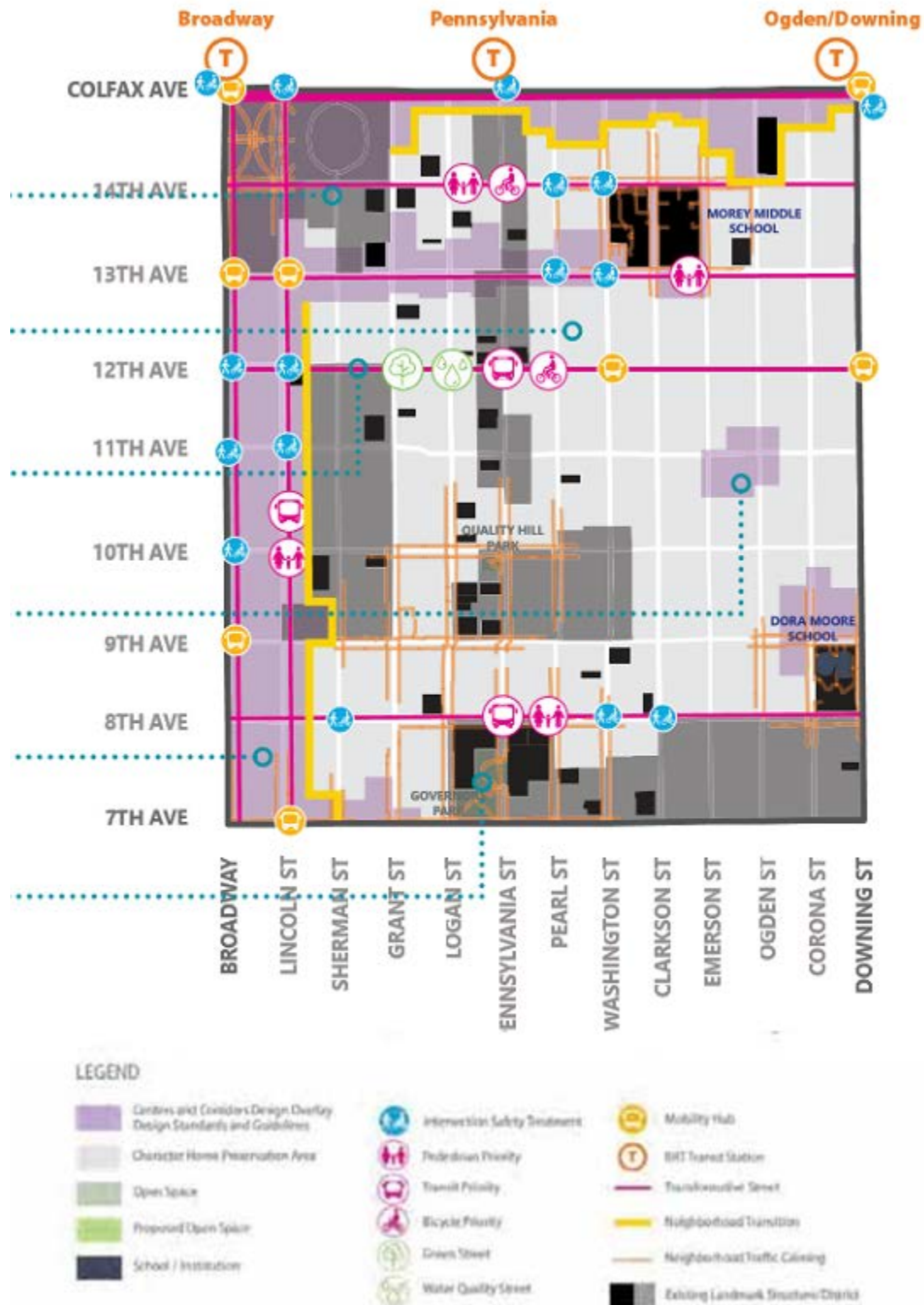
- **Priority Transit Routes:** High capacity transit on Colfax, Park, Broadway, and Lincoln.(ECAP 171) Speed and reliability transit on 17th, and 18th between Broadway and York.(ECAP 171)
- **Priority Intersections for Safety Improvements:** Lincoln at 16th, 17th, and 18th; Broadway at 17th; Colfax at Broadway, Lincoln, Pennsylvania, and Downing; Pennsylvania at 16th and 17th.(ECAP 170)

Significant Individual Street Recommendations:

- **Park Avenue:** Historic Parkway that links the Colfax corridor and surrounding neighborhoods to Downtown. It is auto-centric with minimal dedicated pedestrian environment or usable park space. It could be updated with Contemporary Parkway elements. (1) Study opportunities to improve pedestrian environment and park experience from Colfax to 20th. (2) Strengthen the pedestrian environment at the intersection of Park and Colfax. (3) Consider the future implementation of a dedicated pedestrian plaza. (4) Link the existing triangle parks through a more significant tree-lined pedestrian facility. Study feasibility of closing turn lanes and re-appropriating the space for pedestrians.(ECAP 126)
- **Sherman Street:** (1) Upgrade shared roadway to Neighborhood Bikeway between Colfax and 20th. (2) Consider more intense zoning and modifications to the City Park View Plane in exchange for significant community benefits such as a significant percentage of affordable units, implementation of the 5280 Trail, improved streetscape and ground floor activation, high quality design, and creation of 100 year buildings.(ECAP 93)

- **Lincoln Street:** Create a high-quality pedestrian and bike space with reduced crossing distances and operational improvements, such as longer pedestrian signal crossing times. Priority intersections include: 11th, 12th, Colfax, 16th, 17th, and 18th Aves.(ECAP 83)
- **Washington and Clarkson Streets:** Upgrade planned Buffered Bike Lanes between 7th and 20th to Protected Bike Lanes. Install new crossings.(ECAP 93)
- **Grant Street:** Extend proposed Protected Bike Lane from 20th to 11th several blocks further south to 7th. Ensure the project ties into the Cherry Creek Trail and Broadway multimodal project improvements.(ECAP 93)
- **16th Avenue:** Upgrade from Buffered Bike Lanes to a Neighborhood Bikeway or Protected Bike Lane between Broadway and City Park Esplanade. Study the feasibility of significantly limiting vehicular access in the long-term and transforming street into a Contemporary Parkway from Downtown east beyond Colorado. Connection east of Colorado is along 17th.(ECAP 128)
- **17th Avenue:** Improve pedestrian and bike safety and comfort with reduced crossing distance, new crossings and operational improvements. Priority intersections include: Broadway, Lincoln, Pennsylvania, Humboldt, York, Josephine, Steel, and Colorado.(ECAP 88)

Capitol Hill Profile and Recommendations:



Era of construction: 54% of all buildings were built prior to 1925, 24% prior to 1900, making this the oldest neighborhood in East Central. 32% of all construction has occurred since 1956. Most new construction along Lincoln/Broadway and Colfax.(ECAP 178) The neighborhood has a high percentage of middle- and high-density housing (97% of units are attached or multi-unit). It is lacking in larger unit sizes (74% of units are studios and one-bedrooms) and homeownership opportunities (21% of households are owner-occupied).(ECAP 183)

- Particular concerns with multi-unit and mixed-use construction include materials, ground floor design, and variation in massing and details. (ECAP 181)

Capitol Hill has lower education rates (68% with a college degree) than the average for the East Central area, and lower average wages (\$38,000) than the East Central Area of citywide. 44% of renter households and 29% of owner households are cost-burdened, meaning they are paying more than 30% of their income towards housing costs. 79% of households are renters. The all areas of Capitol Hill is considered vulnerable to displacement due to the high percentage of renters and median income below Denver's median.(ECAP 167)

- Direct growth to specific areas including Colfax, Sherman, and neighborhood nodes in exchange for community benefits. Community benefits include Implementation of the 5280 Trail on Sherman; improving streetscape and activation of the ground floor; preservation of existing community-serving uses, such as grocery stores; additional affordable housing units.(ECAP 181)

Land Use: 56% is residential, 9% is vacant or surface parking, 26% is Mixed-Use.(ECAP 178)

- Maintain the strong presence of government uses in the area mixed with some private uses. Enhance the Sherman streetscape to promote views of the Capitol and a more pleasant approach for pedestrians and cyclists. Require parking structures to have active ground floor uses and high-quality design.(ECAP 182)
- Improve the utilization of Governors Park through programming, new amenities, and better maintenance.(ECAP 177)
- **11th & Ogden:** Replace vacant/parking lots with new buildings. Provide more trees and shade. Widen sidewalks and reduce driveways. Slow down vehicular traffic.(ECAP 180)

Zoning: 55% is zoned multi-unit, 42% zoned mixed-use. This lends the neighborhood to remain one of the densest neighborhoods in Denver and to continue to house much of the workforce for downtown.(ECAP 178)

- Update the D-GT zone district and Golden Triangle design guidelines. Continue to allow maximum building height of 16 stories along Broadway and Lincoln.(ECAP 181)

Street Pattern: Capitol Hill contains many wide, high-speed roads that residents called out as difficult to cross, including Colfax, 13th, 14th, Broadway, and Lincoln. Within the East Central area, Capitol Hill has the second highest concentration of vehicular crashes; the area as a whole has nearly double the citywide rate of crashes per resident. Crashes involving bikes and pedestrians similarly are concentrated in the neighborhood. This neighborhood also has some of the highest volume arterial streets in the area, with Broadway, Lincoln, and Colfax all carrying over 20,000 vehicles per day, and 8th, 13th, and 14th carrying over 17,000 vehicles per day. Slow traffic on these streets as well as Washington, Lincoln, 11th, 9th, Corona.(ECAP 187)

Of the 13 north-south streets in Capitol Hill, only five are more quiet two-way streets. Of the eight east-west streets in the neighborhood (not including Colfax), five are more quiet two-way streets.(ECAP 179) An average of 54% of commuters in Capitol Hill drive alone to work, representing one of the best opportunities to further the City’s goal of 50% or less Single Occupancy Vehicle (SOV) trips citywide by 2030.(ECAP 184)

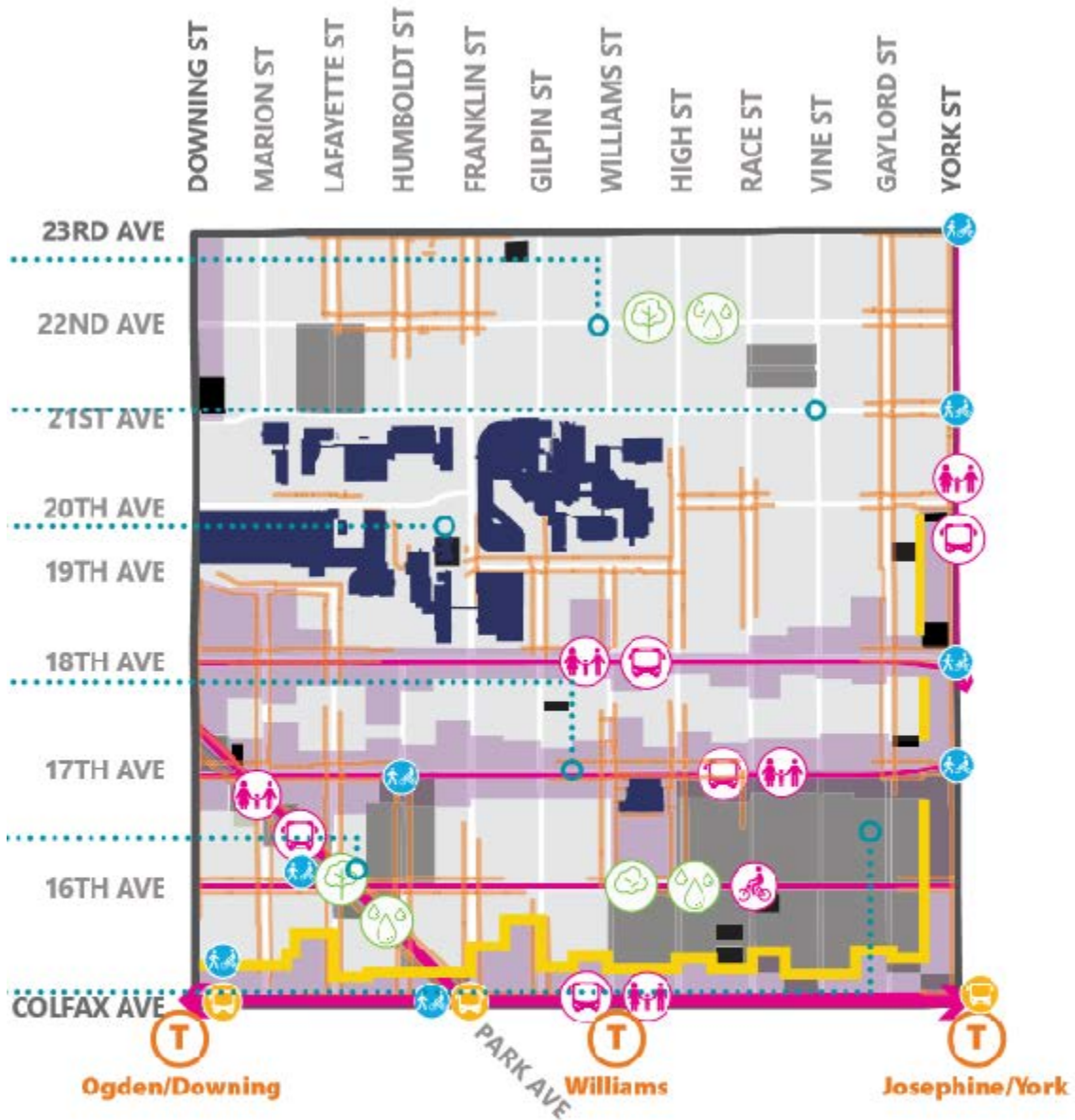
- **Priority Transit Routes:** High-Capacity transit on Colfax, Broadway, Lincoln. Medium-Capacity transit on 12th between Broadway and Cheesman Park. Speed & reliability transit on 8th.(ECAP 186)

Significant Individual Street Recommendations:

- **Broadway and Lincoln Streets:** Enhance the current configuration by introducing new streetscapes, “parklet” spaces, enhancements and mobility improvements that create a unified Grand Boulevard. Continue to direct growth along the corridor while adding mobility improvements. Create a high-quality pedestrian and bike space by reducing crossing distances and operational improvements, such as longer pedestrian signal crossing times. Study permanent safety improvements along the corridor including road diets and the feasibility of converting from one-way to two-way as part of citywide study. Priority intersections include: 10th, 11th, 12th, Colfax, 16th, 17th, and 18th.(ECAP 181)
- **Sherman Street:** Advance the vision for the 5280 Trail by working with the Downtown Denver Partnership and property owners along Sherman and 12th. Upgrade to Neighborhood Bikeway between 9th and Colfax to complete this leg of the 5280 Trail.(ECAP 184)
- **Washington and Clarkson Streets:** Upgrade planned conventional bike lanes between 7th and 20th to Protected Bike Lanes. Install new crossings.(ECAP 93)
- **Grant Street:** Extend proposed protected bike lane, currently planned from 20th to 11th several blocks further south to 7th. Ensure the project ties into Cherry Creek Trail and Broadway multimodal project improvements.(ECAP 184)

- **7th Avenue:** Install Neighborhood Bikeway between Broadway and Williams to connect to Protected Bike Lane of 7th Avenue Parkway between Williams and Colorado.(ECAP 93)
- **8th Avenue:** Provide transit speed and reliability improvements at key locations and rider amenities at stops. Improve north-south intersection pedestrian and bike safety and comfort with reduced crossing distances. Priority intersections include: Grant, Washington, Clarkson, and (in Congress Park) Detroit, Steele, Colorado.(ECAP 86)
- **9th Avenue:** Study the feasibility of adding a High Comfort Bikeway between Broadway and Colorado.(ECAP 95)
- **12th Avenue:** Conduct feasibility studies on New Bikeways not previously identified – 11th and 12th High Comfort Bikeway. Improve landscaping, water quality, transit, and biking with Contemporary Parkway elements.(ECAP 177)
- **13th Avenue:** Improve north-south intersection pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements. Priority intersections include: Washington, Clarkson, (in Cheesman Park) Vine, (in Congress Park) Detroit, Steele, Madison, and Colorado.(ECAP 87) Provide places to sit and eat outside at business nodes. Prioritize building edges and memorable buildings. Slow down vehicular traffic. Widen sidewalks and reduce driveways.(ECAP 180)
- **14th Avenue:** Improve north-south intersection pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements for all users. Priority locations include Clarkson and Washington, (in Congress Park) Detroit, Steele, Garfield, and Colorado. Study feasibility of adding a Protected Bike Lane between Broadway and Colorado Blvd.(ECAP 95)

City Park West Profile and Recommendations:



LEGEND

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|--|-------------------------------|--|
| Orders and Conditions Design Overlay Design Standards and Guidelines | Intersection Safety Treatment | Mobility Hub |
| District Home Preservation Area | Pedestrian Priority | BRT Transit Station |
| Open Space | Transit Priority | Four-Mode Speed |
| Preserved Open Space | Bicycle Priority | Neighborhood Transitline |
| School/Institution | Green Street | Neighborhood Traffic Calming |
| | Water Quality Street | Existing Landmark Structures/Districts |

Era of Construction: City Park West is one of East Central's more diverse neighborhoods. 9% is still vacant and parking lots. 60% of all buildings were built prior to 1925. 10% of all new buildings have occurred since 2001.(ECAP 192)

In City Park West, 39% of renter households and 19% of owner households are cost-burdened, meaning they are paying more than 30% of their income towards housing costs. Further, 71% of City Park West households are renters. The southern portion of City Park West is considered vulnerable to displacement due to the high percentage of renters and median income below Denver's median.(ECAP 198)

City Park West has a diverse range of housing costs and a high percentage of middle and high density (81% of units are attached or multi-unit). The neighborhood could benefit from more ownership opportunities (29% of households are owner-occupied). The northern part of the neighborhood that is predominantly single and two-unit residential is considered unaffordable. In this area, the housing and transportation costs for a typical household in the region would exceed 45% of its income.(ECAP 198)

- City Park West has approximately 700 subsidized units, many of which could be at jeopardy of expiring over the next 20 years. City Park West also has many smaller multi-unit buildings that provide an opportunity for conversion to income-restricted housing or ownership.(ECAP 198)

One impact of higher crime can be mental distress, and a survey measuring mental distress showed higher rates in City Park West compared to the Denver average. City Park West also sees slightly higher rates of violent crime.(ECAP 203)

Land Use: 50% of the neighborhood is residential use, 25% of which is multi-unit housing, 21% single-unit and only 3% two-unit. Hospital campuses are 23% and commercial/office and retail mixes are 20%.(ECAP 192)

- There are several small multi-tenant retail buildings in City Park West north of 21st. These buildings provide space for community serving retail uses but are too small to be designated as Local Centers.(ECAP 196)
- Consider additional protections for buildings that have architectural merit, but are not landmarked in Residential Office zone districts.(ECAP 196)

Zoning: 58% is zoned residential, 34% multi-unit, 14% single-unit, 10% two-unit. 20% is zoned campus/hospital. 20% is zoned mixed-uses. 2% is zoned open space for the triangle parks along Park Ave.(ECAP 192)

- Ensure development in the Uptown Healthcare District promotes the success of the medical uses and maintains compatibility with the surrounding neighborhood, including rezoning to non-hospital zone districts if hospital uses no longer present. Identify shared open space and programs with overarching theme of health and wellness.(ECAP 195)

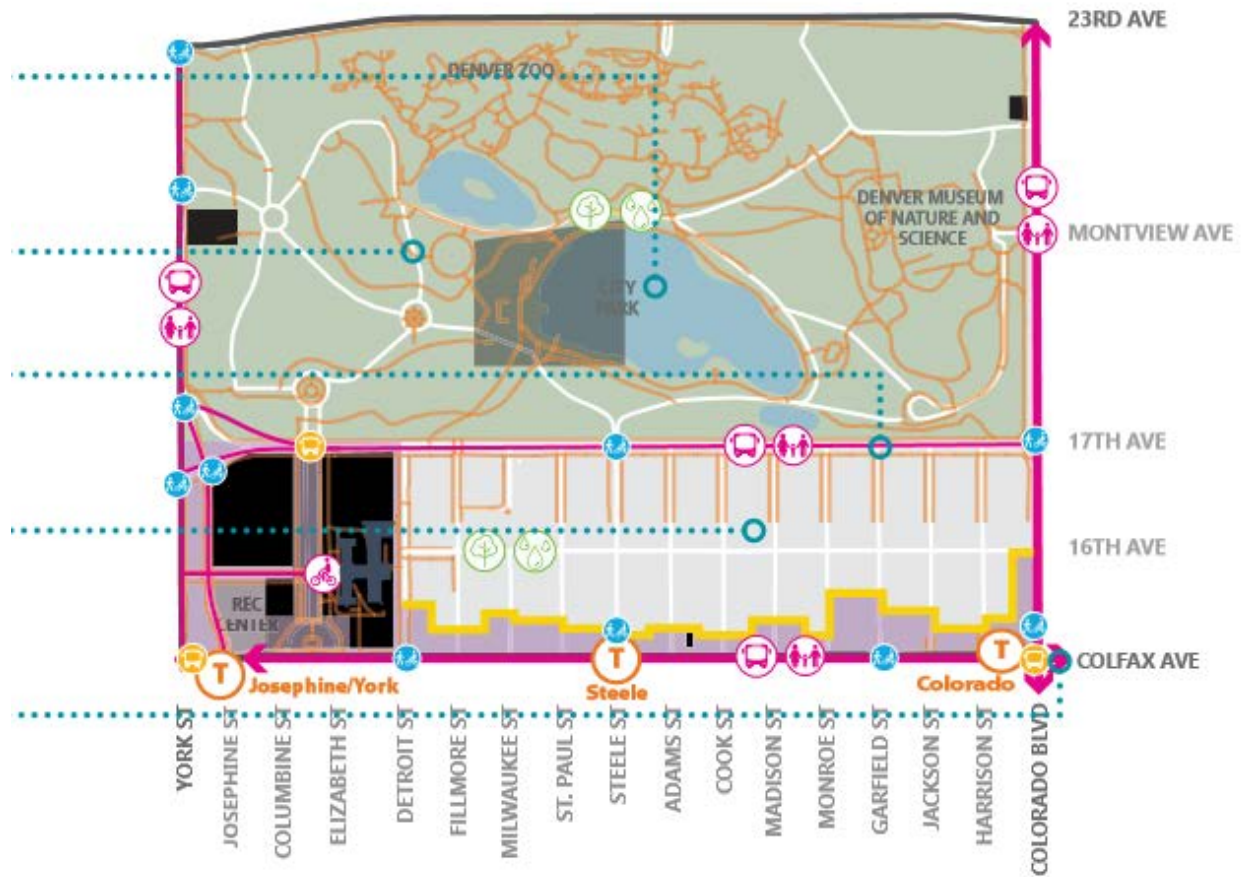
Street Pattern: Of the 12 north-south streets in the neighborhood, nine are quiet, discontinuous or local streets. Of the seven east-west streets, four are quiet, discontinuous streets. The neighborhood has a large proportion of livable streets.(ECAP 193)

- **Priority Transit Routes:** High capacity transit on Colfax. Medium capacity transit on York between 6th and 23rd. Speed and reliability transit on 17th, and 18th between Broadway and York.(ECAP 201)
- **Priority Intersection Safety Improvements:** Park at 16th; Colfax at Downing and York; York at 17th, 18th, 21st, and 23rd. (ECAP 200)

Significant Individual Street Recommendations:

- **Franklin Street:** Upgrade from Shared Roadway to High Comfort Bikeway between 12th and 23rd. (ECAP 199)
- **16th Avenue:** Upgrade from Buffered Bike Lanes to a Neighborhood Bikeway or Protected Bike Lane between Broadway and City Park Esplanade. Study the feasibility of significantly limiting vehicular access in the long-term and transforming street into a Contemporary Parkway from Downtown east beyond Colorado. Connection east of Colorado is along 17th.(ECAP 128)
- **17th Avenue:** Improve safety and strengthen transit. Make crossing Park Avenue safer for bikes and pedestrians while enhancing small triangle parks.(ECAP 191)
- **22nd Avenue:** Transform into a Contemporary Parkway.(ECAP 191)
- **23rd Avenue:** Upgrade from bike lane and sharrows to a High Comfort Bikeway such as Buffered or Protected Bike Lane, and focus on transition to 22nd Bike Lane.(ECAP 199)

City Park Profile and Recommendations:



LEGEND

- | | | |
|---|--------------------------------|--------------------------------------|
| Corridors and Corridor Design Overlay Design Standards and Guidelines | Intersection Safety Treatments | Mobility Hub |
| Character Home Preservation Area | Pedestrian Priority | RTD Transit Station |
| Open Space | Transit Priority | Transit-oriented Street |
| Proposed Open Space | Bicycle Priority | Neighborhood Transition |
| School / Institution | Green Street | Neighborhood Traffic Calming |
| | Water Quality Street | Existing Landmark Structure/District |

Era of Construction: One of the most uniform neighborhoods in East Central, 88% of all buildings were built before 1945, and 67% were built between 1926 – 1945. Most new construction has occurred on Colfax and Colorado.(ECAP 206)

City Park would benefit from more ownership opportunities (40% of households are owner-occupied), and integration of more housing types would help provide more attainable housing options than currently available. (ECAP 210)

- Modify zoning regulations to create an incentive for preserving existing houses by allowing an additional unit if the existing house is preserved. (ECAP 209)
- Integrate missing middle housing types and accessory dwelling units in Low and Low-Medium Residential Places.(ECAP 210)
- Update regulations in residential zone districts to remove barriers to additions and renovations. (ECAP 209)

City Park currently has approximately 156 income-restricted units.

- Increase the number of income-restricted housing units so that residents can easily access transit, services, and amenities. (ECAP 210)
- Incentivize new affordable housing by directing growth to Colfax Ave. and Colorado Blvd., the intersection of two BRT lines.(ECAP 205)

Land Use: East High School makes up 11% of the neighborhood. City Park is 56%, and residential uses make up 39%. Single-unit use is the predominate residential land-use at 20% but followed closely by multi-unit uses at 16%. Two-unit uses make up 3% of the area.

- Encourage continued utilization of park amenities while managing the impacts on surrounding neighborhoods. (ECAP 205)
- Work with cultural institutions to identify their long-term goals for continued success and growth and develop plans with the community to achieve them... Encourage walking, biking, and transit to access cultural institutions to limit the impacts on neighborhoods from traffic and parking.(ECAP 210)

Zoning: Most of the neighborhood (69%) is zoned Open Space. Only 24% is zoned for residential use. The remaining 5% is zoned for mixed-use and concentrated along Colfax Ave.(ECAP 206)

Street Pattern: Virtually all the neighborhood's streets are quiet and discontinuous because of City Park and East High.(ECAP 207)

An average of 71% of commuters in City Park drive alone to work; the citywide average is 70%.(ECAP 211)

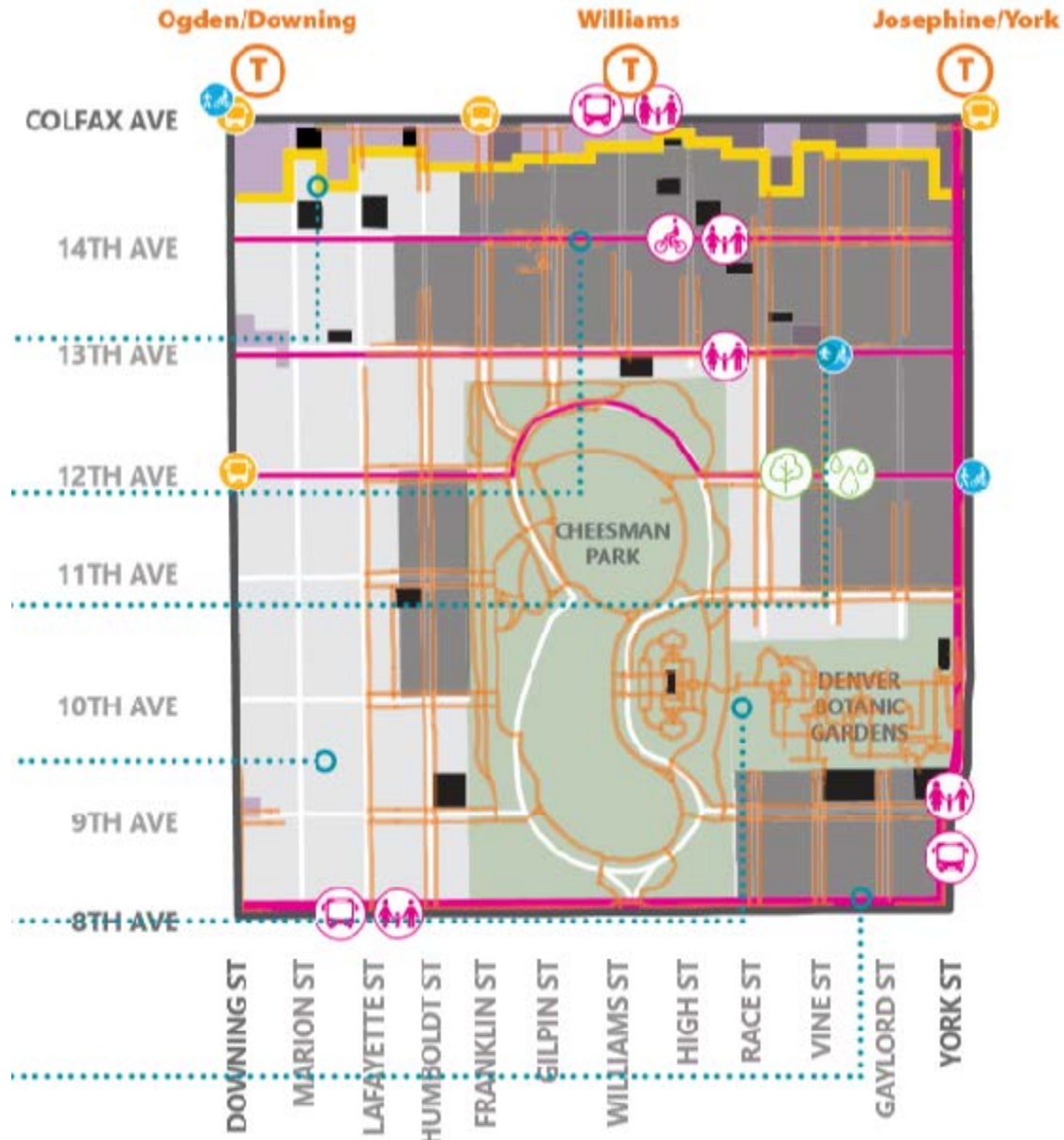
Vehicular crashes in the City Park neighborhood concentrate at Colorado/Colfax and York/Colfax. Crashes involving bicycles are concentrated along Colfax and on approaches to City Park entrances. High volume streets in this area include York St, Colfax, Colorado, and 17th Ave. with 19,000, 32,000, 60,000, and 32,000 average daily trips, respectively.(ECAP 214)

- **Priority Transit Routes:** High Capacity Transit on Colfax and Colorado. Medium Capacity Transit on York and Josephine. Speed and Reliability Transit on 17th.(ECAP 213)

Significant Individual Street Recommendations:

- **Steele Street:** Reroute planned St. Paul Neighborhood Bikeway to Steele, due to location of signal at Colfax. Extend Steele St. Neighborhood Bikeway between 6th and 17th.(ECAP 93)
- **Garfield Street:** Install planned Garfield Neighborhood Bikeway connecting City Park to Cherry Creek Trail.(ECAP 211)
- **Detroit Street:** Study the feasibility of adding a neighborhood bikeway between 6th and 17th. (ECAP 211)
- **16th Avenue:** Upgrade from Buffered Bike Lanes to a Neighborhood Bikeway or Protected Bike Lane between Broadway and City Park Esplanade. Study the feasibility of significantly limiting vehicular access in the long-term and transforming street into a Contemporary Parkway from Downtown east beyond Colorado. Connection east of Colorado is along 17th.(ECAP 128)
- **17th Avenue:** Improve safety and strengthen transit. Make crossing Park Avenue safer for bikes and pedestrians while enhancing small triangle parks.(ECAP 191)
- **23rd Avenue:** Upgrade from bike lane and sharrows to a High Comfort Bikeway such as Buffered or Protected Bike Lane, and focus on transition to 22nd Bike Lane.(ECAP 199)

Cheesman Park:



LEGEND

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|---|-------------------------------|---------------------------------|
| Orders and Ordinance Design Overlay Design Standards and Guidelines | Intersection Safety Treatment | BRT Transit Station |
| Character Home Preservation Area | Pedestrian Priority | Transit Street |
| Open Space | Transit Priority | Neighborhood Transit |
| Proposed Open Space | Bicycle Priority | Neighborhood Traffic Calming |
| School / Institution | Green Street | Existing Livable Human District |
| | Water Quality Street | |
| | Mobility Hub | |

Era of Construction: 72% of all buildings were built prior to 1925, and only 18% of buildings have been built since 2001. 4% of the neighborhood is still vacant or surface parking.(ECAP 219)

In Cheesman Park, 39% of renter households and 21% of owner households are cost-burdened, meaning they are paying more than 30% of their income towards housing costs. Further, 64% of Cheesman Park households are renters. The eastern portion of Cheesman Park is considered vulnerable to displacement due to the high percentage of renters and median income below Denver's median.(ECAP 223)

- 88% of Cheesman Park's housing units are in attached or multi-unit structures. These may provide an opportunity for conversion to income-restricted housing ownership.(ECAP 224)

Cheesman Park has a diverse range of housing costs and a high percentage of middle- and high-density housing. The neighborhood is skewed slightly towards smaller unit sizes (55% are studios and one-bedrooms) and could benefit from more ownership opportunities (36% of households are owner-occupied).(ECAP 224)

- Encourage more family-friendly, larger unit, development.(ECAP 224)
- Modify zoning regulations to create an incentive for preserving existing houses by allowing an additional unit if the existing house is preserved.(ECAP 222)
- Update regulations in residential zone districts to remove barriers to additions and renovations.(ECAP 222)

Land Use: 40% of land is dedicated to Park and Cultural uses. 54% is residential. 16% is mixed-use mostly along Colfax.(ECAP 219)

- Work with cultural institutions to identify their long-term goals for continued success and growth and develop plans with the community to achieve them... Encourage walking, biking, and transit to access cultural institutions to limit the impacts on neighborhoods from traffic and parking.(ECAP 210)

Zoning: 53% is zoned multi-unit with only a few small pockets (11%) zoned single unit residential.(ECAP 219)

Street Pattern: Because of Cheesman Park and the Botanic Gardens most streets are quiet and discontinuous. There are two one-way pairs (York/Josephine & 13th/14th) as well as 8th. Of the seven east-west streets, 4 are quiet. Of the 12 north-south streets, 10 are quiet.(ECAP 220)

This neighborhood also has high traffic arterials, including Colfax, Downing, 13th Ave. 14th Ave. 12th Ave. 8th Ave. and York St. with 37,000, 10,000, 14,000, 17,000, 15,000, 15,000, and 15,000 average daily trips, respectively.(ECAP 228)

An average of 64% of commuters in Cheesman Park drive alone to work, representing one of the city's better opportunities to further the City's goal of 50% or less SOV trips citywide by 2030. An average of 15% of households in Cheesman Park do not have a vehicle, just over the citywide

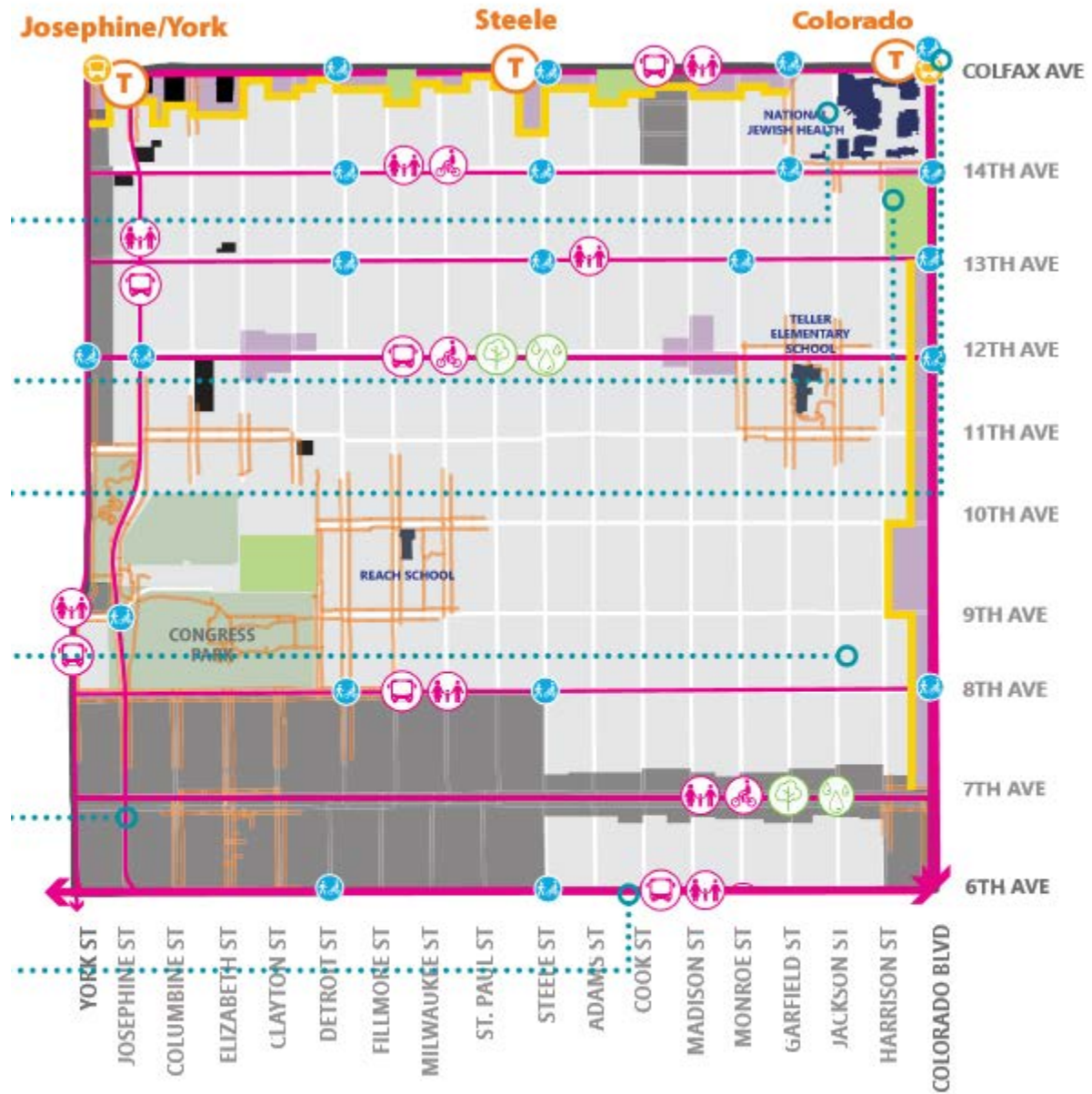
average of 11%. However, curb space is in high demand in this area and many residents are concerned about on-street parking availability.(ECAP 228)

- Consider piloting car free days where all, or part, of the Cheesman Park loop is closed to through traffic and for people to walk, bike, and roll in. This pilot will inform a longer-term closure of the park loop that many residents desire.(ECAP 228)
- **Priority Transit Routes:** High Capacity Transit on Colfax. Medium Capacity Transit on York, Josephine between 6th and 17th, 12th between Broadway and Cheesman Park. Speed and Reliability Transit on 8th.(ECAP 227)

Significant Individual Street Recommendations:

- **Franklin:** High Comfort Bikeway between 12th and 23rd due to connection between 16th Ave. Cheesman Park, and the medical campus to the north.(ECAP 225)
- **Lafayette and Gaylord Streets:** Study feasibility of adding High Comfort Bikeways between 12th and 16th.(ECAP 225)
- **York Street:** Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings and operational improvements. Priority locations include: 23rd, 21st, 18th, 17th, 12th, and 9th Aves.(ECAP 84)
- **7th Avenue:** Install Neighborhood Bikeway between Broadway and Williams St.(ECAP 93)
Upgrade from a Buffered Bike Lane to a Protected Bike Lane 7th Avenue Parkway between Williams St. and Colorado Blvd.(ECAP 93)
- **9th Avenue:** Study feasibility of adding High Comfort Bikeway between Broadway and Colorado.(ECAP 95)
- **12th Avenue:** Conduct a corridor study to determine the best placement for bicycle and transit improvements, as well as on 11th. Traffic operational improvements at Colorado, Josephine, York, Lincoln, and Broadway. Improve bicycle safety and reduce high crash numbers. Consider contemporary parkway elements to serve multiple community functions.(ECAP 86, 225)
- **14th Avenue:** Study feasibility of adding a Protected Bike Lane between Broadway and Colorado Blvd. Between High St. and Colorado Blvd improve pedestrian crossing safety from alleys and bike crossings at intersections.(ECAP 226)

Congress Park Profile and Recommendations:



LEGEND

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|--|-------------------------------|--------------------------------------|
| Genders and Corridors Design Overlay Design Standards and Guidelines | Intersection Safety Treatment | Mobility Hub |
| Character Home Preservation Area | Pedestrian Priority | BRT Transit Station |
| Open Space | Transit Priority | Transformative Street |
| Proposed Open Space | Bicycle Priority | Neighborhood Transition |
| School / Institution | Green Street | Neighborhood Traffic Calming |
| | Water Quality Street | Existing Landmark Shuttered District |

Era of Construction: The most uniform neighborhood in East Central, 88% of all buildings were built before 1945, and 70% were built between 1926 – 1945. Most of the new construction has occurred on the edges of the neighborhood, along Colfax Ave and Colorado Blvd.(ECAP 232)

In Congress Park, 40% of renter households and 23% of owner households are cost-burdened, meaning they are paying more than 30% of their income towards housing costs. The northwest portion of Congress Park is considered vulnerable to displacement due to the high percentage of renters and median income below Denver’s median.(ECAP 236)

The southern part of Congress Park, which is predominantly single-unit residential, is considered unaffordable. In this area, the housing and transportation costs for a typical household in the region would exceed 45% of its income.(ECAP 237)

- Integrate new, compatible housing types would help to provide more attainable options. Congress Park participants identified encouraging more accessory dwelling units (ADUs), secondary detached single-family homes, and live-work units to add to the variety of household types. Integrate missing middle housing types and accessory dwelling units in Low and Low-Medium Residential Places.(ECAP 237)

Land Use: The neighborhood is predominately made up of residential uses, 82% when combined, and 61% is single-unit use exclusively. The remainder of the neighborhood consists of quasi-public uses, institutional, open space, and commercial/retail.(ECAP 232) Approximately 86% of the households in East Central are within a 10-minute walk of a park.(ECAP 126) One exception is south-east Congress Park.

- Create a new neighborhood park with a community garden to meet park access standards (near National Jewish).(ECAP 243)

Zoning: Most of the neighborhood (84%) is zoned residential (SU at 46%, TU at 15%, and RH at 23%) with only 6% being zoned for Mixed-Use. With the exception of the commercial nodes at 12th & Madison and 12th & Clayton, most of the mixed-use zoning is concentrated along Colfax and Colorado.(ECAP 232)

Street Pattern: Because of Parks/Reservoir, 7th Ave. Parkway, and shifts in the street grid, only Colfax, 14th, 13th, 8th, and 6th continue east-west beyond the neighborhood. Similarly, the only north-south streets that continue far beyond the neighborhood are its bounding streets of Colorado and Josephine. This leaves large numbers of quiet, generally discontinuous streets. Colfax and Colorado are by far the busiest streets in the neighborhood, with 32,000, and 55,000 average daily trips, respectively. Other east/west collector and arterial streets average slightly above 15,000 daily trips.(ECAP 233)

An average of 68% of commuters in Congress Park drive alone to work, representing one of the city’s better opportunities to further the City’s goal of 50% or less single occupancy vehicle (SOV) trips citywide by 2030. An average 9% of households in Congress Park do not have a vehicle, just under the citywide average of 11%. Bike crashes are concentrated in Congress Park near Colfax Ave. Colorado, and 12th approaching Cheesman Park.(ECAP 241)

The Congress Park Safe Streets Committee conducted a neighborhood traffic study with recommendations that have been incorporated into this plan.(ECAP 241)

- **Priority Transit Routes:** High Capacity Transit at Colfax and Colorado. Medium Capacity Transit at York and Josephine. Speed and Reliability Transit at 6th and 8th.(ECAP 240)

Significant Individual Street Recommendations:

- **Colorado Boulevard:** Provide transit speed and reliability improvements and rider amenities at stops. Improve pedestrian and bike safety with reduced crossing, new crossings, and operational improvements, including creating a greater separation between the sidewalk and roadway. Priority locations include 8th, 9th, 12th, 13th, 14th, Colfax, 17th, Montview Blvd, and 23rd Aves.(ECAP 82)
- **Steele Street:** Reroute planned St. Paul Neighborhood Bikeway to Steele, due to location of signal at Colfax. Extend Steele St. Neighborhood Bikeway between 6th and 17th.(ECAP 93)
- **Josephine Street:** Provide transit speed and reliability improvements and rider amenities at stops. Install missing sidewalks between 16th and 17th near Carla Madison Recreation Center.(ECAP 83)
- **Detroit Street:** Study the feasibility of adding a Neighborhood Bikeway between 6th and 17th. Study should consider parallel route opportunities, such as Fillmore, to leverage existing infrastructure and topography.(ECAP 95)
- **6th Avenue:** Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, and operational improvements. Priority locations include: Detroit and Steele Streets.(ECAP 85)
- **7th Avenue:** Upgrade to Parking Protected Bike Lane 7th Avenue Parkway between Williams and Colorado. Study the feasibility of installing a multiuse path within the parkway and limiting access for vehicle cross-traffic at certain intersections. Study the feasibility of permanent safety improvements including, but not limited to, road diets and traffic calming.(ECAP 85)
- **8th Avenue:** Provide transit speed and reliability improvements at key locations and rider amenities at stops. Improve pedestrian and bike safety and comfort with reduced crossing distances. Priority locations include: (in Capitol Hill) Grant, Washington, Clarkson, (in Congress Park) Detroit, Steele, Colorado.(ECAP 86)

- **9th Avenue:** Study the feasibility of adding a High Comfort Bikeway between Broadway and Colorado.(ECAP 95)
- **12th Avenue:** Improve bike and pedestrian crossing and operational improvements at Colorado, Josephine, York, Lincoln, and Broadway. Improve bicycle safety and reduce high crash numbers. Consider contemporary parkway elements to serve multiple community functions. Traffic speeding down 12th is the biggest issue with the 12th and Elizabeth-Clayton business node, scoring a less pedestrian friendly range due to difficult intersection crossings. Overall, node scores 7/10. The parking lot at the corner of 12th and Madison could use a facelift of landscaping and screening.(ECAP 86)
- **13th Avenue:** Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements for all users. Priority locations include: (in Capitol Hill) Washington, Clarkson, (in Cheesman Park) Vine, (in Congress Park) Detroit, Steele, Madison, Colorado.(ECAP 87)
- **14th Avenue:** Study feasibility of adding a Protected Bike Lane between Broadway and Colorado Blvd. Improve pedestrian and bike safety and comfort with reduced crossing distances, new crossings, alley crossing safety enhancements, and geometric and operational improvements for all users. Priority locations include Colorado, Garfield, Steele, Detroit, (in Capitol Hill) Clarkson, and Washington.(ECAP 95)

Colfax Corridor:

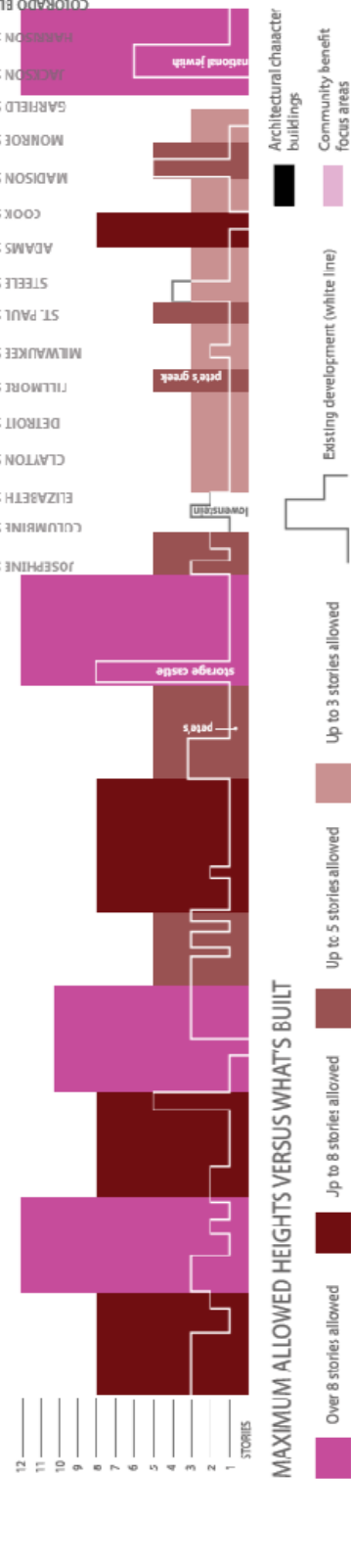
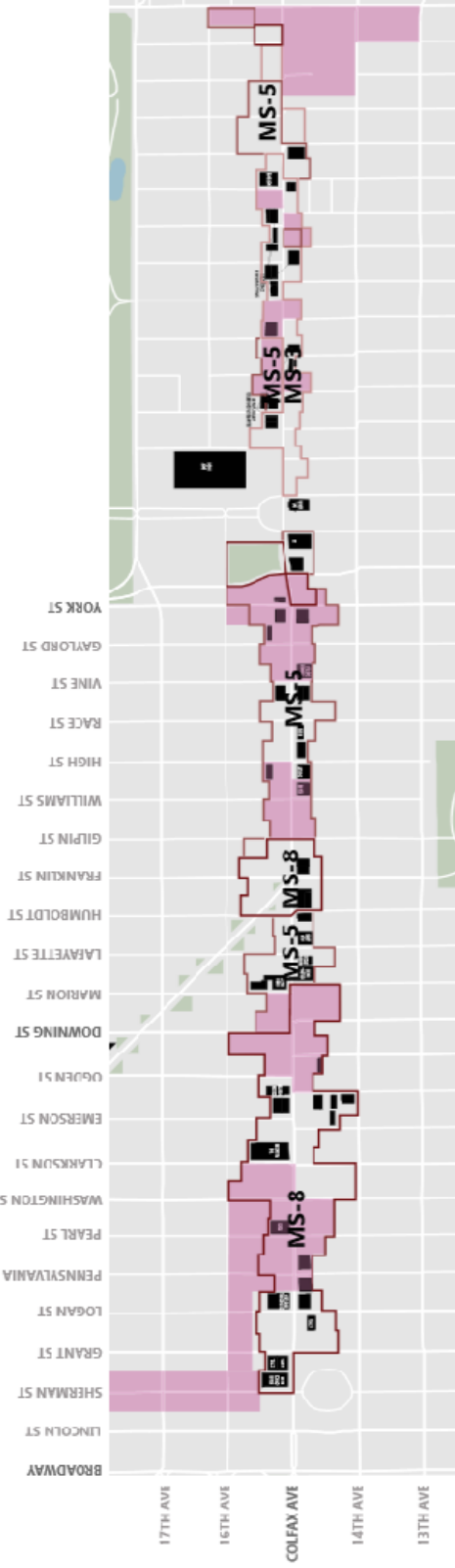
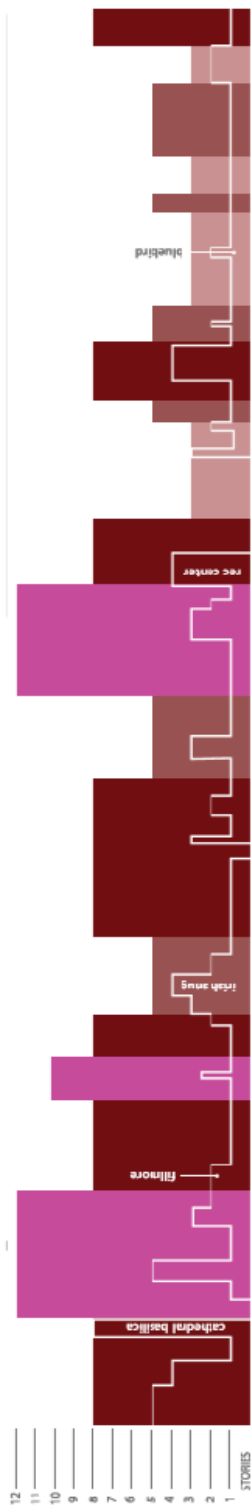
Colfax: Implement locally preferred alternative for Colfax corridor, including center-running bus rapid transit (BRT), improved pedestrian, cyclist, and driver safety at intersections and transit stations, and a beautiful corridor featuring a high-quality pedestrian space and placemaking opportunities.(ECAP 81)

Development Patterns and Public Space – The layout of blocks is quite consistent. Most blocks along Colfax include 275 feet of frontage with a 15-20 foot alley dividing the block in half. Therefore, most properties fronting onto Colfax have about 125 -130 feet of frontage. However, lot depths are less consistent. Some, albeit extreme cases, are as little as 25 feet deep whereas others go back a half block and can be around 300 feet deep. Most lots are between 100 – 125 feet deep... The right-of-way along Colfax also varies. Closer to downtown, there is about 80 feet, which, with four travel lanes, a turn lane and occasional on street parking, leaves very narrow sidewalks. Further east, some areas are 100 feet wide and sidewalks are asymmetrical – with more space on the north side than south. Streetscape amenities are few – due to the lack of space and ability to maintain them.(ECAP 246)

What should be saved? – Landmarked and historic or contributing buildings. Potentially historic, character-contributing and storefront buildings. Cultural Character – these cultural aspects are less tangible – cannot be ‘mapped’ – but are desired to remain.(ECAP 247)

Denver’s crash analysis found that 14% of all crashes between pedestrians and motorists occurred on Colfax Avenue. RTD’s highest ridership but route is Colfax Ave. In the interim, improve intersections and crossings at priority intersections.(ECAP 260)

MAXIMUM ALLOWED HEIGHTS VERSUS WHAT IS BUILT



MAXIMUM ALLOWED HEIGHTS VERSUS WHAT'S BUILT

- Over 8 stories allowed
- Up to 8 stories allowed
- Up to 5 stories allowed
- Up to 3 stories allowed
- Existing development (white line)
- Community benefit focus areas
- Architectural character buildings

Barriers to Development:

Adaptive Reuse Challenges: The process of reusing a character building desired building, specifically when changing the use from how a building functions today, is very challenging. This ‘change in use’ qualifier triggers a slew of necessary upgrades. Required parking is often hard to meet for the new uses. The costs associated with bringing these elements up to current standards can be prohibitive.(ECAP 249)

There are unique challenges of narrow and small lots that can make vertical development challenging. Lot sizes and depths were examined for their potential to redevelop.

75’ depth: This depth is critical for rear parking with a building fronting Colfax. It provides a five foot buffer in the rear... and then 40 feet for a drive aisle and 90-degree parking on one side, leaving 30 feet for ground floor uses.

100’ depth: This allows the same construction as 75’ lot depth but adds an additional bay of parking. This could result in a 3-4 story building on a standard width lot.

125’ – 150’ depth: This is critical for buildings to go taller than 5 stories when adjacent to a protected district. This only applies to a couple properties currently zoned for 8 stories but should be considered for any rezoning assumptions. This dimension is also critical for getting any type of above-grade structure for parking taller buildings. Going underground is preferred, but on smaller individual lots will not be likely.(ECAP 249)

While there is entitlement to go taller on many lots, the challenges of doing so on small lots make it unlikely. Therefore, some of the smaller lots are over-zoned and could be overvaluing their land and development potential... It was determined through this analysis that at their maximum development potential under existing zoning, these lots can handle approximately 7 million square feet of development. That is more than 3 times the expected growth for Colfax in the East Central area.(ECAP 249)

Knowing the common challenges to developing on Colfax in addition with much-desired community benefits (affordable housing, open space, preservation of existing buildings, preserving existing businesses) it was determined that a targeted, incentive-based approach to upzoning would be the best way to achieve multiple goals for the corridor and adjacent neighborhood.(ECAP 249)

- Reduce regulatory barriers to make it easier to reuse existing buildings that contribute to the character of Colfax and offer a higher level of protection for more significant buildings. Establish an Adaptive Reuse Ordinance.(ECAP 251)
- Modify standards for public right-of-way improvements to be proportional to the cost of improvements. Eliminate the land dedication requirement for right-of-way when it would result in a lot being less than 75’. Allow existing alleys to be used to access properties. If a property redevelops in an area that will receive streetscape upgrades from the initial Colfax BRT or other bond-initiated project, either allow these public funds to be used by and implemented by the developer or eliminate this requirement. Eliminate parking

requirements for structures more than 50 years old. Create a Local Historic or Cultural District.(ECAP 251)

- Encourage new development to provide community benefits adjacent to transit stations. Create a program that links potential increases in building heights or flexibility in zoning in specified areas in exchange for public benefits. Affordable housing targets will be a prerequisite. Additional emphasis on providing publicly accessible open space around transit stations such as small plazas. Encouraging developers to purchase additional development rights from existing character-building properties. Offering in-lieu fees to go towards a small business retention fund to help existing small businesses remain in a changing corridor.(ECAP 252)
- Modify building form and transition standards to take into account the challenging size of lots on Colfax and to encourage better outcomes. Reducing the front step-back of 20' after 5 stories to be a lesser dimension and for only a portion of the façade. Allow increased setbacks on the ground floor when they contribute to a desired goal. Modify required rear step-backs to achieve specific goals. Require the side street ground floor setbacks adjacent to neighboring properties to match the rest of that street's front setbacks for a percentage of the side street frontage. Modify building forms and standards so that ground floor residential in areas not directly adjacent to BRT stations is more feasible.(ECAP 252)
- Encourage redevelopment along and activation of alleys. Find a willing property owner to pilot an alley activation project for a summer. Allow building over an alley on upper floors and creating enhanced alleys with utility easements. Modify standards so that improvements over utility easements for amenities like seating, lighting, and public art are not prohibited.(ECAP 254)
- Amend sign regulations to allow creative solutions to signs that fit the character of Colfax including revise rules about murals and the amount that can contribute to advertising/allowable sign square footage.(ECAP 255)
- Discourage low utilization of land and auto-oriented uses along Colfax. Updating limitations on the drive through building form. Changing the current minimum height in MS-5 or higher from 24 ft. to two stories.(ECAP 255)
- Create a multi-faceted BRT construction mitigation program for small business along the Colfax corridor to help them thrive during the period of construction. Offer grants to small businesses to make up portions of a documented revenue gap experienced during construction. Require the BRT construction contractors to hire local subcontractors, use local services from within East Central during planning and construction periods.(ECAP 257)

- Encourage shared parking arrangements for neighboring businesses. Greatest opportunities may exist for businesses with different hours and ones with large existing lots such as grocery stores. Formally allow use of alleys for business loading/unloading.(ECAP 258)
- Support acquisition of land by the City and/or its partners, such as Denver Housing Authority and community land trust entities, for future affordable housing. Promote the use and expansion of tools, such as Low Income Housing Tax Credits, Tax Increment Financing, and the Affordable Housing Fund, to fund development of affordable housing development. Dedicated as affordable for a period of time consistent with or greater than adopted city policy.(ECAP 259)
- Increase tree canopy. Explore converting impervious surface within ROW. Develop design guidelines for contemporary tree lawn.(ECAP 264)
- Improving safety and reducing crime was a priority for many residents in East Central. While the average violent crime rate in East Central is comparable to the citywide average, a concentration of incidents along Colfax Avenue on the west side of the study area result in crime rates that are slightly higher than the Denver average in North Capitol Hill, Capitol Hill, and City Park West.(ECAP 153)
- Incorporate design elements that activate public spaces and improve safety, particularly in areas that have historically seen higher rates of crime. Provide adequate street lighting, encourage public art, implement targeted litter removal, review zoning and building code regulation to ensure street level activation in new developments including street-facing windows, balconies, and porches. Update regulations as needed.(ECAP 154)